

***Civil Aviation Authority***

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**CAA Monthly Statistics**  
(up to and including November 1979)

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# Foreword

## 1 CONTENT

- 1.1 *CAA Monthly Statistics* is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airport and airline operators; some of this information is required by the Civil Aviation Act, 1971. Statistics for the Channel Islands airports are provided by the Commandant for Jersey Airport and the Office of the Lieutenant Governor for Guernsey and Alderney Airports. The assistance from all these authorities is gratefully acknowledged.
- 1.2 Some of the figures included in *CAA Monthly Statistics* are provisional only and may be revised in later issues. Figures contained in monthly and quarterly tables have not been seasonally adjusted, but figures are given, in the tables covering past years, for the most recent six months and the corresponding six months one year earlier.
- 1.3 Tables 13, 16–19 and 20 have been revised with effect from January 1977. Figures given in all the Tables are now for the current month only, instead of a monthly average of the latest three months. Tables 13 and 21 have been expanded so as to enable cargo carried on all-cargo flights to be separated from that carried on passenger flights, and to show a breakdown between International and Domestic and Scheduled and Non-Scheduled Traffic.
- 1.4 Tables 3–7 have been revised with effect from July 1977 and Tables 8–9 with effect from January 1978. Figures given in the Tables are now actuals for each quarter or year instead of a monthly average of three months or twelve months.
- 1.5 Table 19 was withdrawn after December 1977 because of misreporting at certain airports which led to anomalies in the published figures. From October 1978 the table is produced in a simplified form.

## 2 CONVENTIONS

- 2.1 **Symbols and Abbreviations** The following are used throughout:

+	=	UK Customs airport
..	=	not available
—	=	nil or less than half the final digit shown
n.e.i.	=	not elsewhere included
a.t-km	=	available tonne-kilometres

A.T. Movements = Air Transport Movements

- 2.2 **Rounding of Figures** In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.

- 2.3 **Units of Measurement** Metric measurements are used throughout *CAA Monthly Statistics*.

Tonne	=	1000 kilogrammes
Tonne-kilometres	=	The product obtained by multiplying the number of tonnes carried by the distance flown measured in kilometres

Conversion factors (foot/pound system to metric system)

1 short ton (2000 lbs)	=	0.9072 tonnes
1 ton (2240 lbs)	=	1.0160 tonnes
1 statute mile (5280 feet)	=	1.6093 kilometres
1 short ton-mile	=	1.4600 tonne-kilometres

The explanations of other terms used throughout the Tables are contained in the section on Definitions immediately following the Tables.

## 3 ENQUIRIES

- 3.1 **Statistics** Enquiries concerning the information in *CAA Monthly Statistics* should be addressed to:

Civil Aviation Authority  
Room T415  
CAA House                      Tel. 01 379 7311    Ext. 2504    (Airline Statistics and General Enquiries)  
45/59 Kingsway  
London WC2B 6TE    Ext. 2519    (Airport and Air passenger Statistics)

- 3.2 **Distribution** Enquiries concerning orders and subscriptions should be addressed to:

Civil Aviation Authority  
Printing and Publication Services  
Greville House  
37 Gratton Road  
Cheltenham  
Glos GL50 2BN

**4 CIVIL AVIATION STATISTICS FOR EARLIER YEARS** Statistics for the period from January 1968 to December 1972 were published in the Civil Aviation Series of the Department of Trade & Industry's *Business Monitors*.

The series comprise:

CA. 1	<i>Airport activity</i>	(Monthly)
CA. 2	<i>Air passengers</i>	"
CA. 3	<i>Air freight &amp; mail</i>	"
CA. 4	<i>Airline operations</i>	"
CA. 5	<i>Airline operations</i>	(Quarterly)
CA. 6	<i>Domestic passenger traffic</i>	"
CA. 7	<i>Air passengers – international and cabotage</i>	"
CA. 8	<i>Airline financial statistics</i>	(Annually – 1968 to 1971 only)

Annual versions of CA. 1 to CA. 7 were also published.

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# Civil Aviation Statistics—November 1979

## ACTIVITY AT UK AIRPORTS

### 1. Air Transport Movements

During November 1979 UK airports handled 69 000 air transport movements (2.6 per cent growth when compared with the same month in the previous year); of which 6.5 per cent were all-cargo movements. The number of scheduled air transport movements rose by 2.3 per cent and the number of charter air transport movements rose by 3.6 per cent. The UK operators' share of scheduled movements rose marginally to stand at 77.0 per cent of the total, whilst their share of charter movements rose by 2.4 percentage points to stand at 93.0 per cent of the total.

#### 1. Air Transport Movements at London Area Airports

The London area airports reported 32 000 air transport movements (2.5 per cent growth when compared with November 1978); of which 6.4 per cent were all-cargo movements. Gatwick reported the greatest increase in movements handled (800 additional movements; 11.6 per cent growth) followed by Luton with 355 additional movements (30.7 per cent growth) and Southend with 22 additional movements (2.2 per cent growth). Heathrow reported 294 fewer movements (1.4 per cent decline) and Stansted reported 123 fewer movements (30.0 per cent decline).

#### 1.2 Air Transport Movements outside the London Area

UK airports outside the London area handled 38 000 air transport movements (2.7 per cent growth when compared with November 1978); of which 6.6 per cent were all-cargo movements. Edinburgh reported the greatest increase in movements handled (471 additional movements; 26.0 per cent growth) followed by Aberdeen with 353 additional movements (6.9 per cent growth) and Leeds/Bradford with 226 additional movements (25.6 per cent growth). Manchester reported the heaviest fall in movements handled (143 fewer movements; 3.6 per cent decline) followed by Humberside with 136 fewer movements (26.0 per cent decline) and Kirkwall with 115 fewer movements (11.1 per cent decline).

### 2 Terminal Passengers

3.7 million terminal passengers used UK airports during November 1979 (1.9 per cent growth when compared with the same month in the previous year). The number of scheduled passengers rose by 2.8 per cent whilst the number of charter passengers declined by 1.8 per cent. The UK operators' share of scheduled passengers

rose by 1.3 percentage points to stand at 67.0 per cent of the total and their share of charter passengers rose by 1.0 percentage points to stand at 86.6 per cent of the total.

#### 2.1 Terminal Passengers at London Area Airports

The London area airports reported 2.6 million passengers (1.4 per cent growth when compared with November 1978). Gatwick reported the greatest increase in passengers handled (43 192 additional passengers; 10.0 per cent growth) followed by Luton with 1 525 additional passengers (1.4 per cent growth) and Stansted with 1 123 additional passengers (5.3 per cent growth). Heathrow reported the heaviest fall in passengers handled (6 842 fewer passengers; 0.3 per cent decline) and Southend reported 2 402 fewer passengers (21.8 per cent decline).

#### 2.2 Terminal Passengers outside the London Area

Outside the London area, UK airports handled 1.2 million terminal passengers (3.0 per cent growth when compared with November 1978). Belfast reported the greatest increase in passengers handled (16 243 additional passengers; 20.5 per cent growth) followed by Glasgow with 6 557 additional passengers (4.0 per cent growth) and Aberdeen with 6 401 additional passengers (6.2 per cent growth). Sumburgh reported the heaviest fall in passengers handled (4 664 fewer passengers; 7.8 per cent decline) followed by Lydd with 3 208 fewer passengers (46.3 per cent decline) and Kirkwall with 3 172 fewer passengers (32.0 per cent decline).

#### 2.3 International and Domestic Passengers

2.6 million passengers travelled on international services during November 1979 (a marginal decline when compared with the same month in the previous year). The most heavily used international scheduled services were those to the USA (carrying 16.8 per cent of all international scheduled services) followed by those to Germany (8.6 per cent) and those to France (8.5 per cent). The most heavily used charter services were those to Spain (carrying 35.5 per cent of all international charter passengers) followed by those to the Canary Islands (9.5 per cent) and those to Italy (7.2 per cent). The number of passengers travelling on domestic services was 2.0 million passengers (0.3 per cent growth when compared with November 1978). The number of passengers using Belfast domestic services rose by 19.7 per cent, those using London area services rose by 9.1 per cent, those using Glasgow



services rose by 5·8 per cent and those using Channel Islands services rose by 5·4 per cent. The number of passengers using Edinburgh domestic services declined by 9·1 per cent, those using Isle of Man services declined by 2·5 per cent and those using Penzance services declined by 1·4 per cent.

### **3 Cargo**

66 000 tonnes of cargo were handled by UK airports during November 1979 (an increase of 1·1 per cent when compared with the same month in the previous year); of which 50·6 was carried on all-cargo services. The number of scheduled tonnes handled declined by 0·5 per cent whilst the number of charter tonnes handled rose by 7·7 per cent. The UK operators' share of scheduled tonnage fell by 1·5 percentage points to stand at 41·2 per cent of the total whilst their share of charter tonnage rose by 8·3 percentage points to stand at 92·7 per cent of the total.

#### **3.1 Cargo at London Area Airports**

The London area airports handled 54 000 tonnes of cargo (1·4 per cent growth when compared with November 1978); of which 46·5 per cent was carried on all-cargo flights. Gatwick reported the greatest increase in tonnage handled (981 additional tonnes; 10·6 per cent growth) followed by Luton with 712 additional tonnes (more than one-fold growth), Heathrow with 509 additional tonnes (1·3 per cent growth) and Southend with 233 additional tonnes (29·6 per cent growth). Stansted reported 1 691 fewer tonnes (67·0 per cent decline).

#### **3.2 Cargo outside the London Area**

UK airports outside the London area handled 13 000 tonnes of cargo (a marginal decline when compared with November 1978); of which 68·1 per cent was

carried on all-cargo flights. Manchester reported the greatest increase in tonnage handled (259 additional tonnes; 9·5 per cent growth) followed by Blackpool with 181 additional tonnes (67·0 per cent growth) and East Midlands with 24 additional tonnes (24·0 per cent growth). Prestwick reported the heaviest fall in tonnage handled (408 fewer tonnes; 23·3 per cent decline) followed by Southampton with 211 fewer tonnes (53·4 per cent decline) and Bournemouth with 152 fewer tonnes (19·1 per cent decline).

### **Output of U.K. Airlines**

The output of UK airlines for all services in November 1979 was 961 million available tonne-kilometres, a decrease of 0·1 per cent on November 1978.

The scheduled service output of 689 million available tonne-kilometres was 5·8 per cent higher than a year earlier. The overall load factor was 60·5 per cent, compared with 59·2 the previous year. Seat kilometres used were 60·5 per cent of those available. Seat factors on domestic and international scheduled services were 58·0 and 60·7 per cent respectively compared with 60·0 and 60·7 per cent a year earlier. The non-scheduled output of 272 million available tonne-kilometres was 12·5 per cent lower than in November 1978. There were no Advance Booking Charters but Inclusive Tour Charters on Class 3 licences accounted for 93·4 million available tonne-kilometres compared with 6·9 million on Advance Booking Charters and 89·0 million on Inclusive Tour Charters a year earlier.

NOTE: Statistics of airport activity, passengers and cargo are derived from data supplied by airports. Airline statistics are based on data supplied by the airlines. Data from these two sources are not strictly comparable. There are small differences in timing and more significantly differences arise because airlines are not asked to report non-revenue passengers and cargo.

# Size Structure of UK

**Table 1**

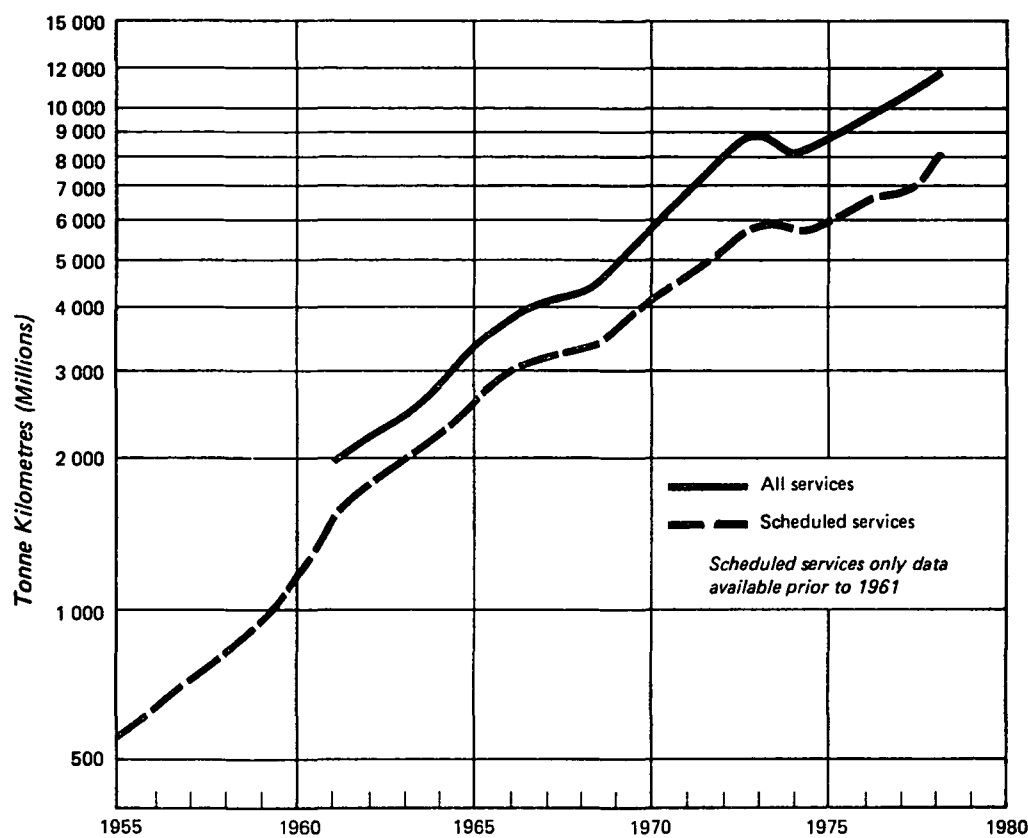
## Airports and Airlines Year ended November 1979

<b>Airports</b>	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	27 911	49.45	100	100.00
Gatwick	8 699	15.41	98	50.55
Manchester	3 472	6.15	95	35.14
Glasgow	2 365	4.19	93	28.99
Luton	2 220	3.93	91	24.80
Birmingham	1 552	2.75	88	20.86
Belfast	1 395	2.47	86	18.12
Aberdeen	1 273	2.26	84	15.64
Edinburgh	1 235	2.19	81	13.39
Newcastle	852	1.51	79	11.20
East Midlands	597	1.06	77	9.69
Liverpool	596	1.06	74	8.63
Prestwick	423	0.75	72	7.58
Isle of Man	378	0.67	70	6.83
Leeds/Bradford	378	0.67	67	6.16
Stansted	337	0.60	65	5.49
Southampton	330	0.58	63	4.89
Tees-side	280	0.50	60	4.31
Cardiff	257	0.46	58	3.81
Bristol	240	0.43	56	3.35
Southend	185	0.33	53	2.93
Other 22 Reporting Airports	1 468	2.60	51	2.60

<b>Airlines</b>	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres available	Percentage of UK airlines this size and smaller	Percentage of a.t – kms of UK airlines this size and smaller
British Airways	7 623	59.83	100	100.0
British Caledonian	995	7.81	98	40.17
Laker Airways	749	5.88	95	32.37
Britannia Airways	533	4.18	93	26.49
British Cargo Airlines	486	3.81	90	22.30
Dan-Air Services	473	3.71	88	18.49
British Midland Airways	317	2.49	86	14.78
Tradewinds Airways	282	2.21	83	12.29
British Airtours	266	2.09	81	10.08
Monarch Airlines	238	1.87	79	7.99
Transmeridian Air Cargo	234	1.84	76	6.12
Pelican Air Transport	105	0.82	74	4.29
Scimitar Airlines	92	0.72	71	3.46
British Island Airways	68	0.53	69	2.74
Air Transcontinental	57	0.45	67	2.21
Air Europe	57	0.45	64	1.76
Air Anglia	46	0.36	62	1.31
Redcoat Air Cargo	29	0.23	60	0.95
Air Bridge Carriers	21	0.16	57	0.72
British Airways Helicopters	12	0.09	55	0.56
Invicta International	12	0.09	52	0.46
Bristow Helicopters	11	0.09	50	0.37
Other (20 Airlines)	36	0.28	48	0.28

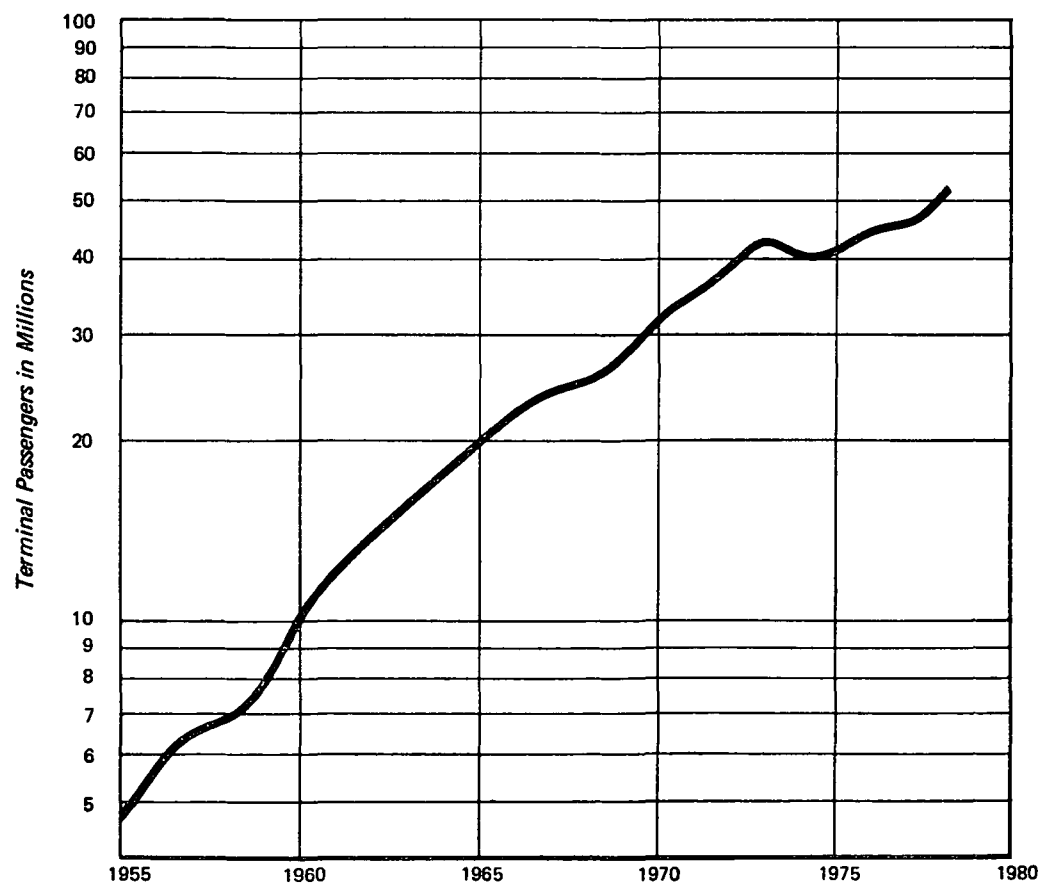
# Output of UK Airlines

Tonne-kilometres made available



# UK Airports

Terminal Passengers arriving or departing



# Main Outputs of UK Airports and Airlines 1951-1978

**Table 2**

	<b>Airports</b>			<b>Airlines</b>		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 283	5 745	2 538
1975	1 911	701	41 846	8 927	5 984	2 944
1976	1 896	740	44 666	9 727	6 602	3 125
1977	1 912	759	45 927	10 505	6 834	3 671
1978	2 029	862	52 829	11 970	8 095	3 875
<b>Year ended</b>						
Nov. 1978	2 032	857	52 387	11 923	8 073	3 850
Nov. 1979	2 137	894	56 444	12 760	8 803	3 958
<b>Latest year's growth (percentages)</b>						
	5.2	4.3	7.7	7.0	9.0	2.8
<b>Mean rates of growth (percentages) to 1978</b>						
20 years	6.3	3.9	9.6	..	10.8	..
10 years	3.7	3.4	5.9	8.8	7.9	11.3
5 years	1.4	3.9	6.4	9.4	8.5	11.3

NOTE: With effect from January, 1979–September, 1979 inclusive Airport figures do not include Sumburgh.

# Use of UK Airports

Table 3

## Main Categories of Operator and Service

	Total		UK Operators				Overseas Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1969	591.4	28 064.0	366.6	15 558.5	72.4	4 678.1	138.0	6 647.6	14.4	1 179.8
1970	606.7	31 606.5	360.4	16 265.7	87.9	6 215.6	142.2	7 841.3	16.3	1 283.8
1971	629.9	34 933.5	361.5	16 850.9	106.6	8 357.7	144.6	8 244.5	17.2	1 480.4
1972	669.3	39 125.4	384.7	18 788.5	119.2	9 495.8	144.9	9 144.0	20.5	1 697.0
1973	718.5	43 124.5	419.9	21 021.6	130.2	10 197.3	145.8	9 929.5	22.6	1 976.1
1974	710.1	40 082.4	420.9	20 391.1	122.7	7 996.8	148.6	10 125.0	17.9	1 569.5
1975	700.5	41 845.8	398.1	20 654.3	135.6	8 538.4	146.9	10 802.1	19.9	1 851.0
1976	739.9	44 665.8	412.9	21 721.8	153.0	8 902.2	150.0	11 865.2	23.9	2 176.6
1977	759.1	45 927.2	414.1	21 172.1	174.2	9 318.5	145.8	13 042.1	25.0	2 394.7
1978	862.5	52 829.5	479.1	25 328.2	203.8	10 539.0	150.7	14 284.3	28.8	2 678.1
1977 1st quarter	159.7	8 971.6	90.9	4 705.1	32.5	1 490.0	33.1	2 540.4	3.2	236.1
2nd quarter	198.7	11 900.7	108.5	5 308.5	44.5	2 448.6	38.9	3 487.3	6.7	656.4
3rd quarter	224.2	15 008.5	117.8	6 278.4	55.8	3 533.9	40.6	4 109.5	9.9	1 086.8
4th quarter	176.6	10 046.4	96.9	4 880.1	41.3	1 846.0	33.2	2 904.9	5.2	415.4
1978 1st quarter	177.7	9 668.6	100.3	4 988.5	40.7	1 763.7	32.8	2 647.9	3.9	268.5
2nd quarter	225.1	13 651.2	124.8	6 532.7	54.5	2 817.4	38.3	3 599.6	7.6	701.5
3rd quarter	253.6	17 585.5	138.3	7 816.2	60.7	3 800.7	43.1	4 707.6	11.5	1 261.0
4th quarter	206.0	11 924.3	115.7	5 990.8	48.0	2 157.3	36.5	3 329.2	5.8	447.0
1979 1st quarter	181.2	10 055.1	107.0	5 202.8	36.9	1 804.2	33.2	2 783.6	4.0	264.5
2nd quarter	236.3	15 093.5	137.5	7 388.0	50.4	2 937.8	40.0	3 943.0	8.4	824.6
3rd quarter	262.5	18 892.2	148.6	8 658.7	57.5	3 924.8	44.7	4 979.0	11.8	1 329.7
1978 April	67.2	3 933.5	38.0	1 989.3	15.9	738.8	11.5	1 072.0	1.8	133.4
May	76.5	4 537.9	42.5	2 182.0	18.4	943.0	13.1	1 188.1	2.5	224.7
June	81.4	5 179.8	44.2	2 361.4	20.3	1 135.5	13.6	1 339.5	3.3	343.4
July	85.9	6 029.3	46.8	2 678.8	20.4	1 255.7	14.5	1 621.1	4.2	473.6
August	85.7	5 918.3	46.9	2 598.5	20.3	1 312.0	14.7	1 579.8	3.8	428.0
September	82.0	5 637.9	44.6	2 538.9	20.0	1 233.0	13.9	1 506.7	3.4	359.4
October	76.8	4 775.3	42.1	2 295.1	18.4	939.5	13.5	1 299.7	2.8	241.0
November	67.6	3 662.7	38.9	1 927.2	15.5	624.3	11.6	1 006.2	1.6	105.0
1979 April	72.8	4 588.7	43.3	2 316.3	14.9	871.0	12.8	1 230.7	1.9	170.8
May	81.1	4 940.9	47.5	2 471.2	17.1	944.0	13.7	1 266.6	2.8	259.1
June	82.4	5 563.8	46.8	2 600.5	18.4	1 122.8	13.5	1 445.7	3.6	394.8
July	89.7	6 361.7	50.6	2 921.4	19.7	1 274.5	15.2	1 692.6	4.3	473.1
August	89.4	6 483.7	51.2	2 978.8	19.2	1 353.2	15.1	1 695.1	3.9	456.5
September	83.4	6 047.0	46.9	2 758.4	18.7	1 297.1	14.3	1 592.2	3.6	399.3
October	83.0	5 184.4	46.8	2 555.5	19.3	992.1	14.1	1 380.1	2.8	256.6
November	69.3	3 732.8	39.8	2 020.6	16.4	620.5	11.9	996.0	1.2	95.7

NOTE: With effect from January, 1979–September, 1979 inclusive Sumburgh not included in these figures.

# Movements at UK Airports by Purpose

**Table 4**

	<b>Total</b>		<b>Commercial</b>			<b>Non-commercial</b>		
	(000)	Total	Air transport	Other	Total	Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1969	1 399.1	638.8	591.4	47.5	760.3	510.1	160.9	89.4
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977	1 912.3	846.3	759.1	87.2	1 066.0	780.3	169.3	116.3
1978	2 029.3	949.3	862.5	86.9	1 080.0	803.4	167.9	108.7
1977 1st quarter	411.6	175.0	159.7	15.3	236.6	161.4	44.1	31.2
2nd quarter	525.5	223.1	198.7	24.4	302.5	228.8	42.5	31.2
3rd quarter	559.1	250.3	224.1	26.2	308.8	237.0	43.9	27.9
4th quarter	416.0	197.9	176.6	21.3	218.1	153.2	38.9	26.0
1978 1st quarter	413.8	196.6	177.7	19.0	217.2	149.8	39.7	27.6
2nd quarter	562.1	248.4	225.1	23.3	313.7	235.2	46.9	31.5
3rd quarter	596.2	278.0	253.6	24.4	318.2	245.7	47.0	25.6
4th quarter	457.2	226.3	206.0	20.3	230.9	172.6	34.3	24.0
1979 1st quarter	405.6	196.8	181.2	15.6	208.8	147.1	34.9	26.8
2nd quarter	593.8	258.7	236.3	22.3	335.1	266.8	36.3	32.1
3rd quarter	662.8	288.2	262.5	25.7	374.6	307.3	37.9	29.4
1978 April	175.8	74.2	67.2	7.0	101.6	72.0	17.7	11.9
May	196.3	84.9	76.5	8.3	111.4	83.2	17.4	10.9
June	190.0	89.3	81.4	7.9	100.7	80.0	11.9	8.8
July	198.6	93.6	85.9	7.7	105.0	83.0	14.8	7.2
August	208.2	94.5	85.7	8.7	113.8	87.9	18.1	7.8
September	189.3	89.9	82.0	7.9	99.4	74.8	14.0	10.6
October	180.5	85.0	76.8	8.2	95.5	72.7	14.3	8.6
November	156.9	73.7	67.6	6.1	83.1	61.6	12.5	9.0
1979 April	184.6	79.2	73.8	6.4	105.3	85.0	10.8	9.5
May	202.0	89.2	81.1	8.0	112.8	88.7	12.0	12.1
June	207.3	90.2	82.4	7.9	117.0	93.0	13.5	10.4
July	235.3	98.5	89.7	8.8	136.8	110.9	14.5	11.4
August	222.0	98.5	89.4	9.1	123.5	101.7	13.0	8.8
September	205.6	91.3	83.4	7.8	114.3	94.7	10.4	9.2
October	190.1	90.6	83.0	7.6	99.5	77.6	10.9	11.0
November	165.3	75.3	69.3	6.0	90.0	66.4	13.2	10.4

NOTE: With effect from January, 1979–September, 1979 Sumburgh not included in these figures.

# Air Transport Movements by Airports

Table 5

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humbly Grove (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1969	328.8	28.8	8.5	22.6	62.2	14.9	72.5	5.2	15.0	33.0	79.0
1970	347.6	26.2	7.6	17.3	62.0	17.3	73.4	5.9	15.9	33.5	88.1
1971	369.3	19.0	6.9	18.0	65.1	18.6	76.7	6.2	16.4	33.8	90.3
1972	381.0	20.8	9.6	21.1	70.4	20.5	85.5	6.3	18.5	35.6	91.6
1973	394.9	20.8	16.4	25.4	78.4	22.8	90.3	7.5	24.7	37.5	105.3
1974	376.4	17.0	16.0	26.3	86.9	33.1	86.0	7.5	25.0	35.8	95.4
1975	363.5	16.8	18.3	26.4	94.4	34.2	83.0	6.8	24.7	32.3	96.1
1976	372.5	16.4	19.6	29.6	111.1	43.2	84.4	6.8	24.8	31.7	94.9
1977	369.3	16.6	22.1	33.8	115.9	53.9	82.2	7.2	26.5	31.7	94.2
1978	410.5	16.3	24.3	46.7	131.9	67.2	95.9	8.5	27.9	33.3	95.9
1977 1st quarter	81.1	2.8	4.1	6.6	25.1	11.0	17.1	1.5	4.4	5.9	15.2
2nd quarter	97.4	4.8	5.9	8.3	28.6	13.5	21.8	1.8	8.3	8.3	27.3
3rd quarter	105.4	5.4	6.5	10.4	34.0	15.2	25.3	2.2	9.2	10.8	32.1
4th quarter	85.5	3.6	5.5	8.5	28.2	14.3	18.0	1.6	4.7	6.8	19.6
1978 1st quarter	85.9	3.0	5.0	9.2	28.2	15.5	18.4	1.6	4.2	6.5	16.4
2nd quarter	106.1	4.5	6.5	12.7	33.7	17.0	25.8	2.1	8.2	8.6	27.5
3rd quarter	121.0	5.3	6.9	13.9	36.9	17.7	28.7	2.6	9.8	10.7	32.2
4th quarter	97.5	3.5	5.7	10.9	33.1	17.0	23.1	2.0	5.6	7.5	19.9
1979 1st quarter	90.9	3.0	5.2	9.7	30.4	7.8	20.8	2.0	4.6	6.9	15.2
2nd quarter	116.6	4.6	7.1	13.0	36.8	8.7	28.1	2.8	9.2	9.5	27.4
3rd quarter	127.3	5.4	7.7	14.1	41.6	9.3	31.9	3.2	10.2	11.9	33.3
1978 April	32.1	1.3	2.0	3.6	10.1	5.3	7.3	0.5	2.4	2.5	8.3
May	35.8	1.5	2.3	4.5	11.6	5.7	8.7	0.7	2.9	2.9	10.0
June	38.2	1.7	2.3	4.6	12.0	6.0	9.7	0.8	2.9	3.2	9.2
July	41.4	1.7	2.4	4.7	12.3	5.9	9.7	0.8	3.3	3.7	10.3
August	40.8	1.9	2.3	4.7	12.4	6.0	9.7	0.9	3.4	3.6	11.5
September	38.8	1.7	2.2	4.5	12.2	5.8	9.4	0.9	3.1	3.4	10.4
October	36.5	1.3	2.2	4.1	11.9	6.0	8.7	0.8	2.5	2.7	8.9
November	31.0	1.1	1.9	3.8	11.2	6.1	7.7	0.7	1.7	2.4	5.8
1979 April	37.1	1.4	2.1	3.9	11.2	2.8	7.8	0.8	2.9	2.8	8.6
May	39.6	1.6	2.5	4.5	12.9	2.9	9.9	1.0	3.2	3.1	9.6
June	39.9	1.6	2.6	4.5	12.7	2.9	10.4	1.0	3.1	3.6	9.2
July	43.7	1.8	2.6	4.9	14.1	2.9	11.1	1.1	3.4	4.1	10.5
August	43.0	2.0	2.5	4.7	14.2	3.4	11.0	1.1	3.5	4.1	11.4
September	40.6	1.7	2.6	4.5	13.3	3.0	9.8	1.0	3.3	3.7	11.4
October	38.6	1.6	2.5	4.1	13.4	6.3	10.0	0.8	2.7	3.1	8.7
November	31.8	1.2	2.0	3.8	12.0	6.0	7.8	0.6	1.5	2.5	5.8

NOTE: With effect from January, 1979–September, 1979 inclusive, Sumburgh not included in these figures.

# Terminal Passengers by Airports

**Table 6**

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	B'mouth Bristol Exeter Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1969	19 188·2	540·3	206·0	722·6	2 632·4	273·2	2 692·0	116·8	306·3	1 386·2	1 519·6
1970	21 977·1	495·0	231·3	752·5	2 810·4	292·3	3 035·5	172·0	342·0	1 498·2	1 560·2
1971	24 452·9	432·4	340·4	811·9	2 887·3	311·4	3 565·6	213·7	412·0	1 505·8	1 650·9
1972	27 330·6	483·1	414·5	930·6	3 278·6	364·4	3 955·6	240·6	504·4	1 623·0	1 808·6
1973	29 799·8	459·2	587·8	1 088·6	3 666·1	406·6	4 413·3	285·9	639·5	1 777·8	1 997·1
1974	27 677·6	396·4	541·9	1 051·7	3 515·8	485·3	3 973·8	235·1	549·2	1 655·6	1 961·5
1975	28 951·5	414·2	669·9	1 053·1	3 677·2	506·5	4 224·4	212·3	558·1	1 578·5	2 012·8
1976	31 255·1	354·7	628·8	1 133·8	4 187·0	588·2	4 332·1	196·8	562·8	1 426·4	1 950·1
1977	32 472·6	380·5	662·1	1 146·8	4 105·3	740·1	4 233·8	214·2	606·7	1 365·3	1 957·4
1978	36 869·6	358·1	736·7	1 431·7	4 853·6	1 041·9	5 117·0	235·5	663·2	1 522·1	1 990·8
1977 1st quarter	6 456·7	54·5	107·5	231·4	849·1	141·1	760·8	46·8	68·7	255·0	251·1
2nd quarter	8 429·7	113·3	185·6	299·7	1 023·7	170·9	1 110·7	50·7	187·9	328·6	573·7
3rd quarter	10 397·8	133·1	225·8	381·6	1 335·8	223·4	1 492·6	74·3	241·1	503·1	759·5
4th quarter	7 188·4	79·6	143·2	234·1	896·7	204·7	869·7	42·4	109·0	278·6	373·1
1978 1st quarter	6 880·3	56·5	117·5	256·5	914·2	232·1	804·3	41·8	84·5	280·9	257·8
2nd quarter	9 465·6	92·6	197·2	389·7	1 248·4	268·4	1 361·1	58·0	196·0	374·2	563·6
3rd quarter	12 191·7	127·8	250·9	478·4	1 555·5	280·6	1 806·1	86·9	260·3	547·3	780·1
4th quarter	8 332·0	81·3	171·0	307·1	1 135·6	260·8	1 145·5	48·8	122·5	319·7	389·3
1979 1st quarter	7 181·7	55·8	128·1	255·2	998·3	81·5	933·4	52·4	79·2	289·5	226·4
2nd quarter	10 495·6	115·6	229·3	436·3	1 406·8	106·1	1 549·4	66·7	218·8	468·9	629·7
3rd quarter	13 047·4	140·4	280·1	543·7	1 703·1	118·8	2 038·7	94·9	269·0	656·0	348·2
1978 April	2 791·7	27·8	52·7	102·2	351·3	83·3	352·2	14·8	53·1	104·3	149·0
May	3 129·2	32·0	69·6	133·5	416·6	89·1	458·7	19·9	69·9	119·3	207·1
June	3 544·7	32·8	74·9	154·1	480·5	96·0	550·1	23·3	73·0	150·5	207·5
July	4 194·0	41·1	87·0	160·5	544·0	96·3	602·6	27·7	82·3	193·7	255·8
August	4 099·7	46·7	82·7	160·2	511·0	95·5	608·8	31·4	91·9	190·4	276·3
September	3 898·1	39·9	81·2	157·6	500·5	88·8	594·7	27·8	86·2	163·2	248·1
October	3 298·8	35·3	80·1	126·4	445·0	94·0	488·8	22·9	67·0	116·9	202·2
November	2 527·9	24·8	50·3	103·0	370·1	91·2	355·4	13·7	31·5	94·9	101·5
1979 April	3 310·1	38·7	66·3	119·1	403·1	33·1	393·7	19·1	64·6	141·1	174·8
May	3 388·0	37·6	76·1	149·8	476·0	34·8	536·0	21·3	74·8	146·6	218·0
June	3 797·4	39·4	87·0	167·4	527·8	38·2	619·7	26·2	79·4	181·2	236·9
July	4 377·7	43·9	92·0	181·0	598·4	39·4	686·8	29·1	83·0	230·4	269·7
August	4 473·7	51·8	90·8	181·8	565·9	43·3	710·8	34·1	96·5	235·0	295·9
September	4 196·1	44·8	97·3	181·0	538·8	36·1	641·1	31·7	89·5	190·7	282·7
October	3 565·1	38·9	79·3	139·9	481·8	96·5	552·4	25·2	66·3	139·0	207·7
November	2 564·6	24·9	48·9	108·3	386·6	85·7	361·7	12·8	27·7	111·6	102·2

NOTE: With effect from January 1979–September, 1979 inclusive Sumburgh not included in these figures.



# Cargo Uplifted and Set Down by Airports

Table 7  
Tonnes

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isle of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1969	416.2	32.5	2.3	4.5	38.2	1.7	59.3	0.7	1.5	28.6	13.5
1970	417.8	23.7	3.2	3.9	34.1	2.3	66.6	0.3	2.0	25.8	13.1
1971	410.0	5.6	2.5	2.7	29.6	2.3	56.8	0.2	2.0	20.6	13.2
1972	491.3	11.8	5.9	3.9	35.9	2.5	65.1	0.3	5.6	28.3	26.5
1973	540.7	10.5	8.3	3.3	43.6	2.3	64.5	0.3	4.2	21.7	25.7
1974	560.9	9.3	9.3	3.0	44.8	2.9	62.2	0.3	6.7	21.3	22.5
1975	513.2	7.4	8.4	2.0	34.6	2.8	49.3	0.2	5.7	14.2	19.9
1976	531.2	5.3	9.0	1.7	37.3	3.3	48.8	0.4	7.2	15.2	20.2
1977	572.7	5.9	6.3	1.7	41.4	3.6	48.0	0.4	10.0	14.9	19.2
1978	611.7	6.8	7.7	2.0	43.2	3.9	46.0	0.2	10.6	16.2	18.7
1977 1st quarter	140.0	1.4	1.0	0.4	9.6	0.8	12.3	0.1	2.5	3.5	4.9
2nd quarter	138.8	1.3	1.2	0.4	10.1	0.9	12.3	0.1	2.6	3.8	5.0
3rd quarter	134.5	1.3	2.1	0.4	10.2	0.9	11.4	—	2.5	3.7	5.0
4th quarter	159.3	1.8	2.1	0.4	11.5	0.9	12.0	0.1	2.3	4.0	4.3
1978 1st quarter	147.9	1.5	1.4	0.4	9.9	0.9	11.1	0.1	2.4	3.9	4.4
2nd quarter	153.8	1.4	1.7	0.5	10.9	0.9	10.8	0.1	2.7	4.2	5.0
3rd quarter	150.5	1.8	2.0	0.5	10.6	1.0	11.7	0.1	2.8	4.0	5.1
4th quarter	159.6	2.2	2.5	0.7	11.7	1.0	12.4	0.1	2.6	4.1	4.2
1979 1st quarter	166.2	1.5	3.0	2.0	12.1	0.4	13.3	0.1	2.7	4.2	3.9
2nd quarter	161.8	1.6	2.3	0.6	11.6	0.4	12.6	0.1	3.3	4.0	4.9
3rd quarter	154.8	1.6	2.3	0.5	11.1	0.4	11.8	0.1	2.9	4.0	4.8
1978 April	52.9	0.5	0.5	0.1	3.5	0.3	3.3	—	1.0	1.8	1.6
May	50.7	0.4	0.5	0.2	3.7	0.3	3.7	—	1.0	1.5	1.7
June	50.1	0.5	0.7	0.2	3.7	0.3	3.8	—	0.8	0.9	1.7
July	51.8	0.5	0.6	0.1	3.3	0.3	4.1	—	0.9	1.3	1.7
August	47.5	0.6	0.7	0.1	3.3	0.3	3.4	—	1.0	1.3	1.8
September	51.2	0.8	0.7	0.2	4.0	0.3	4.2	—	0.8	1.4	1.5
October	54.8	0.9	0.9	0.3	4.0	0.3	4.6	—	0.9	1.4	1.5
November	53.1	0.7	0.8	0.3	4.1	0.4	4.1	—	0.9	1.4	1.5
1979 April	53.4	0.5	0.8	0.2	3.5	0.1	3.5	—	1.2	1.1	1.8
May	55.8	0.5	0.9	0.2	4.1	0.1	4.4	—	1.1	1.4	1.6
June	52.6	0.5	0.6	0.2	4.0	0.1	4.7	—	0.9	1.5	1.5
July	54.0	0.5	0.7	0.1	3.7	0.1	4.1	—	1.2	1.3	1.8
August	47.4	0.5	0.7	0.1	3.6	0.1	3.9	—	0.9	1.3	1.6
September	53.4	0.7	0.8	0.2	3.8	0.2	3.8	—	0.8	1.3	1.4
October	56.8	0.6	1.0	0.2	4.1	0.4	4.7	—	0.8	1.4	1.4
November	53.8	0.6	1.1	0.2	3.7	0.4	4.5	—	0.7	1.4	1.3

NOTE: With effect from January, 1979–September, 1979 inclusive, Sumburgh not included in these figures.

# Scheduled Services by UK Airlines

**Table 8.1**

## All Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1969	3 748.3	2 025.7	83.7	531.0	1 411.0	54.0	28 245.2	16 237.3	57.5
1970	4 128.9	2 116.0	97.4	493.8	1 524.8	51.2	31 079.8	17 432.1	56.1
1971	4 591.5	2 270.0	88.9	541.0	1 639.1	49.4	34 377.8	18 663.9	54.3
1972	5 399.3	2 730.1	102.2	680.4	1 947.5	50.6	40 659.3	22 169.5	54.5
1973	5 953.3	3 210.7	111.3	795.8	2 303.6	53.9	45 551.5	26 187.2	57.5
1974	5 744.6	3 165.5	118.5	786.0	2 261.0	55.1	44 190.8	25 396.8	57.5
1975	5 983.7	3 316.5	132.1	725.3	2 459.1	55.4	45 922.6	27 554.8	60.0
1976	6 602.4	3 725.6	144.8	774.9	2 806.0	56.4	51 668.2	31 078.1	60.1
1977	6 833.9	3 928.2	159.1	861.1	2 907.9	57.5	53 162.1	31 871.1	60.0
1978	8 094.8	4 872.0	173.2	988.5	3 710.3	60.2	64 170.3	40 441.6	63.0
1977 1st quarter	1 489.0	845.2	36.1	194.2	614.9	56.8	11 404.1	6 725.0	59.0
2nd quarter	1 712.0	943.6	38.4	203.8	701.3	55.1	13 359.2	7 685.7	57.5
3rd quarter	1 835.2	1 091.6	38.1	203.7	849.8	59.5	14 397.3	9 411.9	65.4
4th quarter	1 797.7	1 047.8	46.5	259.4	741.9	58.3	14 001.5	8 048.5	57.5
1978 1st quarter	1 746.4	987.7	39.7	229.0	719.0	56.6	13 653.2	7 788.2	57.0
2nd quarter	2 064.6	1 203.4	43.3	256.5	903.6	58.3	16 345.3	9 842.4	60.2
3rd quarter	2 263.1	1 479.9	40.9	254.9	1 184.2	65.4	18 081.1	12 941.3	71.6
4th quarter	2 020.7	1 201.0	49.4	248.1	903.4	59.4	16 090.6	9 869.6	61.3
1979 1st quarter	1 854.1	1 071.9	40.5	223.9	807.4	57.8	14 790.8	8 833.3	59.7
2nd quarter	2 271.5	1 408.7	43.5	275.0	1 090.0	62.0	18 410.1	11 938.3	64.8
3rd quarter	2 523.7	1 715.5	43.5	287.3	1 384.6	68.0	20 538.6	15 183.7	73.9
1978 April	637.3	367.7	13.9	82.9	270.9	57.7	5 002.3	2 935.0	58.7
May	707.9	401.7	15.2	88.0	298.5	56.8	5 611.6	3 253.2	58.0
June	719.4	434.0	14.2	85.6	334.2	60.3	5 731.4	3 654.2	63.8
July	775.6	507.6	13.7	86.5	407.4	65.4	6 185.5	4 453.2	72.0
August	771.3	497.6	13.6	82.3	401.8	64.5	6 162.9	4 390.9	71.2
September	716.2	474.7	13.6	86.1	375.0	66.3	5 732.7	4 097.2	71.5
October	703.6	420.1	14.0	89.3	316.7	59.7	5 571.3	3 462.6	62.1
November	650.9	385.2	16.5	80.7	288.0	59.2	5 182.3	3 145.0	60.7
1979 April	721.1	441.6	13.5	87.8	340.2	61.2	5 822.0	3 730.8	64.1
May	796.3	464.5	15.0	94.4	355.1	58.3	6 478.1	3 897.4	60.2
June	754.1	502.6	15.0	92.8	394.7	66.6	6 110.0	4 310.1	70.5
July	840.6	564.7	14.1	95.4	455.2	67.2	6 839.5	4 988.0	72.9
August	867.2	591.0	14.9	92.2	483.9	68.2	7 057.7	5 313.4	75.3
September	815.9	559.8	14.5	99.7	445.5	68.6	6 641.4	4 882.3	73.5
October	798.2	505.4	15.3	102.3	387.8	63.3	6 501.4	4 237.4	65.2
November	689.0	416.5	16.8	91.0	308.8	60.5	5 586.0	3 380.5	60.5

# Scheduled Services by UK Airlines

Table 8.2

## Domestic Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1969	292.4	181.7	2.7	25.5	153.5	62.1	3 025.1	1 908.4	63.1
1970	310.4	184.0	2.9	19.8	161.3	59.3	3 167.3	1 991.9	62.9
1971	319.0	182.3	2.5	17.6	162.2	57.1	3 205.3	1 971.8	61.5
1972	344.7	203.8	3.0	21.8	179.0	59.1	3 398.8	2 167.0	63.8
1973	384.7	226.3	3.3	24.7	198.3	58.8	3 725.9	2 441.2	65.5
1974	369.5	213.7	3.0	22.1	188.6	57.8	3 578.8	2 256.1	63.0
1975	344.2	198.8	2.9	14.2	181.8	57.8	3 386.4	2 156.4	63.7
1976	388.3	212.3	2.4	13.7	195.9	54.7	3 828.5	2 328.5	60.8
1977	325.5	189.7	2.6	11.2	175.8	58.3	3 354.7	2 081.2	62.0
1978	379.9	220.8	2.9	11.4	206.5	58.1	3 935.5	2 444.6	62.1
1977 1st quarter	83.1	43.9	0.7	3.1	40.2	52.8	811.1	476.1	58.7
2nd quarter	84.2	49.7	0.7	2.7	46.3	59.0	889.5	550.0	61.8
3rd quarter	88.7	56.4	0.6	2.8	53.0	63.6	934.5	627.4	67.1
4th quarter	69.5	39.7	0.6	2.6	36.3	57.1	719.6	427.7	59.4
1978 1st quarter	78.9	42.8	0.7	2.6	39.4	54.2	819.4	466.4	56.9
2nd quarter	101.6	57.8	0.6	3.0	54.1	56.9	1 045.1	641.4	61.4
3rd quarter	109.4	68.1	0.6	3.0	64.4	62.2	1 141.1	761.8	66.8
4th quarter	90.0	52.1	0.8	2.8	48.5	57.9	929.8	575.1	61.9
1979 1st quarter	83.6	46.2	0.9	2.7	42.7	55.3	867.7	505.3	58.2
2nd quarter	110.8	67.4	0.7	2.8	63.9	60.8	1 161.6	747.5	64.4
3rd quarter	120.7	77.6	0.9	2.7	74.3	64.3	1 267.9	868.0	68.5
1978 April	30.0	16.9	0.2	0.9	15.8	56.3	311.6	186.7	60.0
May	34.3	19.4	0.2	1.0	18.1	56.7	354.5	214.9	60.6
June	37.3	21.5	0.2	1.1	20.2	57.8	379.0	239.8	63.3
July	37.6	23.6	0.2	1.0	22.4	62.6	392.4	264.6	67.4
August	36.4	22.3	0.2	1.0	21.1	61.2	381.5	250.0	65.5
September	35.4	22.2	0.2	1.0	20.9	62.6	367.2	247.2	67.3
October	33.3	20.1	0.2	1.0	18.9	60.4	343.8	224.3	65.2
November	30.5	17.2	0.3	0.8	13.7	56.6	271.2	162.0	59.8
1979 April	34.1	20.3	0.2	0.9	19.2	59.5	357.3	223.0	62.4
May	38.7	23.1	0.3	1.0	21.9	59.7	405.4	257.0	63.4
June	38.0	24.0	0.2	0.9	22.8	63.1	398.9	267.5	67.1
July	41.8	26.8	0.3	0.9	25.7	64.1	440.3	299.9	68.1
August	40.8	26.1	0.3	0.9	25.0	64.1	426.6	292.4	68.6
September	38.1	24.7	0.3	0.9	23.6	65.0	401.0	275.7	68.8
October	37.5	22.8	0.3	1.0	21.6	60.8	391.6	253.6	64.8
November	33.3	18.2	0.3	0.6	17.3	54.7	354.0	205.2	58.0

# Scheduled Services by UK Airlines

**Table 8.3**

## International Services

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Cargo (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1969		3 455.9	1 844.0	81.0	505.5	1 257.5	53.4	25 220.0	14 328.9	56.8
1970		3 818.5	1 931.9	94.4	474.0	1 363.5	50.6	27 912.6	15 440.2	55.3
1971		4 272.4	2 086.7	86.4	523.4	1 476.9	48.8	31 172.4	16 692.2	53.5
1972		5 054.6	2 526.3	99.1	658.7	1 768.5	50.0	37 260.6	20 002.5	53.7
1973		5 568.7	2 984.4	108.0	771.1	2 105.3	53.6	41 825.6	23 745.9	56.8
1974		5 375.1	2 951.8	115.5	763.9	2 072.4	54.9	40 612.0	23 140.8	57.0
1975		5 639.5	3 117.7	129.3	711.1	2 277.3	55.3	42 536.2	25 398.4	59.7
1976		6 214.6	3 513.4	142.1	761.3	2 610.1	56.5	47 839.7	28 751.6	60.1
1977		6 508.3	3 738.2	156.4	850.0	2 732.1	57.4	49 807.4	29 790.0	59.8
1978		7 714.8	4 651.2	170.2	977.1	3 503.8	60.3	60 234.8	37 997.0	63.1
1977	1st quarter	1 405.8	801.2	35.3	191.3	574.7	57.0	10 593.0	6 249.0	59.0
	2nd quarter	1 627.7	893.7	37.7	201.1	655.0	54.9	12 469.7	7 135.7	57.2
	3rd quarter	1 746.5	1 035.2	37.5	201.0	796.8	59.3	13 462.8	8 784.6	65.3
	4th quarter	1 728.3	1 008.1	45.9	256.6	705.6	58.3	13 281.9	7 620.7	57.4
1978	1st quarter	1 667.4	945.0	39.0	226.4	679.6	56.7	12 833.8	7 321.9	57.1
	2nd quarter	1 963.0	1 145.5	42.5	253.5	849.5	58.4	15 300.2	9 201.0	60.1
	3rd quarter	2 153.7	1 411.9	40.1	252.0	1 119.8	65.6	16 940.1	12 179.6	71.9
	4th quarter	1 930.7	1 148.9	48.7	245.3	854.9	59.5	15 160.8	9 294.4	61.3
1979	1st quarter	1 770.5	1 025.7	39.6	221.2	764.8	57.9	13 922.9	8 328.1	59.8
	2nd quarter	2 160.6	1 341.3	42.8	272.4	1 026.1	62.1	17 248.4	11 190.9	64.9
	3rd quarter	2 403.0	1 637.9	42.8	284.6	1 310.5	68.2	19 270.7	14 315.8	74.3
1978	April	607.3	350.8	13.7	82.0	255.1	57.8	4 690.7	2 748.3	58.6
	May	673.6	382.3	14.9	87.0	280.4	56.8	5 257.1	3 038.3	57.8
	June	682.1	412.4	13.9	84.5	314.0	60.5	5 352.4	3 414.4	63.8
	July	738.0	484.1	13.5	85.6	385.0	65.6	5 793.1	4 188.7	72.3
	August	734.9	475.3	13.3	81.3	380.7	64.7	5 781.4	4 140.9	71.6
	September	680.8	452.5	13.3	85.1	354.1	66.5	5 365.6	3 850.0	71.8
	October	670.3	400.0	13.8	88.4	297.8	59.7	5 227.5	3 238.2	61.9
	November	620.4	368.0	16.2	79.7	272.1	59.3	4 867.5	2 956.2	60.7
1979	April	686.9	421.3	13.3	87.0	321.0	61.3	5 464.6	3 507.8	64.2
	May	757.6	441.4	14.7	93.5	333.2	58.3	6 072.7	3 640.5	59.9
	June	716.1	478.6	14.8	91.9	371.9	66.8	5 711.1	4 042.6	70.8
	July	798.8	537.9	13.8	94.5	429.6	67.3	6 399.2	4 688.1	73.3
	August	826.4	564.9	14.7	91.3	459.0	68.4	6 631.1	5 021.1	75.7
	September	777.8	535.1	14.3	98.8	421.9	68.8	6 240.4	4 606.6	73.8
	October	760.7	482.6	15.0	101.4	366.2	63.4	6 109.8	3 983.8	65.2
	November	655.7	398.3	16.5	90.4	291.5	60.7	5 232.0	3 175.3	60.7

# Non-scheduled Services by UK Airlines

Table 9.1

## By Main Type of Service

	(a)				(b)			
	Total		Inclusive Tours*		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1969	1 179.4	23.9	538.1	10.9	246.3	5.0	394.9	8.0
1970	1 653.3	28.6	709.7	12.3	445.3	7.7	498.3	8.6
1971	2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6
1972	2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
1973	3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977	3 670.7	34.9	1 119.9	10.6	793.2	7.5	1 755.9	16.6
1978	3 875.8	32.4	1 234.7	10.3	616.1	5.1	2 025.1	16.9
1977 1st quarter	673.4	31.1	181.3	8.4	82.6	3.8	409.6	18.9
2nd quarter	930.7	35.2	312.7	11.8	215.7	8.2	402.5	15.2
3rd quarter	1 197.4	39.5	407.3	13.3	349.0	11.3	439.0	14.5
4th quarter	869.2	32.6	218.6	8.2	145.9	5.5	504.8	18.7
1978 1st quarter	772.5	30.7	192.8	7.7	104.5	4.1	475.2	18.9
2nd quarter	993.8	32.5	339.3	11.1	182.4	6.0	472.1	15.4
3rd quarter	1 169.9	34.1	426.8	12.4	253.9	7.4	489.3	14.3
4th quarter	939.6	31.7	275.8	9.3	75.4	2.5	588.5	19.9
1979 1st quarter	777.8	29.6	244.1	9.3	51.2	2.0	482.6	18.3
2nd quarter	1 053.7	31.7	429.9	12.9	94.4	2.8	529.4	15.9
3rd quarter	1 186.8	32.0	543.6	14.7	153.6	4.1	489.7	13.2
1978 April	310.2	32.7	88.9	9.4	45.3	4.8	176.1	18.6
May	323.2	31.3	112.7	10.9	59.0	5.7	151.4	14.7
June	360.4	33.4	137.7	12.8	78.1	7.2	144.6	13.4
July	393.8	33.7	142.0	12.1	88.6	7.6	163.2	14.0
August	405.3	34.4	144.8	12.3	90.3	7.7	170.3	14.5
September	370.8	34.1	140.0	12.9	75.0	6.9	155.8	14.3
October	328.1	31.8	111.1	10.8	38.6	3.7	178.5	17.3
November	311.0	32.3	89.0	9.3	16.1	1.7	205.9	21.4
1979 April	311.7	30.2	114.7	11.1	28.7	2.8	168.3	16.3
May	376.1	32.1	150.3	12.8	33.3	2.8	192.5	16.4
June	365.9	32.7	164.9	14.7	32.4	2.9	168.6	15.1
July	414.5	33.0	184.9	14.7	57.0	4.5	172.7	13.8
August	394.9	31.3	186.6	14.8	49.2	3.9	159.1	12.6
September	377.4	31.6	172.1	14.4	47.4	4.0	157.9	13.2
October	367.2	31.5	149.3	12.8	37.0	3.2	180.9	15.5
November	271.8	28.3	93.4	9.7	6.2	0.6	172.1	17.9

(a) Excludes Inclusive Tours performed on Class 4 licences.

(b) Includes Inclusive Tours performed on Class 4 licences.

# Non-scheduled Services by UK Airlines

Table 9.2

## Load Factors and Distances: Inclusive Tours Performed on Class 3 Licences only

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers uplifted (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1969	6 166.4	5 133.3	83.2	3 717.1	46 384	60 336	1 301	1 381
1970	8 352.6	6 781.9	81.2	4 902.5	55 548	74 437	1 340	1 383
1971	11 571.4	9 714.2	84.0	6 664.5	71 125	101 640	1 429	1 458
1972	13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973	15 573.1	12 493.8	80.2	8 405.4	83 081	119 315	1 436	1 486
1974	11 819.6	9 389.6	79.5	6 233.0	61 515	89 247	1 451	1 506
1975	11 772.6	10 131.5	86.1	6 700.2	61 902	91 044	1 471	1 512
1976	13 049.5	10 731.6	82.2	6 782.5	64 942	99 136	1 527	1 582
1977	12 818.9	10 795.9	84.2	6 825.5	64 678	97 399	1 506	1 582
1978	14 229.3	12 571.4	88.3	7 673.3	68 608	107 816	1 571	1 638
1977 1st quarter	2 043.4	1 698.5	83.1	1 105.8	10 634	15 523	1 460	1 536
2nd quarter	3 578.9	2 863.0	80.0	1 843.3	18 312	27 177	1 484	1 553
3rd quarter	4 677.2	4 145.8	88.6	2 594.8	23 117	35 230	1 524	1 598
4th quarter	2 519.4	2 088.7	82.9	1 281.6	12 615	19 469	1 543	1 630
1978 1st quarter	2 223.2	1 913.7	86.1	1 235.6	11 775	17 327	1 472	1 549
2nd quarter	3 905.8	3 342.4	85.6	2 048.9	18 633	29 301	1 573	1 631
3rd quarter	4 904.9	4 603.7	93.9	2 813.2	23 385	36 869	1 577	1 636
4th quarter	3 195.4	2 711.5	84.9	1 575.6	14 815	24 319	1 642	1 721
1979 1st quarter	2 825.6	2 413.7	85.4	1 445.1	13 729	21 508	1 567	1 670
2nd quarter	4 914.5	4 010.8	81.6	2 396.0	22 586	36 267	1 606	1 674
3rd quarter	6 160.3	5 485.9	89.1	3 241.3	28 043	45 222	1 613	1 693
1978 April	1 023.5	871.5	85.2	538.1	4 989	7 741	1 552	1 620
May	1 295.5	1 071.1	82.7	658.9	6 136	9 659	1 574	1 626
June	1 586.6	1 399.8	88.2	851.9	7 508	11 901	1 585	1 643
July	1 633.9	1 498.4	91.7	922.5	7 808	12 294	1 575	1 624
August	1 658.4	1 579.5	95.2	952.4	7 826	12 419	1 587	1 658
September	1 612.6	1 525.8	94.6	938.3	7 751	12 156	1 568	1 626
October	1 280.5	1 124.4	87.8	672.3	6 008	9 643	1 605	1 672
November	1 036.6	910.5	87.8	500.5	4 579	7 937	1 733	1 819
1979 April	1 321.4	1 147.0	86.8	698.9	6 348	9 945	1 567	1 641
May	1 711.6	1 312.5	76.7	769.1	7 638	12 521	1 639	1 707
June	1 881.5	1 551.3	82.5	928.0	8 600	13 801	1 605	1 672
July	2 049.4	1 747.4	85.3	1 031.5	9 243	15 007	1 623	1 694
August	2 159.6	1 932.6	89.5	1 137.3	9 721	15 708	1 616	1 699
September	1 951.3	1 805.9	92.5	1 072.5	9 079	14 507	1 598	1 684
October	1 689.0	1 426.2	84.4	798.3	7 313	12 457	1 703	1 787
November	1 064.9	890.2	83.6	468.5	4 433	8 007	1 806	1 900

# Non-scheduled Services by UK Airlines

Table 9.3

## Load Factors and Distances: Other Separate Fare and Advance Booking Charters

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers uplifted (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1969	2 745.6	2 242.6	81.7	663.6	12 722	18 906	1 486	3 379
1970	4 934.7	3 924.5	79.5	940.2	16 991	31 545	1 857	4 174
1971	6 377.6	5 220.5	81.9	1 283.3	20 470	40 070	1 957	4 068
1972	6 597.5	5 497.8	83.3	1 277.7	21 666	41 127	1 898	4 303
1973	6 082.0	4 899.2	80.6	1 230.8	19 807	33 923	1 713	3 981
1974	5 240.8	4 237.9	80.9	1 259.0	18 285	29 669	1 623	3 366
1975	5 672.2	4 458.0	78.6	1 349.4	18 895	31 264	1 655	3 304
1976	6 446.9	5 199.5	80.7	1 466.7	19 552	34 643	1 772	3 545
1977	8 189.4	6 785.5	82.9	1 730.5	17 616	41 554	2 359	3 921
1978	6 312.2	5 068.2	80.3	1 534.6	15 143	33 212	2 193	3 303
1977 1st quarter	872.4	713.6	81.8	204.1	3 494	5 201	1 489	3 491
2nd quarter	2 226.4	1 791.8	80.5	458.3	4 577	11 392	2 489	3 910
3rd quarter	3 594.2	3 078.2	85.6	760.7	6 653	17 413	2 617	4 047
4th quarter	1 496.4	1 201.9	80.3	307.4	2 892	7 548	2 610	3 910
1978 1st quarter	1 069.1	854.7	79.9	236.9	2 380	5 737	2 411	3 608
2nd quarter	1 859.1	1 400.4	75.3	409.6	4 218	9 276	2 199	3 419
3rd quarter	2 571.7	2 191.1	85.2	678.0	6 194	13 219	2 134	3 232
4th quarter	812.3	622.1	76.6	210.3	2 351	4 978	2 075	2 958
1979 1st quarter	555.2	424.1	76.4	154.3	1 783	3 629	2 035	2 748
2nd quarter	1 014.8	784.3	77.3	300.1	3 423	6 091	1 779	2 614
3rd quarter	1 593.5	1 277.3	80.2	468.5	4 148	7 925	1 910	2 726
1978 April	460.8	348.7	75.7	102.6	951	2 240	2 355	3 399
May	607.9	444.9	73.2	137.4	1 536	3 183	2 072	3 238
June	790.4	606.8	76.8	169.6	1 731	3 853	2 226	3 578
July	896.9	740.3	82.5	225.3	2 101	4 482	2 133	3 286
August	915.9	801.0	87.5	253.2	2 222	4 737	2 132	3 164
September	758.9	649.8	85.6	199.5	1 871	4 000	2 138	3 257
October	408.6	321.6	78.7	102.1	1 124	2 437	2 168	3 150
November	177.6	125.5	70.7	44.1	501	1 085	2 166	2 846
1979 April	306.0	250.4	81.8	98.2	1 031	1 821	1 766	2 550
May	350.9	262.6	74.8	92.6	1 085	1 930	1 779	2 836
June	357.9	271.3	75.8	109.3	1 307	2 340	1 790	2 482
July	583.6	462.5	79.3	166.9	1 589	3 014	1 897	2 771
August	515.4	421.8	81.8	163.5	1 384	2 527	1 826	2 580
September	494.5	393.0	79.5	138.1	1 175	2 384	2 029	2 846
October	384.7	249.5	64.9	78.1	793	1 768	2 230	3 195
November	73.2	55.6	75.9	29.4	349	579	1 659	1 891

# UK Passenger Movement by Air<sup>(a)</sup> for November 1979

Table 10

Analysis by Countries of Landing and of Embarkation

Comparison with a Year Earlier

Comparison with a Year Earlier																	
	European continent and Mediterranean Sea area	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East(b) (000)	Netherlands (000)	North Africa(c) (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe(d) (000)	Spain (000)	Sweden (000)	Switzerland (000)
1969		13 064	732	336	2 160	1 404	228	1 128	355	1 164	145	168	216	188	3 060	156	876
1970		15 288	818	383	2 365	1 874	289	1 430	427	1 306	154	189	295	204	3 472	184	1 053
1971		17 965	831	425	2 499	2 033	481	1 669	535	1 435	177	209	385	230	4 726	188	1 105
1972		20 417	832	447	2 805	2 438	625	1 900	594	1 508	406	244	483	284	5 493	236	1 130
1973		22 450	934	474	2 928	2 525	747	2 032	718	1 734	440	279	578	234	5 974	275	1 181
1974		19 759	859	479	2 678	2 247	543	1 771	794	1 619	313	275	429	347	4 842	281	1 032
1975		20 981	788	486	2 740	2 277	691	1 860	975	1 634	353	351	309	410	5 298	336	1 093
1976		22 072	850	567	2 901	2 470	882	1 941	1 259	1 835	415	522	296	395	4 667	423	1 181
1977		23 148	854	626	2 904	2 619	884	2 037	1 670	1 934	425	591	399	338	4 617	524	1 289
1978		25 948	874	621	3 026	2 882	1 162	2 279	1 876	1 994	509	564	474	418	5 653	524	1 372
1977 4th quarter		5 013	211	144	649	556	154	396	403	475	110	128	94	71	908	116	285
1978 1st quarter		4 663	195	130	628	606	93	459	384	431	97	123	74	71	716	103	311
2nd quarter		6 780	230	159	829	745	336	561	422	529	118	151	127	97	1 509	147	347
3rd quarter		8 850	229	188	881	858	526	847	655	562	166	168	167	169	2 173	158	401
4th quarter		5 653	219	144	688	673	206	413	415	472	128	120	106	80	1 155	116	312
November		1 688	74	46	222	206	44	108	130	149	41	39	32	23	328	37	89
1979 1st quarter		4 752	187	119	636	624	110	475	337	391	119	106	81	73	806	87	311
2nd quarter		7 526	234	173	872	841	462	694	392	537	153	151	164	137	1 591	141	376
3rd quarter		9 591	230	195	958	913	725	946	600	550	188	166	213	231	2 200	162	412
November		1 655	75	47	173	206	53	117	117	158	59	39	41	24	281	37	91
	Rest of World																
	Yugoslavia (000)	Others(e) (000)	Total (000)	Australia and New Zealand (000)	Canada (000)	Caribbean(f) (000)	Central Africa(g) (000)	East Africa(h) (000)	Far East(i) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa(k) (000)	South America(l) (000)	United States of America (000)	West Africa(m) (000)	Others (000)	
1969	132	616	3 941	92	796	175	35	122	102	161	32	122	53	2 020	74	157	
1970	192	653	4 721	113	904	160	40	144	129	162	45	155	50	2 511	87	221	
1971	291	746	5 210	108	933	174	44	156	162	141	71	163	54	2 814	91	299	
1972	291	701	6 157	146	1 102	222	49	190	302	169	80	179	67	3 203	94	354	
1973	394	903	6 735	207	1 289	246	53	171	336	227	114	198	75	3 320	117	382	
1974	323	927	6 628	257	1 303	259	59	162	344	278	126	248	62	2 926	135	469	
1975	410	970	7 235	328	1 407	276	71	189	382	346	181	307	89	2 939	173	547	
1976	414	1 054	8 271	374	1 448	297	69	218	465	388	171	342	89	3 518	221	671	
1977	285	1 151	9 168	385	1 510	282	71	200	493	432	200	324	99	4 091	340	740	
1978	428	1 394	10 609	429	1 505	303	69	224	549	480	216	344	120	5 128	370	872	
1977 4th quarter	53	260	2 049	93	241	77	16	46	106	117	50	72	26	938	71	195	
1978 1st quarter	31	210	1 792	90	170	65	15	49	106	115	47	77	26	754	83	196	
2nd quarter	132	340	2 677	99	425	62	16	46	116	101	45	77	28	1 379	86	196	
3rd quarter	188	515	3 715	118	676	90	22	73	176	126	61	100	36	1 883	123	232	
4th quarter	77	329	2 426	123	234	86	16	55	151	138	64	90	30	1 112	78	249	
November	18	104	727	49	48	30	4	16	50	39	27	25	10	318	22	90	
1979 1st quarter	35	256	2 062	139	163	73	14	56	134	140	64	90	29	836	72	253	
2nd quarter	158	451	2 977	156	456	83	16	51	138	129	57	88	29	1 479	83	213	
3rd quarter	233	669	3 954	160	780	105	23	76	185	137	75	103	43	1 888	117	262	
November	13	125	748	53	49	32	4	16	48	43	25	27	10	333	28	81	

The above figures are derived from airport statistics.

(a) Excluding passengers to and from the Irish Republic, and oil rigs.

The following countries are included in the groups below:—

(b) Turkey, Israel, Jordan, Syria, Lebanon, Iraq, Kuwait, Saudi Arabia, Republic of South Yemen, Iran, Persian Gulf States, United Arab Emirates.

(c) Tunisia, Algeria, Morocco, Egypt, Libya.

(d) German Dem. Republic, Poland, Czechoslovakia, Hungary, Rumania, Albania, Bulgaria.

(e) Gibraltar, Luxembourg, Austria, Faroes, Finland, Iceland, Cyprus, Malta.

(f) Bermuda, British West Indies, Curacao, Jamaica, Barbados, Trinidad and Tobago, Guadeloupe, Martinique.

(g) Zambia, Malawi, Zaire, Angola, Central African Republic, Chad, Niger.

(h) Kenya, Uganda, Tanzania, Rwanda, Burundi, Sudan, Somali Republic, Ethiopia, Djibouti.

(i) Hong Kong, Singapore, Malaysia, Afghanistan, Nepal, Burma, Thailand, Laos, South Vietnam, North Vietnam, Cambodia, China, Taiwan, Korea, Indonesia.

(k) Rhodesia, South African Republic, Namibia, Botswana, Mozambique.

(l) Guyana, Venezuela, Colombia, Ecuador, Peru, Bolivia, Brazil, Paraguay, Uruguay, Argentina, Chile.

(m) Ghana, Nigeria, Sierra Leone, Gambia, Togoland, Western Sahara, Portuguese Guinea, Liberia, Equatorial Guinea, Mali, Guinea, Cameroon, Congo, Benin, Gabon, Ivory Coast, Mauritania, Senegal, Upper Volta.



# Aircraft Movements November 1979

Table 11

	Total	Commercial Movements				Non-Commercial Movements					
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	9 796	7 688	—	617	—	130	23	—	1 295	—	43
+ Heathrow	23 255	21 081	—	10	—	57	361	1	1 675	14	56
+ Luton	4 233	1 511	—	564	8	214	63	633	1 229	—	11
+ Southend	4 742	1 042	—	6	—	327	—	2 049	1 309	9	—
+ Stansted	2 492	287	—	60	1	1 084	20	18	952	66	4
Total (London Area)	44 518	31 609	—	1 257	9	1 812	467	2 701	6 460	89	114
Westland Heliport (Battersea)	676	220	—	223	14	—	—	—	145	—	74
Other UK Airports											
+ Aberdeen	9 061	5 447	—	627	—	1 275	16	1 660	16	—	20
+ Belfast	5 851	1 915	—	66	96	4	—	938	301	—	2 531
Benbecula	286	206	—	—	14	—	34	—	2	—	30
+ Birmingham	5 369	2 316	—	112	17	92	40	1 806	962	—	24
+ Blackpool	5 578	373	—	97	—	364	—	4 067	671	—	6
+ Bournemouth	5 309	531	12	71	—	714	—	1 816	786	—	1 379
+ Bristol	2 558	392	—	22	—	34	—	1 473	624	—	13
+ Cambridge	2 683	84	—	13	8	106	2	952	380	—	1 138
+ Cardiff	2 173	533	—	39	—	199	—	1 020	286	93	3
+ Coventry	4 579	44	—	30	1	679	—	3 088	733	4	—
+ East Midlands	4 720	1 011	—	222	47	556	72	1 600	1 165	1	46
+ Edinburgh	6 153	2 284	—	16	—	177	117	1 591	574	2	1 392
+ Exeter	3 211	326	—	12	112	207	11	1 547	557	2	437
+ Glasgow	6 752	3 739	—	151	79	182	273	1 036	589	5	698
Gloucester/Cheltenham	3 307	51	—	—	120	368	—	2 235	503	—	30
Hawarden	1 581	—	—	—	—	98	—	1 278	186	—	19
Humberside	1 979	388	—	226	2	39	—	1 249	75	—	—
Inverness	1 931	552	—	24	213	405	—	676	61	—	—
Islay	212	157	—	2	3	—	—	—	28	2	20
+ Isle of Man	2 353	603	—	28	198	941	—	383	109	2	89
Isles of Scilly	155	112	—	—	10	—	—	—	29	—	4
+ Kirkwall	1 179	924	—	69	—	4	—	163	19	—	—
+ Leeds/Bradford	3 929	1 108	—	33	55	67	50	1 737	865	—	14
+ Liverpool	6 554	1 201	—	123	2	775	—	2 368	2 032	2	51
+ Lydd	2 941	255	4	92	94	50	—	1 983	441	—	22
+ Manchester	5 774	3 862	—	235	15	14	214	723	687	—	24
+ Manston	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	2 963	1 301	2	63	8	265	—	638	660	—	26
+ Norwich	2 664	954	—	38	142	1 028	39	—	457	—	6
Penzance Heliport	118	112	—	—	4	2	—	—	—	—	—
+ Prestwick	3 205	527	—	4	—	1 098	72	937	192	—	375
+ Southampton	4 424	956	—	52	23	190	11	2 636	536	—	20
Stornoway	539	410	—	68	4	6	—	4	12	4	31
+ Sumburgh	4 129	3 198	—	389	146	347	—	13	5	—	31
Swansea	936	44	—	16	14	14	—	612	219	—	17
+ Tees-side	4 270	1 014	—	76	37	1 124	13	1 485	479	—	42
Tiree	84	78	—	—	—	—	2	—	—	2	2
Wick	638	502	—	2	—	—	11	114	3	—	6
Total (Incl. London Area)	165 342	69 339	18	4 498	1 487	13 236	1 444	44 529	21 849	208	8 734
Channel Islands Airports											
Alderney	522	522	..	..	..	..	..	..	..	..	..
Guernsey	2 203	2 203	..	..	..	..	..	..	..	..	..
Jersey	3 877	3 110	..	..	..	..	..	..	699	..	68
Total (Channel Islands Airports)	6 602	5 835	..	..	..	..	..	..	699	..	68

# Air Transport Movements by Type and Nationality of Operator for November 1979

Table 12

	Total	Scheduled Services			Chartered Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	7 688	387	4 105	583	199	1 973	441
+ Heathrow	21 081	10 001	1 466	9 594	6	3	11
+ Luton	1 511	1	1	37	15	1 328	129
+ Southend	1 042	—	498	—	—	525	19
+ Stansted	287	3	47	8	—	56	173
TOTAL (London Area)	31 609	10 392	6 117	10 222	220	3 885	773
Westland Heliport (Battersea)	220	—	—	—	—	220	—
Other UK Airports							
+ Aberdeen	5 447	926	562	—	737	3 178	44
+ Belfast	1 915	1 047	586	25	—	238	19
Benbecula	206	46	160	—	—	—	—
+ Birmingham	2 316	1 047	666	148	—	409	46
+ Blackpool	373	—	242	—	—	131	—
+ Bournemouth	531	3	389	1	—	125	13
Bristol	392	102	141	44	—	90	15
+ Cambridge	84	—	18	—	—	37	29
+ Cardiff	533	109	365	—	1	55	3
+ Coventry	44	—	—	—	—	43	1
+ East Midlands	1 011	2	568	3	1	414	23
+ Edinburgh	2 284	780	1 248	38	3	200	15
+ Exeter	326	—	321	—	—	4	1
+ Glasgow	3 739	1 456	1 101	342	—	805	35
Gloucester/Cheltenham	51	—	18	—	—	33	—
Hawarden	—	—	—	—	—	—	—
Humberside	388	—	323	—	—	65	—
Inverness	552	316	195	—	—	41	—
Islay	157	—	127	—	—	30	—
+ Isle of Man	603	159	444	—	—	—	—
Isles of Scilly	112	112	—	—	—	—	—
+ Kirkwall	924	254	475	—	32	161	2
+ Leeds/Bradford	1 108	344	639	3	—	119	3
+ Liverpool	1 201	4	660	83	—	452	2
+ Lydd	255	—	255	—	—	—	—
+ Manchester	3 862	1 612	464	809	2	927	48
Manston	..	..	..	..	..	..	..
+ Newcastle	1 301	320	714	—	—	237	30
Norwich	954	—	776	—	—	171	7
Penzance Heliport	112	112	—	—	—	—	—
+ Prestwick	527	206	120	166	—	4	31
+ Southampton	956	117	735	—	—	93	11
Stornoway	410	104	140	—	—	164	2
+ Sumburgh	3 198	233	116	—	932	1 842	75
Swansea	44	—	—	—	—	43	1
+ Tees-side	1 014	—	731	—	—	265	18
Tiree	78	—	76	—	—	2	—
Wick	502	—	471	—	—	31	—
TOTAL (Incl. London Area)	69 339	19 803	19 963	11 884	1 928	14 514	1 247
Channel Islands Airports							
Alderney	522	—	444	—	—	78	—
Guernsey	2 203	178	1 880	60	—	85	—
Jersey	3 110	498	2 314	4	—	257	37
TOTAL (Channel Islands Airports)	5 835	676	4 638	64	—	420	37

# Air Transport Movements for November 1979

## Total Compared with One Year Earlier

Table 13

	International						Domestic						1979 Total			1978 Total			Percentage Change		
	Passenger	Scheduled Aircraft	Cargo	Passenger	Charter Aircraft	Cargo	Passenger	Scheduled Aircraft	Cargo	Passenger	Charter Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo
<b>London Area Airports</b>																					
+Gatwick	2 676		68	2 270		250	2 212		119	26		67	7 184		504	6 398		490	12.3		2.9
+Heathrow	14 727		1 214	11		7	5 108		12	2		—	19 848		1 233	19 991		1 384	-0.7		-10.9
+Luton	36		1	1 103		155	2		—	125		89	1 266		245	1 123		33	12.7		642.4
+Southend (i)	464		—	274		—	34		—	270		—	1 042		—	1 020		—	2.2		—
+Stansted	15		—	184		40	43		—	2		3	244		43	263		147	-7.2		-70.7
TOTAL (London Area)	17 918		1 283	3 842		452	7 399		131	425		159	29 584		2 025	28 795		2 054	2.7		-1.4
Westland Heliport (Battersea) (i)	—		—	—		—	—		—	220		—	220		—	169		—	30.2		—
<b>Other UK Airports</b>																					
+Aberdeen	299		—	1 845		37	1 189		—	2 031		46	5 364		83	5 001		93	7.3		-10.8
+Belfast	25		—	19		3	1 521		112	94		141	1 659		256	1 523		252	8.9		1.6
Benbecula	—		—	—		—	204		2	—		—	204		2	205		1	-0.5		100.0
+Birmingham	638		—	363		—	1 223		—	90		2	2 314		2	2 216		2	4.4		—
+Blackpool	60		4	2		—	140		38	32		97	234		139	227		105	3.1		32.4
+Bournemouth	3		—	73		1	201		189	64		—	341		190	296		229	15.2		-17.0
+Bristol	151		1	53		—	135		—	15		37	354		38	498		1	-28.9		3 700.0
+Cambridge	—		—	52		—	18		—	14		—	84		—	83		—	1.2		—
+Cardiff	148		—	47		1	325		1	11		—	531		2	628		1	-15.4		100.0
+Coventry	—		—	31		—	—		—	13		—	44		—	73		1	-39.7		—
+East Midlands	212		21	181		61	340		—	77		119	810		201	816		100	-0.7		101.0
+Edinburgh	276		—	57		—	1 751		39	74		87	2 158		126	1 753		60	23.1		110.0
+Exeter	31		—	1		—	290		—	4		—	326		—	395		4	-17.5		—
+Glasgow	463		116	203		2	2 316		4	537		98	3 519		220	3 483		192	1.0		14.6
Gloucester/Cheltenham (i)	—		—	—		—	18		—	33		—	51		—	59		—	-13.6		—
Hawarden (i)	—		—	—		—	—		—	—		—	—		—	86		—	—		—
Humberside	45		—	17		—	278		—	48		—	388		—	524		—	-28.0		—
Inverness	—		—	—		—	511		—	41		—	552		—	598		—	-7.7		—
Islay	—		—	—		—	127		—	30		—	157		—	128		—	22.7		—
+Isle of Man	26		—	—		—	547		30	—		—	573		30	590		28	-2.9		7.1
Isles of Scilly (i)	—		—	—		—	112		—	—		—	112		—	102		—	9.8		—
+Kirkwall	—		—	24		—	728		1	171		—	923		1	1 032		7	-10.6		-85.7
+Leeds/Bradford	257		—	60		1	729		—	61		—	1 107		1	881		1	25.7		—
+Liverpool	151		26	17		2	569		1	96		339	833		368	857		154	-2.8		139.0
+Lydd	74		181	—		—	—		—	—		—	74		181	164		159	-54.9		13.8
+Manchester	1 158		281	902		11	1 443		3	63		1	3 566		296	3 630		375	-1.8		-21.1
+Manston	—		—	—		—	—		—	—		—	—		—	—		—	—		—
+Newcastle	269		—	157		—	726		39	108		2	1 260		41	1 279		59	-1.5		-30.5
+Norwich	250		—	49		—	526		—	88		41	913		41	940		3	-2.9		1 266.7
Penzance Heliport (i)	—		—	—		—	112		—	—		—	112		—	102		—	9.8		—
+Prestwick	166		74	29		1	202		50	4		1	401		126	446		146	-10.1		-13.7
+Southampton	242		—	36		10	608		2	58		—	944		12	767		28	23.1		-57.1
Stornoway	—		—	—		—	242		2	164		2	406		4	330		4	23.0		—
+Sumburgh	—		—	1 727		90	349		—	990		42	3 066		132	3 183		76	-3.7		73.7
Swansea	—		—	1		—	—		—	43		—	44		—	77		—	-42.9		—
+Tees-side	92		—	91		1	639		—	191		—	1 013		1	1 018		1	-0.5		—
Tiree	—		—	—		—	76		—	2		—	78		—	89		—	-12.4		—
Wick	—		—	—		—	470		1	29		2	499		3	399		2	25.1		50.0
TOTAL (Incl. London Area)	22 954		1 987	9 879		673	26 064		645	5 921		1 216	64 818		4 521	63 442		4 138	2.2		9.3
<b>Channel Islands Airports</b>																					
Alderney	..		..	..		..	..		..	..		..	522		..	445		..	17.3		..
Guernsey	..		..	..		..	..		..	..		..	2 203		..	2 237		..	-1.5		..
Jersey	..		..	..		..	..		..	..		..	3 110		..	3 095		..	0.5		..
TOTAL (Channel Is. Airports)	..		..	..		..	..		..	..		..	5 835		..	5 777		..	1.0		..

(i) No breakdown given between passengers and cargo aircraft for these airports: all movements are allocated to passenger aircraft.

# Air Transport Landings Diverted from/to UK Reporting Airports

November 1979

Airport of actual arrival

Table 14

Airport of intended landing	Total number of diversions	Date of diversions																															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Gatwick	48							1Bo		1Bo	2He		1He					1Lu 2He			2Pr	1Lu 4Pr 1Ma	1He 1Ex 1Bi	1He							2Lu 17He 7St 1Em 1Bi 2St 2Ma		
Heathrow	153																	5Pr 4Ga 9Ma 1Em	1Lu		13Pr 13Ga	25Lu 10Pr 1Gl 36Ga 8St 7Ma 1Em 3Li 3Bo 2Bi	1Ga 3Ma 1Bi			1Lu	1Ma						
Luton	13																	3Em 1Bi			1He 2Ga 1St 2Em		1Em							2St			
Southend	2																					1St	1Em 2Ga										
Stansted	3										1Lu																						
Aberdeen	1																															1Ed	
Belfast	2																			1Em				1Em									
Benbecula	1								1Sw																1Em								
Birmingham	17				1Lu																4He 5Em	3Lu 2Ma 1Ne		1Lu									
Bournemouth	1																																
Bristol	3																											2Bi	1Lu 1Bi 1Bi		1Sh		
Coventry	1																																
East Midlands	3																				1Lu 1He												
Edinburgh	2														1Ma 1Em																		
Exeter	1																																
Cardiff	4																		1Br				1Sh 1Br					1Bi			1Br		
Glasgow	35														11Pr 10Ed						6Pr 8Ed												
Humberside	1																																
Leeds	16				1Ma	1Em									2Ma 1Em												2Ma 1Em		1Em 6Ma 1Te			1Em	
Liverpool	1																					1Em 2He 1Li 8Bi 1Lb	1Em 2He 1Pr 1Ne										
Manchester	28		3Li					2Li	1Lu					1Ga				3Li				1Em 2He 1Pr 1Ne											
Prestwick	5																																
Stornoway	1																																
Sumburgh	4																																
Tees-side	2																																
Other Internal	19				1Lu 6Ex 1Ga	1Sh	1Ti						1Sh									2Ne			1Ex						1Gi	1Ki	3Ex
Overseas	18		1Pr	1Bi										1Gi	2He			1He 2Ex		1He					1He		1Pr	1Ex 2Wi 1He 1Em 2Ex	1Ma	1He			
All Aerodromes	385	1	4	9	4	1	1	3	1	2	3	1	—	3	28	—	—	33	1	13	67	118	13	3	1	5	11	13	4	37	5		
Aerodrome of actual landing: letter code																																	
Ab	Aberdeen	Ca	Cambridge					Go	Gloucester/Cheltenham					Lb	Leeds/Bradford					Po	Portsmouth							Te	Tees-side				
As	Ashford	Cd	Cardiff					Ha	Hawarden					Li	Liverpool					Pr	Prestwick							Ti	Tiree				
Be	Belfast	Co	Coventry					He	Heathrow					Lu	Luton					Sh	Southampton							Wi	Wick				
Bb	Benbecula	Em	East Midlands					Hu	Humberside					Ld	Lydd					So	Southend							Xi	Other Internal				
Bi	Birmingham	Ed	Edinburgh					In	Inverness					Ma	Manchester					St	Stansted							Xo	Overseas				
Bl	Blackpool	Ex	Exeter					Is	Islay					Mt	Manston					Sw	Stornoway												
Bo	Bournemouth	Ga	Gatwick					Im	Isle of Man					Ne	Newcastle					Su	Sumburgh												
Br	Bristol	Gl	Glasgow					Ki	Kirkwall					No	Norwich					Ss	Swansea												

# Air Passengers by Type and Nationality of Operator November 1979

Table 15

	Total			Scheduled Services						Charter Flights					
				United Kingdom operators				Overseas operators		United Kingdom operators				Overseas operators	
				British Airways		Others				British Airways		Others			
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
<b>London Area Airports</b>															
+ Gatwick	478 072	474 547	3 525	20 340	214	181 046	1 397	36 603	341	30 290	—	164 701	1 133	41 567	440
+ Heathrow	1 974 238	1 950 120	24 118	1 005 827	—	41 248	24	902 381	23 849	305	—	113	—	246	245
+ Luton	109 045	108 468	577	100	—	87	—	2 937	—	1	—	95 757	551	9 586	26
+ Southend	8 597	8 597	—	—	—	8 344	—	—	—	—	—	238	—	15	—
+ Stansted	22 782	22 368	414	333	—	425	—	689	—	—	—	1 326	165	19 595	249
TOTAL (London Area)	2 592 734	2 564 100	28 634	1 026 600	214	231 150	1 421	942 610	24 190	30 596	—	262 135	1 849	71 009	960
Westland Heliport (Battersea)	505	505	—	—	—	—	—	—	—	—	—	505	—	—	—
<b>Other UK Airports</b>															
+ Aberdeen	109 922	109 767	155	40 066	90	14 571	25	—	—	8 151	—	46 347	35	632	5
+ Belfast	95 454	95 443	11	76 822	—	15 655	11	391	—	—	—	1 196	—	1 379	—
+ Benbecula	2 115	2 063	52	1 322	—	741	52	—	—	—	—	—	—	—	—
+ Birmingham	103 456	98 885	4 571	41 602	1 730	10 862	2 097	6 933	272	—	—	36 227	472	3 261	—
+ Blackpool	3 975	3 964	11	—	—	3 863	—	—	—	—	—	101	11	—	—
+ Bournemouth	8 119	8 063	56	84	47	5 487	—	87	—	—	—	2 285	2	120	7
+ Bristol	12 364	10 953	1 411	1 524	1 356	1 932	14	1 545	41	—	—	4 505	—	1 447	—
+ Cambridge	694	694	—	—	—	305	—	—	—	—	—	150	—	239	—
+ Cardiff	15 372	12 626	2 746	2 750	188	4 761	2 135	—	—	40	—	4 772	423	303	—
+ Coventry	232	232	—	—	—	—	—	—	—	—	—	213	—	19	—
+ East Midlands	35 731	35 530	201	14	25	17 396	104	24	—	76	—	17 384	69	636	3
+ Edinburgh	95 747	91 263	4 484	59 768	206	23 342	4 123	1 508	—	28	—	5 158	155	1 459	—
+ Exeter	4 187	3 922	265	—	—	3 610	265	—	—	—	—	222	—	90	—
+ Glasgow	173 868	172 482	1 386	98 460	18	29 565	34	8 984	1 199	—	—	31 929	135	3 544	—
+ Gloucester/Cheltenham	632	632	—	—	—	535	—	—	—	—	—	97	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	3 969	3 294	675	—	—	3 003	670	—	—	—	—	291	5	—	—
+ Inverness	11 909	11 090	819	9 550	819	1 429	—	—	—	—	—	111	—	—	—
+ Islay	1 153	1 153	—	—	—	1 106	—	—	—	—	—	47	—	—	—
+ Isle of Man	17 022	16 175	847	6 136	—	10 039	847	—	—	—	—	—	—	—	—
+ Isles of Scilly	2 058	2 058	—	2 058	—	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	8 571	6 743	1 828	3 301	1 351	2 214	2	—	—	14	222	1 212	253	2	—
+ Leeds/Bradford	32 517	29 396	3 121	13 472	12	8 820	3 109	157	—	—	—	6 837	—	110	—
+ Liverpool	24 652	23 622	1 030	321	—	19 773	944	2 209	—	—	—	1 319	86	—	—
+ Lydd	3 721	3 721	—	—	—	3 721	—	—	—	—	—	—	—	—	—
+ Manchester	241 384	234 989	6 395	101 075	1 766	10 666	1 571	27 635	2 202	409	—	89 591	856	5 613	—
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	58 387	55 598	2 789	21 292	—	17 286	2 732	—	—	—	—	13 856	57	3 164	—
+ Norwich	13 790	12 663	1 127	—	—	11 338	1 122	—	—	—	—	1 206	5	119	—
+ Penzance Heliport	2 058	2 058	—	2 058	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	24 589	13 044	11 545	6 135	4 779	1 242	295	3 914	4 176	—	—	138	131	1 615	2 164
+ Southampton	21 487	21 222	265	5 091	91	15 673	141	—	—	—	—	431	25	27	8
+ Stornoway	6 341	6 334	7	4 000	—	745	7	—	—	—	—	1 583	—	6	—
+ Sumburgh	54 961	54 961	—	6 015	—	519	—	—	—	13 798	—	33 886	—	743	—
+ Swansea	182	176	6	—	—	—	—	—	—	—	—	171	6	6	—
+ Tees-side	21 672	19 993	1 679	—	—	16 505	1 638	—	—	—	—	3 366	41	122	—
+ Tiree	413	251	162	—	—	250	160	—	—	—	—	1	2	—	—
+ Wick	3 169	3 118	51	—	—	2 965	15	—	—	—	—	153	36	—	—
TOTAL (Incl. London Area)	3 809 112	3 732 783	76 329	1 529 516	12 692	491 069	23 534	995 997	32 080	53 112	222	567 425	4 654	95 664	3 147
<b>Channel Islands Airports</b>															
+ Alderney	4 085	4 085	—	—	—	3 871	—	—	—	—	—	214	—	—	—
+ Guernsey	32 377	30 548	1 829	7 045	—	22 518	1 828	352	—	—	—	633	1	—	—
+ Jersey	68 603	67 582	1 021	27 078	196	38 667	741	124	—	—	—	967	84	746	—
TOTAL (Channel Is. Airports)	105 065	102 215	2 850	34 123	196	65 056	2 569	476	—	—	—	1 814	85	746	—

NOTE: The figures for total terminal passengers include passengers carried on aircraft chartered by Government departments.

# Terminal Air Passengers for November 1979

**Table 16**

## Comparison with a Year Earlier

	1979	1978	Percentage change
<b>London Area Airports</b>			
+ Gatwick	474 547	431 355	10.0
+ Heathrow	1 950 120	1 956 962	-0.3
+ Luton	108 468	106 943	1.4
+ Southend	8 597	10 999	-21.8
+ Stansted	22 368	21 245	5.3
TOTAL (London Area)	2 564 100	2 527 504	1.4
Westland Heliport	505	421	20.0
<b>Other UK Airports</b>			
+ Aberdeen	109 767	103 366	6.2
+ Belfast	95 443	79 200	20.5
Benbecula	2 063	1 819	13.4
+ Birmingham	98 885	93 712	5.5
+ Blackpool	3 964	3 965	—
+ Bournemouth	8 063	9 460	-14.8
+ Bristol	10 953	13 291	-17.6
+ Cambridge	694	492	41.1
+ Cardiff	12 626	13 615	-7.3
+ Coventry	232	516	-55.0
+ East Midlands	35 530	37 805	-6.0
+ Edinburgh	91 263	89 330	2.2
+ Exeter	3 922	3 880	1.1
+ Glasgow	172 482	165 925	4.0
Gloucester/Cheltenham	632	649	-2.6
Hawarden	—	391	—
Humberside	3 294	3 722	-11.5
Inverness	11 090	10 934	1.4
Islay	1 153	848	36.0
+ Isle of Man	16 175	15 708	3.0
Isles of Scilly	2 058	2 087	-1.4
+ Kirkwall	6 743	9 915	-32.0
+ Leeds/Bradford	29 396	24 517	19.9
+ Liverpool	23 622	19 501	21.1
+ Lydd	3 721	6 929	-46.3
+ Manchester	234 989	237 329	-1.0
+ Manston	..	..	..
+ Newcastle	55 598	52 567	5.8
+ Norwich	12 663	11 991	5.6
Penzance Heliport	2 058	2 087	-1.4
+ Prestwick	13 044	11 455	13.9
+ Southampton	21 222	17 850	18.9
Stornoway	6 334	4 943	28.1
+ Sumburgh	54 961	59 625	-7.8
Swansea	176	125	40.8
+ Tees-side	19 993	22 144	-9.7
Tiree	251	258	-2.7
Wick	3 118	2 811	10.9
TOTAL (Incl. London Area)	3 732 783	3 662 687	1.9
<b>Channel Islands Airports</b>			
Alderney	4 085	3 389	20.5
Guernsey	30 548	30 804	-0.8
Jersey	67 582	67 313	0.4
TOTAL (Channel Islands Airports)	102 215	101 506	0.7

NOTE: The figures for total terminal passengers include passengers carried on aircraft chartered by Government departments.

# International and Domestic Passenger Traffic November 1979

Table 17

## Terminal Passengers Comparison with a Year Earlier

	Total	International			Domestic		
	1979	1979	1978	Per- centage change	1979	1978	Per- centage change
<b>London Area Airports</b>							
+ Gatwick	474 547	401 260	368 958	9	73 287	62 397	17
+ Heathrow	1 950 120	1 620 825	1 650 142	-2	329 295	306 820	7
+ Luton	108 468	107 661	106 404	1	807	539	50
+ Southend	8 597	7 545	9 760	-23	1 052	1 239	-15
+ Stansted	22 368	22 088	21 067	5	280	178	57
TOTAL (London Area)	2 564 100	2 159 379	2 156 331	—	404 721	371 173	9
Westland Heliport (Battersea)	505	—	—	—	505	421	20
<b>Other UK Airports</b>							
+ Aberdeen	109 767	26 086	23 653	10	83 681	79 713	5
+ Belfast	95 443	1 770	2 086	-15	93 673	77 114	21
Benbecula	2 063	—	—	—	2 063	1 819	13
+ Birmingham	98 885	66 309	63 644	4	32 576	30 068	8
+ Blackpool	3 964	291	245	19	3 673	3 720	-1
+ Bournemouth	8 063	2 347	2 131	10	5 716	7 329	-22
+ Bristol	10 953	8 978	10 966	-18	1 975	2 325	-15
+ Cambridge	694	351	413	-15	343	79	334
+ Cardiff	12 626	8 747	10 123	-14	3 879	3 492	11
+ Coventry	232	198	246	-20	34	270	-87
+ East Midlands	35 530	22 891	27 955	-18	12 639	9 850	28
+ Edinburgh	91 263	11 765	11 856	-1	79 498	77 474	3
+ Exeter	3 922	587	941	-38	3 335	2 939	13
+ Glasgow	172 482	33 468	33 046	1	139 014	132 879	5
Gloucester/Cheltenham	632	—	—	—	632	649	-3
Hawarden	—	—	—	—	—	391	—
Humberside	3 294	732	1 159	-37	2 562	2 563	—
Inverness	11 090	—	262	—	11 090	10 672	4
Islay	1 153	—	—	—	1 153	848	36
+ Isle of Man	16 175	521	381	37	15 654	15 327	2
Isles of Scilly	2 058	—	—	—	2 058	2 087	-1
+ Kirkwall	6 743	45	74	-39	6 698	9 841	-32
+ Leeds/Bradford	29 396	11 881	8 402	41	17 515	16 115	9
+ Liverpool	23 622	4 457	4 468	—	19 165	15 033	27
+ Lydd	3 721	3 721	6 929	-46	—	—	—
+ Manchester	234 989	154 256	160 525	-4	80 733	76 804	5
+ Manston	..	..	..	..	..	..	..
+ Newcastle	55 598	23 946	21 113	13	31 652	31 454	1
+ Norwich	12 663	5 670	5 327	6	6 993	6 664	5
Penzance	2 058	—	—	—	2 058	2 087	-1
+ Prestwick	13 044	11 478	10 605	8	1 566	850	84
+ Southampton	21 222	3 590	2 185	64	17 632	15 665	13
Stornoway	6 334	—	16	—	6 334	4 927	29
+ Sumburgh	54 961	24 710	26 642	-7	30 251	32 983	-8
Swansea	176	5	15	-67	171	110	55
+ Tees-side	19 993	4 312	4 567	-6	15 681	17 577	-11
Tiree	251	—	—	—	251	258	-3
Wick	3 118	—	—	—	3 118	2 811	11
TOTAL (Incl. London Area)	3 732 783	2 592 491	2 596 306	—	1 140 292	1 066 381	7

NOTE: The figures for total terminal passengers include passengers carried on aircraft chartered by Government departments.

# International Air Passenger Traffic to and from Airports for November 1979

Table 18

## Comparisons with a Year Earlier

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>EUROPE</b>							
<b>Austria</b>	16 098	12 090	4 008	16 212	10 641	5 571	-1
London – Vienna	13 640	11 390	2 250	12 457	9 854	2 603	9
Other Routes	2 458	700	1 758	3 755	787	2 968	-35
<b>Belgium</b>	75 377	74 736	641	73 555	72 219	1 336	2
London – Brussels	55 302	55 302	—	53 166	53 160	6	4
Other S.E. England – Belgium	10 774	10 490	284	12 151	11 184	967	-11
Other Routes	9 301	8 944	357	8 238	7 875	363	13
<b>Denmark</b>	46 545	36 726	9 819	46 391	37 724	8 667	—
London – Copenhagen	32 749	28 799	3 950	33 878	30 983	2 895	-3
Other Routes	13 796	7 927	5 869	12 513	6 741	5 772	10
<b>Finland</b>	9 592	8 979	613	9 625	8 489	1 136	—
<b>France</b>	172 873	166 672	6 201	222 085	213 748	8 337	-22
London – Nice	7 631	7 425	206	7 839	7 839	—	-3
– Paris	123 515	119 890	3 625	165 451	161 051	4 400	-25
– N. France (a)	6 076	6 011	65	6 061	6 026	35	—
– Other France	13 891	13 480	411	15 001	14 541	460	-7
Manchester – Paris	5 562	5 533	29	7 528	7 514	14	-26
Other UK – Paris	8 380	8 226	154	10 156	9 378	778	-17
Luton – Other France	149	—	149	90	—	90	66
Other S.E. England – France	4 889	4 889	—	8 060	6 398	1 662	-39
Other Routes	2 780	1 218	1 562	1 899	1 001	898	46
<b>Germany Fed. Republic</b>	193 423	168 187	25 236	194 303	165 289	29 014	—
London – Dusseldorf	30 404	27 255	3 149	29 498	26 106	3 392	3
– Frankfurt	55 592	49 845	5 747	57 857	51 875	5 982	-4
– Hamburg	26 462	22 968	3 494	24 480	21 270	3 210	8
– Munich	22 698	17 166	5 532	23 132	17 715	5 417	-2
– Other Germany	42 680	37 991	4 689	39 318	34 762	4 556	9
Luton – Germany	1 933	—	1 933	3 811	—	3 811	-49
Manchester – Germany	8 520	8 241	279	10 004	8 822	1 182	-15
Other Routes	5 134	4 721	413	6 203	4 739	1 464	-17
<b>Gibraltar</b>	6 526	3 071	3 455	7 019	3 485	3 534	-7
<b>Greece</b>	53 163	26 537	26 626	43 881	27 911	15 970	21
<b>Iceland</b>	3 190	2 682	508	4 485	3 416	1 069	-29
London – Reykjavik	1 958	1 958	—	2 591	2 032	559	-24
Glasgow – Reykjavik	724	724	—	1 384	1 384	—	-48
Other Routes	508	—	508	510	—	510	—

These figures exclude Sumburgh.



Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Irish Republic</b>	130 748	130 179	569	124 891	124 160	731	5
London – Cork	10 663	10 626	37	10 023	10 023	—	6
– Dublin	70 658	70 658	—	68 887	68 887	—	3
– Shannon	7 268	7 268	—	6 110	6 110	—	19
Manchester – Dublin	11 731	11 715	16	11 533	11 532	1	2
Birmingham – Dublin	10 126	10 120	6	9 046	9 034	12	12
Glasgow – Dublin	5 342	5 342	—	5 140	5 140	—	4
Liverpool – Dublin	2 921	2 921	—	2 578	2 578	—	13
Leeds/Bradford – Dublin	1 630	1 630	—	1 568	1 548	20	4
Edinburgh – Dublin	1 508	1 508	—	1 228	1 228	—	23
Bristol – Dublin	1 409	1 409	—	1 515	1 510	5	–7
Other Routes	7 492	6 982	510	7 263	6 570	693	3
<b>Italy</b>	116 609	73 766	42 843	107 990	68 871	39 119	8
London – Genoa (g)	1 273	—	1 273	456	—	456	179
– Milan	29 329	26 242	3 087	26 687	22 785	3 902	10
– Rimini (g)	—	—	—	—	—	—	—
– Rome	34 620	27 204	7 416	36 287	28 948	7 339	–5
– Venice	6 611	3 118	3 493	6 132	2 981	3 151	8
– Other Italy	16 536	13 200	3 336	14 289	10 838	3 451	16
Luton – Rimini	537	—	537	429	—	429	25
– Other Italy	19 424	628	18 796	15 637	—	15 637	24
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	1 541	—	1 541	1 293	—	1 293	19
Other Routes	6 738	3 374	3 364	6 780	3 319	3 461	–1
<b>Luxembourg</b>	5 595	5 366	229	5 265	4 673	592	6
London – Luxembourg	5 366	5 366	—	4 807	4 668	139	12
Other Routes	229	—	229	458	5	453	–50
<b>Netherlands</b>	157 930	156 540	1 390	149 272	147 490	1 782	6
London – Amsterdam	88 201	88 201	—	86 441	86 306	135	2
– Rotterdam	18 687	18 672	15	17 754	17 490	264	5
Other S.E. England – Netherlands	6 511	6 349	162	7 030	6 270	760	–7
Manchester – Amsterdam	9 666	9 654	12	9 161	9 024	137	6
Other Routes	34 865	33 664	1 201	28 886	28 400	486	21
<b>Norway</b>	37 982	31 253	6 729	39 272	30 854	8 418	–3
London – Oslo	20 480	17 042	3 438	21 216	17 359	3 857	–3
Other Routes	17 502	14 211	3 291	18 056	13 495	4 561	–3
<b>Portugal</b>	41 016	20 646	20 370	31 832	17 077	14 755	29
London – Lisbon	16 788	13 992	2 796	12 245	11 240	1 005	37
Other Routes	24 228	6 654	17 574	19 587	5 837	13 750	24
<b>Soviet Union and Eastern Europe (b)</b>	23 660	20 159	3 501	22 673	19 058	3 615	4
London – Moscow	6 702	6 077	625	6 046	5 904	142	11
– Prague	1 861	1 861	—	1 934	1 934	—	–4
Other Routes	15 097	12 221	2 876	14 693	11 220	3 473	3

These figures exclude Sumburgh.

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Spain</b>	281 182	71 000	210 182	327 830	75 358	252 472	-14
London – Barcelona	15 410	11 831	3 579	15 914	12 386	3 528	-3
– Ibiza	2 297	674	1 623	2 669	701	1 968	-14
– Madrid	33 324	26 887	6 437	33 469	28 972	4 497	—
– Malaga	23 048	9 953	13 095	27 529	10 953	16 576	-16
– Palma	27 596	6 884	20 712	33 806	7 727	26 079	-18
– Other Spain	29 937	13 907	16 030	34 118	13 727	20 391	-12
Luton – Alicante	7 577	—	7 577	9 535	—	9 535	-21
– Barcelona	4	—	4	1	—	1	300
– Gerona	1 413	—	1 413	3 705	—	3 705	-62
– Ibiza	1 231	—	1 231	777	—	777	58
– Palma	9 445	—	9 445	7 194	—	7 194	31
– Other Spain	6 117	—	6 117	9 890	—	9 890	-38
Other S.E. England – Spain	—	—	—	—	—	—	—
Manchester – Barcelona	3	—	3	—	—	—	—
– Palma	19 220	—	19 220	22 606	—	22 606	-15
Other N. England – Spain	44 563	—	44 563	52 286	562	51 724	-15
Scotland – Spain	17 203	—	17 203	19 964	110	19 854	-14
Other Routes	42 794	864	41 930	54 367	220	54 147	-21
<b>Sweden</b>	36 714	25 747	10 967	36 522	24 883	11 639	1
London – Stockholm	23 934	18 293	5 641	21 545	17 276	4 269	11
Other Routes	12 780	7 454	5 326	14 977	7 607	7 370	-15
<b>Switzerland</b>	90 983	72 367	18 616	88 888	70 203	18 685	2
London – Basle	6 006	4 537	1 469	5 526	4 223	1 303	9
– Geneva	35 569	29 297	6 272	33 556	27 050	6 506	6
– Zurich	43 751	32 920	10 831	41 513	33 623	7 890	5
Luton – Switzerland	16	—	16	2 069	—	2 069	-99
Other Routes	5 641	5 613	28	6 224	5 307	917	-9
<b>Yugoslavia</b>	13 206	8 162	5 044	17 549	7 458	10 091	-25
London – Dubrovnic	409	—	409	1 159	—	1 159	-65
– Ljubljana	2 511	939	1 572	2 353	744	1 609	7
Luton – Yugoslavia	—	—	—	121	—	121	—
Other Routes	10 286	7 223	3 063	13 916	6 714	7 202	-26
<b>Other Europe</b>	102 314	44 724	57 590	82 401	45 413	36 988	24
<b>WESTERN HEMISPHERE</b>							
<b>Canada</b>	49 223	45 737	3 486	47 504	44 529	2 975	4
London – Montreal	12 038	11 723	315	11 392	11 392	—	6
– Toronto	21 088	18 738	2 350	18 167	16 092	2 075	16
– Other Canada	10 693	10 693	—	10 209	9 900	309	5
Other UK – Montreal	—	—	—	1 378	1 378	—	—
– Toronto	4 136	3 459	677	5 241	4 763	478	-21
Other Routes	1 268	1 124	144	1 117	1 004	113	14

These figures exclude Sumburgh.

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>United States</b>	332 825	329 332	3 493	318 887	308 834	10 053	4
London – New York	109 334	108 750	584	109 785	106 679	3 106	—
– Other East Coast USA	88 511	88 093	418	74 548	73 311	1 237	19
– Chicago and Detroit	26 963	26 963	—	26 470	26 221	249	2
– West Coast USA	75 582	75 582	—	69 137	65 557	3 580	9
– Other USA	21 546	21 373	173	30 872	30 501	371	–30
Other UK – New York	4 533	4 377	156	6 918	6 565	353	–34
Other Routes	6 356	4 194	2 162	1 157	—	1 157	449
<b>West Atlantic and Caribbean Islands</b>	31 973	30 332	1 641	30 223	29 384	839	6
<b>Central and South America</b>	11 735	11 735	—	12 195	12 195	—	–4
REST OF THE WORLD							
<b>Canary Islands</b>	60 205	3 878	56 327	69 857	3 973	65 884	–14
<b>North Africa (c)</b>	45 775	17 476	28 299	28 108	16 591	11 517	63
<b>East Africa (d)</b>	11 266	11 153	113	11 255	10 324	931	—
<b>Central Africa (e)</b>	3 717	3 676	41	4 758	4 758	—	–22
<b>West Africa (d)</b>	27 258	26 415	843	19 527	19 480	47	40
<b>South Africa</b>	26 318	26 618	—	24 628	24 628	—	8
<b>Middle East (f)</b>	128 307	119 587	8 720	136 278	129 807	6 471	–6
<b>India</b>	25 756	25 745	11	23 973	23 973	—	7
<b>Pakistan</b>	10 961	10 961	—	10 415	10 415	—	5
<b>Far East</b>	78 624	78 305	319	81 953	80 922	1 031	–4
<b>Australia and New Zealand</b>	53 401	53 401	—	48 500	48 500	—	10
<b>Other Routes n.e.i.</b>	40 848	8 018	32 830	38 742	8 396	30 346	5
<b>ALL ROUTES</b>	2 553 218	1 961 958	591 260	2 558 744	1 955 129	603 615	—

**London** includes Heathrow, Gatwick and Stansted.

**S.E. England** includes London, Luton, Lydd and Southend.

**N. England** comprises the airports in England north of a line from the Mersey to the Humber (Manchester, Liverpool, Blackpool, Newcastle, Leeds/Bradford and Tees-side).

**Glasgow** includes Prestwick and Abbotsinch.

(a) N. France comprises the airports north of the line of 49° latitude.

(b) Soviet Union and Eastern Europe includes the United Soviet Socialist Republics, Bulgaria, Czechoslovakia, Hungary, Poland, Roumania and the Eastern Zone of Germany but excluding Berlin.

(c) North Africa includes Algeria, Libya, Morocco and Tunisia.

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

(f) Middle East includes Iraq, Iran, Israel, Jordan, Lebanon, Persian Gulf States, Saudi Arabia, Sudan and the United Arab Republic.

(g) Total is in respect of charter passengers only. Passengers on scheduled flights included in London – Other Italy.

(h) Total is in respect of charter passengers only. Passengers on scheduled flights included in other routes to Italy.

These figures are based on the origin and destination of passengers as reported to UK airport authorities by UK and foreign airlines. Operators are required to report in respect of each service operated the point of uplift and discharge of each passenger. The figures may not reflect a passenger's entire air journey; the point at which a passenger disembarks from a particular service may not represent their ultimate destination.

Although operators are asked to report all passenger journeys, in some cases the actual point of uplift or discharge is not recorded. In such cases all passengers are allocated to the end point of the service, i.e., the aircraft's ultimate origin or destination. This has been the practice since the 1 January 1976 — before this date missing information was replaced by estimates made by the authority. The figures in this table include all passengers carried on scheduled and charter services excluding those carried on aircraft chartered by government departments.

NOTE: These figures exclude Sumburgh.

# Domestic Passengers by Main Routes November 1979

**Table 19**

## Comparison with a Year Earlier

Origin/Destination		1979	1978	Percentage change
London (a)	Aberdeen	28 533	23 245	22.7
	Belfast	52 860	43 017	22.9
	Birmingham	10 767	10 192	5.6
	Channel Islands	36 392	35 109	3.7
	Edinburgh	63 702	61 135	4.2
	Glasgow	80 475	77 892	3.3
	Manchester	50 856	45 496	11.8
	Newcastle	23 318	25 188	-7.4
	Tees-side	12 110	13 255	-8.6
	Other airports	43 849	34 866	25.7
Belfast	Birmingham	5 563	4 826	15.3
	East Midlands	3 331	2 716	22.6
	Edinburgh	2 051	1 222	67.8
	Glasgow	7 467	6 814	9.6
	Isle of Man	903	735	22.9
	Manchester	10 758	10 572	1.8
	Newcastle	1 365	894	52.7
	Other airports	9 375	6 318	48.4
Channel Islands	Bristol/Glamorgan	1 980	1 931	2.5
	Glasgow	—	—	—
	Leeds/Bradford	—	2	—
	Liverpool	—	2	—
	Manchester	2 052	1 595	28.7
	Other airports	28 937	27 763	4.2
Edinburgh	Manchester	3 685	4 278	-13.9
	Other airports	10 060	10 839	-7.2
Glasgow	Birmingham	6 484	5 358	21.0
	East Midlands	4 369	4 119	6.1
	Isle of Man	539	335	60.9
	Manchester	5 686	6 103	-6.8
	Other Scottish airports	17 612	27 347	-35.6
	Other airports	16 248	4 906	231.2
Isle of Man	Manchester	3 203	3 967	-19.3
	Newcastle	—	2	—
	Other airports	8 091	7 615	6.3
Penzance	Isles of Scilly	2 058	2 087	-1.4
Other Routes		50 148	38 159	31.4
TOTAL		604 827	549 900	10.0

(a) Heathrow, Gatwick and Stansted.

Traffic counted in either direction.

The figures show the uplift and discharge of passengers according to the destination and origin of the route. Because of the method of collection of this information there are discrepancies between the reports received from airports on a route, particularly in the case of multi-sector flights. In most cases, however, the discrepancies are small, but in a few cases the figures include an estimated component.

November 1978 total does not include Sumburgh.

# Cargo by Type and Nationality of Operator November 1979

Table 20

	Total	Scheduled Services						Charter Flights						Tonnes
		UK operators				Overseas operators		UK operators				Overseas operators		
		British Airways		Others				British Airways		Others				
		Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	Set down	Uplifted	
London Area Airports														
+Gatwick	10 204.5	47.7	25.4	1 013.3	1 511.3	318.2	255.0	—	1.3	2 162.6	4 403.6	191.9	274.2	
+Heathrow	40 611.2	7 143.1	6 592.9	47.3	234.1	11 351.2	15 166.6	—	0.8	34.9	—	9.0	31.3	
+Luton	1 131.9	—	—	—	—	21.3	0.1	16.0	238.9	137.1	595.8	53.3	69.4	
+Southend	1 021.0	—	—	209.0	162.0	—	—	—	—	136.0	510.0	2.0	2.0	
+Stansted	832.6	—	—	—	—	2.3	—	—	—	258.1	549.7	7.4	15.1	
TOTAL (London Area)	53 801.2	7 190.8	6 618.3	1 269.6	1 907.4	11 693.0	15 421.7	16.0	241.0	2 728.7	6 059.1	263.6	392.0	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+Aberdeen	697.2	59.0	125.9	24.8	36.1	—	—	18.0	53.3	104.4	274.9	0.6	0.2	
+Belfast	1 159.1	73.6	123.3	269.2	24.8	2.4	0.7	—	—	564.5	100.5	0.1	—	
+Benbecula	16.2	11.0	2.9	1.1	0.2	—	—	—	—	—	—	—	—	
+Birmingham	303.3	134.1	77.8	17.4	0.7	37.5	28.6	—	—	0.4	6.8	—	—	
+Blackpool	450.6	—	—	5.1	29.0	—	—	—	—	—	416.5	—	—	
+Bournemouth	642.0	—	—	358.9	270.1	—	—	—	—	2.3	10.6	0.1	—	
+Bristol	32.9	1.0	0.1	10.7	1.7	12.1	7.3	—	—	—	—	—	—	
+Cambridge	126.6	—	—	—	—	—	—	—	—	18.2	13.0	75.8	19.6	
+Cardiff	21.3	2.8	5.9	7.4	2.4	—	—	—	0.3	—	2.5	—	—	
+Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	
+East Midlands	886.9	—	—	33.8	103.5	0.2	17.1	—	—	103.4	498.4	60.4	70.1	
+Edinburgh	180.8	33.9	41.7	27.6	31.2	1.3	1.8	—	—	43.3	—	—	—	
+Exeter	19.7	—	—	7.4	12.3	—	—	—	—	—	—	—	—	
+Glasgow	1 517.2	104.5	172.5	70.1	30.9	301.5	438.9	—	—	371.0	27.8	—	—	
+Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Humberside	2.6	—	—	2.1	0.5	—	—	—	—	—	—	—	—	
+Inverness	21.2	7.8	13.4	—	—	—	—	—	—	—	—	—	—	
+Islay	11.8	—	—	6.3	5.5	—	—	—	—	—	—	—	—	
+Isle of Man	214.4	14.2	21.1	165.0	14.1	—	—	—	—	—	—	—	—	
+Isles of Scilly	14.5	13.8	0.7	—	—	—	—	—	—	—	—	—	—	
+Kirkwall	47.9	32.6	13.3	0.9	0.9	—	—	—	—	—	0.2	—	—	
+Leeds/Bradford	33.6	9.4	7.3	10.4	5.1	0.4	—	—	—	1.0	—	—	—	
+Liverpool	760.1	—	—	14.8	24.6	19.9	231.8	—	—	77.4	354.0	—	37.6	
+Lydd	392.0	—	—	139.2	252.8	—	—	—	—	—	—	—	—	
+Manchester	2 984.3	243.0	168.1	56.1	80.5	977.5	1 296.1	—	—	—	131.4	—	31.6	
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Newcastle	114.1	17.0	15.0	36.1	37.7	—	—	—	—	0.3	—	—	8.0	
+Norwich	57.5	—	—	28.1	29.3	—	—	—	—	0.1	—	—	—	
+Penzance Heliport	14.5	0.7	13.8	—	—	—	—	—	—	—	—	—	—	
+Prestwick	1 340.3	352.7	246.2	114.6	3.3	423.4	148.2	—	—	17.9	—	34.0	—	
+Southampton	182.9	3.2	3.3	16.9	70.6	—	—	—	—	1.0	87.9	—	—	
+Stornoway	47.9	42.1	3.5	0.1	1.1	—	—	—	—	1.1	—	—	—	
+Sumburgh	292.6	64.4	10.0	—	—	—	—	12.5	56.9	87.6	59.3	1.7	0.2	
+Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Tees-side	17.5	—	—	10.3	3.4	—	—	—	—	3.6	0.2	—	—	
+Tiree	1.2	—	—	1.1	0.1	—	—	—	—	—	—	—	—	
+Wick	12.1	—	—	4.7	2.2	—	—	—	—	5.0	0.2	—	—	
TOTAL (Incl. London Area)	66 417.0	8 411.6	7 684.1	2 709.8	2 982.0	13 469.2	17 592.2	46.5	351.5	4 131.2	8 043.3	436.3	559.3	
Channel Islands Airports														
Alderney	26.2	—	—	21.8	4.4	—	—	—	—	—	—	—	—	
Guernsey	606.0	7.0	3.0	269.0	320.0	3.0	—	—	—	4.0	—	—	—	
Jersey	678.0	25.0	9.7	397.3	241.1	—	—	—	—	2.7	1.1	1.1	—	
TOTAL (Channel Islands Airports)	1 310.2	32.0	12.7	688.1	565.5	3.0	—	—	—	6.7	1.1	1.1	—	

# Cargo November 1979

Table 21

## Total Compared with One Year Earlier

	International						Domestic						1979			1978			Tonnes		
	Scheduled			Charter			Scheduled			Charter			Total			Total			Percentage change		
	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo
<b>London Area Airports</b>																					
+ Gatwick	2 354		295	120		6 670	246		275	—		244	2 720		7 484	1 931		7 292	40.9		2.6
+ Heathrow	24 432		15 630	—		76	450		23	—		—	24 882		15 729	23 000		17 102	8.2		-8.0
+ Luton	4		17	—		376	—		—	23		583	156		976	132		288	18.2		238.9
+ Southend (i)	369		—	589		—	2		—	61		—	1 021		—	788		—	29.6		—
+ Stansted	2		—	4		778	—		—	—		48	6		826	277		2 246	-97.8		-63.2
TOTAL (London Area)	27 161		15 942	842		7 900	698		298	84		875	28 785		25 015	26 128		26 928	10.2		-7.1
Westland Heliport (Battersea)	—		—	—		—	—		—	—		—	—		—	—		—	—		—
<b>Other UK Airports</b>																					
+ Aberdeen	48		—	281		21	198		—	135		14	662		35	524		33	26.3		6.1
+ Belfast	3		—	—		21	277		214	—		643	280		878	393		771	-28.8		13.9
+ Benbecula	—		—	—		—	15		—	—		—	15		—	17		—	-11.8		—
+ Birmingham	239		—	—		—	57		—	—		7	296		7	284		—	4.2		—
+ Blackpool	4		—	—		—	28		2	—		417	32		419	23		247	39.1		69.6
+ Bournemouth	—		—	13		—	2		627	—		—	15		627	1		793	1 400.0		-20.9
+ Bristol	31		—	—		—	2		—	—		—	33		—	33		—	—		—
+ Cambridge	—		—	127		—	—		—	—		—	127		—	75		—	69.3		—
+ Cardiff	13		—	—		3	5		—	—		—	18		3	18		7	—		-57.1
+ Coventry	—		—	—		—	—		—	—		—	—		—	5		—	—		—
+ East Midlands	33		67	—		712	56		—	—		20	89		799	127		589	-29.9		35.7
+ Edinburgh	18		—	—		—	120		—	—		43	138		43	130		—	6.2		—
+ Exeter	2		—	—		—	17		—	—		—	19		—	21		59	-9.5		—
+ Glasgow	159		615	—		13	306		38	11		375	476		1 041	470		1 149	1.3		-9.4
+ Gloucester/Cheltenham	—		—	—		—	—		—	—		—	—		—	—		—	—		—
+ Hawarden	—		—	—		—	—		—	—		—	—		—	—		—	—		—
+ Humberside	2		—	—		—	—		—	—		—	2		—	4		—	-50.0		—
+ Inverness	—		—	—		—	21		—	—		—	21		—	31		—	-32.3		—
+ Islay	—		—	—		—	12		—	—		—	12		—	10		—	-20.0		—
+ Isle of Man	—		—	—		—	94		120	—		—	94		120	105		92	-10.5		30.4
+ Isles of Scilly (i)	—		—	—		—	15		—	—		—	15		—	13		—	15.4		—
+ Kirkwall	—		—	—		—	48		—	—		—	48		—	52		1	-7.7		—
+ Leeds/Bradford	18		—	—		1	14		—	—		—	32		1	34		1	-5.9		—
+ Liverpool	13		242	—		38	36		—	—		431	49		711	93		761	-47.3		-6.6
+ Lydd	—		392	—		—	—		—	—		—	—		392	—		303	—		29.4
+ Manchester	614		2 015	—		163	184		7	—		—	798		2 185	710		2 014	12.4		8.5
+ Manston	—		—	—		—	—		—	—		—	—		—	—		—	—		—
+ Newcastle	6		—	—		—	47		3	8		—	111		3	74		118	50.0		-97.5
+ Norwich	40		—	—		—	17		—	—		—	57		—	42		—	35.7		—
+ Penzance Heliport (i)	—		—	—		—	15		—	—		—	15		—	13		—	15.4		—
+ Prestwick	155		921	—		34	6		208	—		18	161		1 181	97		1 653	66.0		-28.6
+ Southampton	12		—	—		89	83		—	—		—	95		89	134		261	-29.1		-65.9
+ Stornoway	—		—	—		—	47		—	1		—	48		—	40		—	20.0		—
+ Sumburgh	—		—	79		41	74		—	£7		11	240		52	184		21	30.4		147.6
+ Swansea	—		—	—		—	—		—	—		—	—		—	—		—	—		—
+ Tees-side	5		—	—		4	10		—	—		—	15		4	29		—	-48.3		—
+ Tiree	—		—	—		—	1		—	—		—	1		—	1		—	—		—
+ Wick	—		—	—		—	7		—	—		5	7		5	5		3	40.0		66.7
TOTAL (Incl. London Area)	28 626		20 194	1 342		9 040	2 512		1 517	326		2 859	32 806		33 610	29 915		35 809	9.7		-6.1
<b>Channel Islands Airports</b>																					
+ Alderney	..		..	..		..	..		..	..		..	26		..	27		..	-3.7		..
+ Guernsey	..		..	..		..	..		..	..		..	606		..	738		..	-17.9		..
+ Jersey	..		..	..		..	..		..	..		..	678		..	726		..	-6.6		..
TOTAL (Channel Is. Airports)	..		..	..		..	..		..	..		..	1 310		..	1 491		..	-12.1		..

(i) No breakdown given between passengers and cargo aircraft for these airports: all cargo is allocated to passenger aircraft.

# All Scheduled Services November 1979

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
<b>Passenger Services</b>															
British Airways	20 482	17 081	33 215	1 255 562	4 636 007	2 910 382	62.8	15 405	549 273	343 461	15 387	60 148	267 926		62.5
British Airways Helicopters	7	110	38	1 820	192	111	57.9	18	16	11	—	1	10		66.7
British Caledonian Airways	3 062	3 073	5 095	122 053	506 495	228 092	45.0	2 349	64 107	31 474	691	9 716	21 067		49.1
Air Anglia	707	2 305	1 988	33 187	37 881	14 808	39.1	125	3 827	1 551	—	70	1 481		40.5
Air Ecosse	35	216	98	1 531	557	241	43.4	11	42	22	1	1	20		51.7
Air Kent	46	205	166	483	359	108	30.2	—	29	8	—	—	8		26.8
Aurigny Air Services	75	1 416	371	14 198	1 078	719	66.6	88	102	62	1	4	58		60.7
British Island Airways	499	1 955	1 992	40 428	22 921	9 339	40.7	467	2 118	947	—	154	793		44.7
British Midland Airways	569	1 948	1 864	57 647	42 918	18 215	42.4	197	3 695	1 517	2	60	1 456		41.1
Brymon Airways	165	670	740	5 916	4 431	1 677	37.8	—	283	137	—	—	137		48.5
Dan-Air Services	469	1 367	1 375	28 315	32 515	11 987	36.9	64	2 761	1 060	—	39	1 022		38.4
Express Air Services CI	7	19	24	324	337	115	34.1	—	30	9	—	—	9		28.5
Haywards Aviation	5	26	23	76	35	14	39.3	2	11	1	—	—	1		39.3
Jersey European Airways	17	219	100	1 169	155	89	57.5	—	14	7	—	—	7		51.7
Laker Airways	862	120	1 527	27 380	297 480	183 389	61.6	—	30 179	14 671	—	—	14 671		48.6
Loganair	193	1 958	1 024	9 374	2 648	1 252	47.3	—	241	114	—	—	114		47.3
TOTAL Passenger Services	27 199	32 688	49 638	1 598 463	5 586 010	3 380 537	60.5	18 726	656 728	395 051	16 081	70 192	308 779		60.2
<b>Cargo Services</b>															
British Airways	1 111	583	1 689					3 768	26 244	18 165	508	17 653	—		69.2
British Caledonian Airways	174	95	258					917	5 589	3 079	142	2 937	—		55.1
Air Freight	26	115	114					282	112	61	—	61	—		54.6
British Island Airways	68	287	293					728	313	167	23	144	—		87.8
TOTAL Cargo Services	1 379	1 080	2 354					5 696	32 259	21 472	673	20 796	—		66.7
GRAND TOTAL	28 578	33 768	51 992	1 598 463	5 586 010	3 380 537	60.5	24 422	688 987	416 523	16 754	90 988	308 779		60.5

# International Scheduled Services November 1979

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-Kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
<b>Passenger Services</b>														
British Airways	18 185	10 979	27 136	897 929	4 393 140	2 759 016	62.8	14 301	526 840	330 227	15 279	59 830	255 119	62.7
British Caledonian Airways	2 635	1 668	3 976	74 243	467 913	207 943	44.4	1 855	60 115	29 738	663	9 642	19 433	49.5
Air Anglia	438	1 079	1 061	19 743	29 341	10 435	35.6	100	2 953	1 104	—	60	1 044	37.4
Air Kent	46	205	166	483	359	108	30.2	—	29	8	—	—	8	26.8
Aurigny Air Services	75	1 416	371	14 198	1 078	719	66.6	88	102	62	1	4	58	60.7
British Island Airways	325	1 066	1 263	21 326	15 905	5 678	35.7	353	1 465	616	—	134	482	42.0
British Midland Airways	119	304	387	6 509	8 716	2 510	28.8	33	654	214	—	14	201	32.7
Brymon Airways	30	145	145	521	564	130	23.0	—	48	11	—	—	11	22.0
Dan-Air Services	243	574	659	11 069	17 342	5 284	30.5	41	1 472	478	—	26	452	32.5
Haywards Aviation	1	4	3	13	5	2	40.6	1	2	—	—	—	—	40.6
Jersey European Airways	17	219	100	1 169	155	89	57.5	—	14	7	—	—	7	51.7
Laker Airways	862	120	1 527	26 380	297 480	183 389	61.6	—	30 179	14 671	—	—	14 671	48.6
<b>TOTAL Passenger Services</b>	<b>22 976</b>	<b>17 779</b>	<b>36 794</b>	<b>1 073 583</b>	<b>5 231 998</b>	<b>3 175 302</b>	<b>60.7</b>	<b>16 772</b>	<b>623 873</b>	<b>377 135</b>	<b>15 943</b>	<b>69 710</b>	<b>291 484</b>	<b>60.5</b>
<b>Cargo Services</b>														
British Airways	1 111	583	1 689					3 767	26 244	18 165	508	17 653		69.2
British Caledonian Airways	151	55	211					655	5 414	2 939	2	2 937		54.3
Air Freight	26	115	114					282	112	61	—	61		54.6
British Island Airways	4	8	13					19	18	9	—	9		50.0
<b>TOTAL Cargo Services</b>	<b>1 293</b>	<b>761</b>	<b>2 026</b>					<b>4 724</b>	<b>31 788</b>	<b>21 173</b>	<b>510</b>	<b>20 660</b>		<b>66.6</b>
<b>GRAND TOTAL</b>	<b>24 269</b>	<b>18 540</b>	<b>38 821</b>	<b>1 073 583</b>	<b>5 231 998</b>	<b>3 175 302</b>	<b>60.7</b>	<b>21 496</b>	<b>655 662</b>	<b>398 308</b>	<b>16 452</b>	<b>90 370</b>	<b>291 484</b>	<b>60.7</b>



## Domestic Scheduled Services November 1979

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and Mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
<b>Passenger Services</b>														
British Airways	2 297	6 102	6 080	357 633	242 867	151 365	62.3	1 104	22 433	13 234	108	318	12 807	59.0
British Airways Helicopters	7	110	38	1 820	192	111	57.9	18	16	11	—	1	10	66.7
British Caledonian Airways	427	1 405	1 119	47 810	38 582	20 149	52.2	495	3 992	1 736	28	74	1 635	43.5
Air Anglia	269	1 226	927	13 444	8 540	4 373	51.2	25	874	447	—	10	437	51.2
Air Ecosse	35	216	98	1 531	557	241	43.4	11	42	22	1	1	20	51.7
British Island Airways	175	889	728	19 102	7 016	3 661	52.2	114	653	331	—	20	311	50.7
British Midland Airways	450	1 644	1 477	51 138	34 202	15 705	45.9	164	3 040	1 303	2	46	1 255	42.9
Brymon Airways	134	525	595	5 395	3 867	1 548	40.0	—	235	127	—	—	127	53.9
Dan-Air Services	226	793	716	17 246	15 173	6 703	44.2	23	1 289	582	—	12	570	45.1
Express Air Services CI	7	19	24	324	337	115	34.1	—	30	9	—	—	9	28.5
Haywards Aviation	4	22	20	63	30	12	39.1	1	10	1	—	—	1	39.1
Loganair	193	1 958	1 024	9 374	2 648	1 250	47.3	—	241	114	—	—	114	47.3
<b>TOTAL Passenger Services</b>	<b>4 224</b>	<b>14 909</b>	<b>12 844</b>	<b>524 880</b>	<b>354 012</b>	<b>205 235</b>	<b>58.0</b>	<b>1 954</b>	<b>32 855</b>	<b>17 916</b>	<b>138</b>	<b>482</b>	<b>17 296</b>	<b>54.5</b>
<b>Cargo Services</b>														
British Caledonian Airways	22	40	47					262	175	140	140	—		80.2
British Island Airways	64	279	280					709	295	158	23	135		53.6
<b>TOTAL Cargo Services</b>	<b>87</b>	<b>319</b>	<b>327</b>					<b>971</b>	<b>470</b>	<b>299</b>	<b>163</b>	<b>135</b>		<b>80.8</b>
<b>GRAND TOTAL</b>	<b>4 311</b>	<b>15 228</b>	<b>13 171</b>	<b>524 880</b>	<b>354 012</b>	<b>205 235</b>	<b>58.0</b>	<b>2 925</b>	<b>33 325</b>	<b>18 215</b>	<b>302</b>	<b>618</b>	<b>17 296</b>	<b>54.7</b>

# All Non-scheduled Services November 1979

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	142	47	433	7 721	34 278	25 908	75.6	576	5 182	3 194	34	705	2 455	61.6
British Airtours	765	347	1 093	44 628	144 621	91 081	63.0	—	13 139	7 749	—	—	7 749	59.0
British Airways Helicopters	516	3 338	2 548	34 658	11 219	5 621	50.1	240	1 098	490	—	40	450	44.6
British Caledonian Airways	592	277	898	11 292	18 288	12 937	70.7	2 089	16 674	12 498	—	11 386	1 113	75.0
Air Europe	593	295	935	32 282	77 043	66 639	86.5	—	7 290	5 332	—	—	5 332	73.1
Air Freight	63	202	235	—	—	—	—	348	313	177	73	105	—	56.6
Air-Bridge Carriers	139	239	361	—	—	—	—	1 402	2 260	1 071	4	1 066	—	47.4
Alderney Air Ferries	6	51	34	196	55	24	42.9	—	5	2	—	—	2	36.3
Alldair	53	164	172	5 498	3 104	1 828	58.9	23	310	151	—	7	144	48.5
B.E.A.S.	98	4 596	653	26 837	1 078	571	53.0	55	98	52	—	1	51	53.1
Bristow Helicopters	614	3 595	3 598	30 445	10 740	5 607	52.2	254	911	551	—	48	503	60.5
Britannia Airways	3 709	1 931	5 833	219 894	481 575	421 191	87.5	—	40 951	35 802	—	—	35 802	87.4
British Air Ferries	54	155	178	701	652	320	49.0	173	186	74	—	45	29	39.8
British Cargo Airlines	1 080	376	1 459	—	—	—	—	4 236	42 709	31 807	97	31 711	—	74.5
British Island Airways	226	447	674	6 157	7 815	6 287	80.5	640	1 313	806	35	236	535	61.4
British Midland Airways	742	420	1 084	1 120	86 199	48 095	55.8	—	19 884	8 435	—	4 695	3 740	42.4
Dan-Air Services	2 479	2 370	4 780	150 303	271 167	212 594	78.4	115	21 816	17 098	14	17	17 068	78.4
Express Air Services C.I.	84	310	284	431	3 694	1 348	36.5	668	465	216	—	115	101	46.4
General Aviation Services	27	59	103	—	—	—	—	176	242	85	—	85	—	35.2
Gleneagle Helicopters	1	8	8	22	13	3	23.1	—	5	2	—	—	2	40.0
Guernsey Airlines	13	20	38	636	772	408	52.8	—	77	30	—	—	30	39.3
Invicta International Airlines	61	60	145	—	—	—	—	366	998	445	—	445	—	44.6
Laker Airways	1 362	562	1 857	45 466	240 934	177 963	73.9	—	23 640	14 237	—	—	14 237	60.2
Loganair	171	650	758	4 682	2 499	1 550	62.0	—	227	141	—	—	141	62.1
Management Aviation	84	1 503	411	4 918	528	316	59.8	40	45	28	—	3	25	62.2
Monarch Airlines	912	522	1 455	48 857	142 279	110 528	77.7	—	13 864	10 020	—	—	10 020	72.3
North Scottish Helicopters	187	2 317	928	7 573	1 186	725	61.1	—	91	56	—	—	56	61.5
Pelican Air Transport	123	46	167	—	—	—	—	143	5 151	4 247	—	4 247	—	82.4
Redcoat Air Cargo	169	65	361	—	—	—	—	395	2 932	1 680	—	1 680	—	57.3
Scimitar Airlines	189	46	438	—	—	—	—	—	7 218	6 883	—	6 883	—	95.4
Southern Int-Air Transport	48	151	168	273	1 701	969	57.0	—	272	155	—	76	79	57.2
Tradewinds Airways	797	254	1 142	—	—	—	—	3 639	32 140	16 478	—	16 478	—	51.3
Transmeridian Air Cargo	377	166	790	—	—	—	—	1 328	10 259	5 932	—	5 932	—	57.8
<b>TOTAL</b>	<b>16 475</b>	<b>25 589</b>	<b>34 016</b>	<b>684 590</b>	<b>1 541 441</b>	<b>1 192 513</b>	<b>77.4</b>	<b>16 914</b>	<b>271 765</b>	<b>185 923</b>	<b>256</b>	<b>86 006</b>	<b>99 661</b>	<b>68.4</b>
Class 5A Licence TOTAL	221	64	490	1 348	4 344	2 502	57.6	..	7 588	7 096	—	6 883	213	93.5
TOTAL Excludes 5A Licence	16 254	25 525	33 526	683 242	1 537 097	1 190 011	77.4	16 914	264 177	178 827	256	79 123	99 448	67.7

\*Does not include cargo and mail uplifted on Class 5 Licences.

# International Non-Scheduled Services November 1979

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	141	43	429	7 498	34 186	25 848	75.6	576	5 173	3 189	34	705	2 450	61.6
British Airtours	765	347	1 093	44 628	144 621	91 081	63.0	—	13 139	7 749	—	—	7 749	59.0
British Airways Helicopters	514	3 330	2 536	34 636	11 165	5 614	50.3	240	1 093	489	—	40	449	44.7
British Caledonian Airways	592	277	898	11 292	18 288	12 937	70.7	2 089	16 674	12 498	—	11 386	1 113	75.0
Air Europe	593	295	935	32 282	77 043	66 639	86.5	—	7 290	5 332	—	—	5 332	73.1
Air Freight	39	122	142	—	—	—	—	85	202	100	—	100	—	49.7
Air-Bridge Carriers	91	93	215	—	—	—	—	597	1 533	728	—	728	—	47.5
Alderney Air Ferries	—	2	1	9	1	1	62.0	—	—	—	—	—	—	10.7
Alldair	3	3	8	117	174	146	83.5	—	17	11	—	—	11	62.0
B.E.A.S.	98	4 596	653	26 837	1 078	571	53.0	55	98	52	—	1	51	53.1
Bristow Helicopters	614	3 595	3 598	30 445	10 740	5 607	52.2	254	911	551	—	48	603	60.5
Britannia Airways	3 709	1 931	5 833	219 894	481 575	421 191	87.5	—	40 951	35 802	—	—	35 802	87.4
British Air Ferries	30	60	79	403	459	243	52.8	14	67	29	—	7	22	43.2
British Cargo Airlines	1 080	376	1 459	—	—	—	—	4 236	42 709	31 807	97	31 711	—	74.5
British Island Airways	168	317	477	5 117	7 268	5 969	82.1	453	1 043	688	4	177	508	66.0
British Midland Airways	738	410	1 072	385	85 921	47 817	55.7	—	19 860	8 412	—	4 695	3 717	42.4
Dan-Air Services	2 087	1 345	3 381	120 711	254 146	200 489	78.9	—	20 338	16 039	—	—	16 039	78.9
Express Air Services C.I.	49	100	134	431	3 578	1 287	36.0	—	294	97	—	—	97	32.9
General Aviation Services	24	49	88	—	—	—	—	152	215	74	—	74	—	34.4
Gleneagle Helicopters	1	8	8	22	13	3	23.1	—	5	2	—	—	2	40.0
Guernsey Airlines	11	12	31	501	654	368	56.3	—	65	27	—	—	27	41.9
Invicta International Airlines	61	60	145	—	—	—	—	366	998	445	—	445	—	44.6
Laker Airways	1 362	562	1 857	45 466	240 934	177 963	73.9	—	23 640	14 237	—	—	14 237	60.2
Management Aviation	84	1 503	411	4 918	528	316	59.8	40	45	28	—	3	25	62.2
Monarch Airlines	912	522	1 455	48 857	142 279	110 528	77.7	—	13 864	10 020	—	—	10 020	72.3
North Scottish Helicopters	187	2 317	928	7 573	1 186	725	61.1	—	91	56	—	—	56	61.5
Pelican Air Transport	123	46	167	—	—	—	—	143	5 151	4 247	—	4 247	—	82.4
Redcoat Air Cargo	169	65	361	—	—	—	—	395	2 932	1 680	—	1 680	—	57.3
Scimitar Airlines	189	46	438	—	—	—	—	—	7 218	6 883	—	6 883	—	95.4
Southern Int-Air Transport	22	87	76	97	1 515	923	60.9	—	121	78	—	3	75	64.5
Tradewinds Airways	797	254	1 142	—	—	—	—	3 639	32 140	16 478	—	16 478	—	51.3
Transmeridian Air Cargo	375	163	785	—	—	—	—	1 276	10 219	5 906	—	5 906	—	57.8
TOTAL	15 627	22 936	30 834	642 119	1 517 352	1 176 266	77.5	14 617	268 096	183 733	134	85 316	98 283	68.5
Class 5A Licence TOTAL	221	64	490	1 348	4 344	2 502	57.6	..	7 588	7 096	—	6 883	213	93.5
TOTAL Excludes 5A Licence	15 406	22 872	30 344	640 771	1 513 008	1 173 764	77.6	14 617	260 508	176 637	134	78 433	98 070	67.8

\*Does not include cargo and mail uplifted on Class 5 Licences.

# Domestic Non-Scheduled Services November 1979

**Table 23.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
British Airways	1	4	3	223	92	60	64.8	—	9	5	—	—	5	54.7
British Airways Helicopters	2	8	12	22	54	7	13.0	—	5	1	—	—	1	20.0
Air Freight	24	80	92	—	—	—	—	263	111	77	73	5	—	69.2
Air-Bridge Carriers	47	146	146	—	—	—	—	804	727	343	4	339	—	47.2
Alderney Air Ferries	6	49	33	187	54	23	42.4	—	5	2	—	—	2	37.1
Alldair	50	161	164	5 381	2 930	1 683	57.4	23	293	140	—	7	133	47.7
British Air Ferries	24	95	98	298	193	77	40.0	159	119	45	—	38	7	37.9
British Island Airways	58	130	197	1 040	547	318	58.1	186	270	117	32	59	27	43.5
British Midland Airways	4	10	12	735	278	278	100.0	—	24	23	—	—	23	95.8
Dan-Air Services	393	1 025	1 399	29 592	17 021	12 105	71.1	115	1 479	1 059	14	17	1 029	71.6
Express Air Services C.I.	35	210	150	—	116	61	52.3	668	171	119	—	115	5	69.7
General Aviation Services	3	10	14	—	—	—	—	23	28	11	—	11	—	41.1
Guernsey Airlines	2	8	7	135	119	40	33.7	—	12	3	—	—	3	25.2
Loganair	171	650	758	4 682	2 499	1 550	62.0	—	227	141	—	—	141	62.1
Southern Int-Air Transport	25	64	92	176	187	46	24.9	—	151	78	—	74	4	51.3
Transmeridian Air Cargo	2	3	5	—	—	—	—	51	40	27	—	27	—	66.9
<b>TOTAL</b>	<b>848</b>	<b>2 653</b>	<b>3 182</b>	<b>42 471</b>	<b>24 089</b>	<b>16 247</b>	<b>67.4</b>	<b>2 296</b>	<b>3 669</b>	<b>2 190</b>	<b>122</b>	<b>690</b>	<b>1 378</b>	<b>59.7</b>
Class 5A Licence TOTAL	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>TOTAL Excludes 5A Licence</b>	<b>848</b>	<b>2 653</b>	<b>3 182</b>	<b>42 471</b>	<b>24 089</b>	<b>16 247</b>	<b>67.4</b>	<b>2 296</b>	<b>3 669</b>	<b>2 190</b>	<b>122</b>	<b>690</b>	<b>1 378</b>	<b>59.7</b>

\*Does not include cargo and mail uplifted on Class 5 Licences.

43.

# Class 2 Licence Operations November 1979

Table 24

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
<b>International Services</b>											
NIL											

## Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers November 1979

Table 25

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat-km		Percentage of available	Tonne-km		Percentage of available	Number of IT passengers uplifted	
						Used (000)			Available (000)	Used (000)		Class 2	Class 4
<b>International Services</b>													
British Airways	33	13	47	2 740	11 304	9 060		80.1	1 129	824	72.9	—	—
British Airtours	442	210	632	30 993	83 512	62 952		75.4	7 578	5 280	69.7	—	—
British Caledonian Airways	154	131	276	10 589	17 555	12 493		71.2	1 647	1 074	65.2	—	—
Air Europe	587	293	927	32 064	76 285	66 004		86.5	7 218	5 281	73.2	—	—
Britannia Airways	3 592	1 795	5 626	206 466	466 392	410 187		87.9	39 659	34 867	87.9	—	—
British Island Airways	81	71	148	4 964	7 118	5 890		82.7	640	501	78.2	—	—
British Midland Airways	6	4	14	170	407	231		56.8	33	18	55.1	—	—
Dan-Air Services	1 593	1 112	2 647	102 044	192 945	156 150		80.9	15 436	12 486	80.9	—	—
Express Air Services CI	3	2	7	146	203	203		100.0	17	15	91.7	—	—
Guernsey Airlines	11	12	31	501	654	368		56.3	65	27	41.9	—	—
Laker Airways	853	440	1 194	40 155	103 809	80 114		77.2	9 771	6 408	65.6	—	—
Monarch Airlines	645	297	991	37 354	104 591	86 527		82.7	10 181	7 843	77.0	—	—
TOTAL International Services	8 000	4 380	12 539	468 186	1 064 778	890 178		83.6	93 374	74 624	79.9	—	—
<b>Domestic Services</b>													
Alderney Air Ferries	6	49	33	187	54	23		42.4	5	2	37.1	—	—
British Island Airways	—	1	1	34	17	7		38.2	2	1	36.3	—	—
Guernsey Airlines	1	3	3	118	39	23		57.2	4	2	42.6	—	—
TOTAL Domestic Services	7	53	36	339	111	52		47.0	10	4	39.1	—	—
GRAND TOTAL	8 007	4 433	12 575	468 525	1 064 889	890 230		83.6	93 384	74 628	79.9	—	—

## All Class 4 Licence Operations November 1979

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		Percentage of available	Tonne-km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airtours	3	4	5	—	352	477	222	46.6	43	19	43.5
British Caledonian Airways	6	10	14	—	697	723	440	60.9	68	38	56.0
Britannia Airways	23	11	35	—	962	2 722	2 031	74.6	232	173	74.4
British Island Airways	2	5	5	—	190	137	71	51.7	12	6	48.5
British Midland Airways	6	12	18	—	881	446	446	100.0	38	36	94.5
Dan-Air Services	381	168	575	—	14 554	49 642	37 626	75.8	3 973	3 009	75.7
Express Air Services CI	2	4	8	—	285	178	174	97.6	15	13	88.8
Monarch Airlines	156	133	288	—	11 503	18 902	14 576	77.1	1 857	1 323	71.2
<b>TOTAL</b>	<b>579</b>	<b>347</b>	<b>947</b>	<b>—</b>	<b>29 424</b>	<b>73 228</b>	<b>55 587</b>	<b>75.9</b>	<b>6 239</b>	<b>4 617</b>	<b>74.0</b>

## International Class 4 Licence Operations November 1979

Table 26.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		Percentage of available	Tonne-km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airtours	3	4	5	—	352	477	222	46.6	43	19	43.5
British Caledonian Airways	6	10	14	—	697	723	440	60.9	68	38	56.0
Britannia Airways	23	11	35	—	962	2 722	2 031	74.6	232	173	74.4
British Island Airways	1	2	3	—	87	112	55	48.9	10	5	46.3
British Midland Airways	2	2	6	—	146	168	168	100.0	14	13	97.6
Dan-Air Services	381	168	575	—	14 554	49 642	37 626	75.8	3 973	3 009	75.7
Express Air Services CI	2	4	8	—	285	178	174	97.6	15	13	88.8
Monarch Airlines	156	133	288	—	11 503	18 902	14 576	77.1	1 857	1 323	71.2
<b>TOTAL</b>	<b>575</b>	<b>334</b>	<b>933</b>	<b>—</b>	<b>28 586</b>	<b>72 924</b>	<b>55 292</b>	<b>75.8</b>	<b>6 212</b>	<b>4 593</b>	<b>73.9</b>

## Domestic Class 4 Licence Operations November 1979

Table 26.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		Percentage of available	Tonne-km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Island Airways	1	3	2	—	103	25	16	64.3	2	1	58.3
British Midland Airways	4	10	12	—	735	278	278	100.0	24	22	92.9
<b>TOTAL</b>	<b>5</b>	<b>13</b>	<b>14</b>	<b>—</b>	<b>838</b>	<b>303</b>	<b>294</b>	<b>97.0</b>	<b>26</b>	<b>24</b>	<b>89.8</b>

## All Class 6 Licence Operations November 1979

Table 27.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne—km available (000)	Tonne—kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Airways	3	2	7	1	63	1	—	1	2.2
British Caledonian Airways	306	100	438	1 312	10 501	7 910	—	7 909	75.3
Air Freight	35	127	141	338	154	97	72	24	62.9
Air-Bridge Carriers	113	203	305	1 403	1 830	905	3	901	49.4
British Air Ferries	20	78	79	159	99	38	—	38	38.6
British Cargo Airlines	1 054	363	1 420	4 236	41 693	31 264	96	31 167	75.0
British Island Airways	50	130	185	348	229	135	3	132	58.9
Dan-Air Services	8	40	31	67	36	14	13	—	37.2
General Aviation Services	21	43	78	158	222	79	—	78	35.5
Invicta International Airlines	51	56	124	367	840	361	—	361	43.0
Pelican Air Transport	35	14	48	144	1 452	1 219	—	1 219	84.0
Redcoat Air Cargo	169	65	361	395	2 932	1 680	—	1 679	57.3
Tradewinds Airways	757	237	1 082	3 640	30 483	15 463	—	15 463	50.7
Transmeridian Air Cargo	288	120	596	1 101	7 941	4 601	—	4 601	58.0
<b>TOTAL</b>	<b>2 910</b>	<b>1 578</b>	<b>4 893</b>	<b>13 668</b>	<b>98 465</b>	<b>63 767</b>	<b>188</b>	<b>63 578</b>	<b>64.8</b>

## International Class 6 Licence Operations November 1979

Table 27.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne—km available (000)	Tonne—kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
British Airways	3	2	7	1	63	1	—	1	2.2
British Caledonian Airways	306	100	438	1 312	10 501	7 910	—	7 909	75.3
Air Freight	11	49	52	83	47	24	—	24	51.3
Air-Bridge Carriers	71	77	179	598	1 167	582	—	582	49.9
British Cargo Airlines	1 054	363	1 420	4 236	41 693	31 264	96	31 167	75.0
British Island Airways	45	122	169	331	208	125	3	122	60.2
General Aviation Services	18	33	64	135	194	67	—	67	34.7
Invicta International Airlines	51	56	124	367	840	361	—	361	43.0
Pelican Air Transport	35	14	48	144	1 452	1 219	—	1 219	84.0
Redcoat Air Cargo	169	65	361	395	2 932	1 680	—	1 679	57.3
Tradewinds Airways	757	237	1 082	3 640	30 483	15 463	—	15 463	50.7
Transmeridian Air Cargo	288	120	596	1 101	7 931	4 601	—	4 601	58.0
<b>TOTAL</b>	<b>2 809</b>	<b>1 238</b>	<b>4 538</b>	<b>12 342</b>	<b>97 511</b>	<b>63 299</b>	<b>99</b>	<b>63 199</b>	<b>64.9</b>

## Domestic Class 6 Licence Operations November 1979

Table 27.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo and mail uplifted tonnes	Tonne—km available (000)	Tonne—kilometres used			Percentage of available
						Total (000)	Mail (000)	Cargo (000)	
Air Freight	23	78	89	254	107	73	72	—	68.0
Air-Bridge Carriers	42	126	126	805	664	323	3	319	48.6
British Air Ferries	20	78	79	159	99	38	—	38	38.6
British Island Airways	5	8	15	17	21	10	—	9	45.9
Dan-Air Services	8	40	31	67	36	14	13	—	37.2
General Aviation Services	3	10	14	24	28	11	—	11	41.1
<b>TOTAL</b>	<b>101</b>	<b>340</b>	<b>355</b>	<b>1 325</b>	<b>954</b>	<b>468</b>	<b>89</b>	<b>378</b>	<b>49.0</b>

# All Class 7 Licence Operations November 1979

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	1	3	2	155	63	32	50.5	—	6	3	—	3	42.4
British Airways Helicopters	516	3 338	2 548	34 658	11 219	5 621	50.1	241	1 098	490	40	450	44.6
B.E.A.S.	98	4 596	653	26 837	1 078	571	53.0	56	98	52	1	51	53.1
Bristow Helicopters	614	3 595	3 598	30 445	10 740	5 607	52.2	254	911	551	48	503	60.5
Gleneagle Helicopters	1	8	8	22	13	3	23.1	—	5	2	—	2	40.0
Management Aviation	84	1 503	411	4 918	528	316	59.8	40	45	28	3	25	62.2
North Scottish Helicopters	187	2 317	928	7 573	1 186	725	61.1	—	91	56	—	56	61.5
<b>TOTAL</b>	<b>1 501</b>	<b>15 360</b>	<b>8 147</b>	<b>104 608</b>	<b>24 827</b>	<b>12 875</b>	<b>51.9</b>	<b>591</b>	<b>2 254</b>	<b>1 182</b>	<b>92</b>	<b>1 089</b>	<b>52.4</b>

# International Class 7 Licence Operations November 1979

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	514	3 330	2 536	34 636	11 165	5 614	50.3	241	1 093	489	40	449	44.7
B.E.A.S.	98	4 596	653	26 837	1 078	571	53.0	56	98	52	1	51	53.1
Bristow Helicopters	614	3 595	3 598	30 445	10 740	5 607	52.2	254	911	551	48	503	60.5
Gleneagle Helicopters	1	8	8	22	13	3	23.1	—	5	2	—	2	40.0
Management Aviation	84	1 503	411	4 918	528	316	59.8	40	45	28	3	25	62.2
North Scottish Helicopters	187	2 317	928	7 573	1 186	725	61.1	—	91	56	—	56	61.5
<b>TOTAL</b>	<b>1 498</b>	<b>15 349</b>	<b>8 133</b>	<b>104 431</b>	<b>24 710</b>	<b>12 836</b>	<b>52.0</b>	<b>590</b>	<b>2 243</b>	<b>1 178</b>	<b>92</b>	<b>1 086</b>	<b>52.5</b>

# Domestic Class 7 Licence Operations November 1979

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	1	3	2	155	63	32	50.5	—	6	3	—	3	42.4
British Airways Helicopters	2	8	12	22	54	7	13.0	—	5	1	—	1	20.0
<b>TOTAL</b>	<b>3</b>	<b>11</b>	<b>14</b>	<b>177</b>	<b>117</b>	<b>39</b>	<b>33.3</b>	<b>—</b>	<b>11</b>	<b>4</b>	<b>—</b>	<b>4</b>	<b>36.4</b>



# All Exempt Operations November 1979

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of* passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	104	29	377	4 826	22 911	16 816	73.4	576	3 984	2 366	33	705	1 628	59.4
British Airtours	321	133	456	13 283	60 632	27 907	46.0	—	5 518	2 450	—	—	2 450	44.4
British Caledonian Airways	126	36	170	6	10	4	42.9	777	4 458	3 476	—	3 476	—	78.0
Air Europe	6	2	8	218	758	636	83.8	—	72	51	—	—	51	70.7
Air Freight	29	75	94	—	—	—	—	11	159	80	—	80	—	50.6
Air-Bridge Carriers	26	36	56	—	—	—	—	—	430	166	—	166	—	38.6
Alderney Air Ferries	—	2	1	9	1	1	62.0	—	—	—	—	—	—	10.7
Alidair	53	164	172	5 498	3 104	1 828	58.9	23	310	151	—	7	144	48.5
Britannia Airways	62	107	121	11 118	8 117	6 471	79.7	—	690	550	—	—	550	79.7
British Air Ferries	34	77	99	701	652	320	49.0	15	87	36	—	7	29	41.2
British Cargo Airlines	26	13	39	—	—	—	—	—	1 016	543	—	543	—	53.4
British Island Airways	93	240	336	969	541	319	59.0	292	430	163	33	103	27	38.0
British Midland Airways	730	404	1 052	69	85 346	47 418	55.6	—	19 813	8 381	—	4 695	3 686	42.3
Dan-Air Services	497	1 050	1 528	33 705	28 559	18 818	65.9	49	2 371	1 590	—	17	1 573	67.0
Express Air Services C.I.	79	304	269	—	3 312	970	29.3	668	433	187	—	115	73	43.2
General Aviation Services	6	16	24	—	—	—	—	18	20	7	—	7	—	32.3
Guernsey Airlines	1	5	4	17	79	17	22.0	—	8	1	—	—	1	16.5
Invicta International Airlines	10	4	21	—	—	—	—	—	158	84	—	84	—	52.9
Laker Airways	508	122	663	5 311	137 125	97 850	71.4	—	13 869	7 829	—	—	7 829	56.4
Loganair	171	650	757	4 682	2 499	1 550	62.0	—	227	141	—	—	141	62.1
Monarch Airlines	111	92	176	—	18 786	9 425	50.2	—	1 826	854	—	—	854	46.8
Pelican Air Transport	88	32	119	—	—	—	—	—	3 699	3 028	—	3 028	—	81.8
Southern Int-Air Transport	48	151	168	273	1 701	969	57.0	—	272	155	—	76	79	57.2
Tradewinds Airways	41	17	60	—	—	—	—	—	1 657	1 015	—	1 015	—	61.3
Transmeridian Air Cargo	88	46	194	—	—	—	—	227	2 328	1 331	—	1 331	—	57.2
<b>TOTAL</b>	<b>3 257</b>	<b>3 807</b>	<b>6 964</b>	<b>80 685</b>	<b>374 133</b>	<b>231 320</b>	<b>61.8</b>	<b>2 656</b>	<b>63 835</b>	<b>34 633</b>	<b>66</b>	<b>15 453</b>	<b>19 114</b>	<b>54.3</b>

\*Excludes passengers, cargo and mail uplifted on Sub-Charter operations.

# International Exempt Operations November 1979

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	*Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	*Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used		As percentage of available
												Cargo (000)	Passengers (000)	
British Airways	104	28	375	4 758	22 882	16 788	73.4	576	3 981	2 364	33	705	1 626	59.4
British Airtours	321	133	456	13 283	60 632	27 907	46.0	—	5 518	2 450	—	—	2 450	44.4
British Caledonian Airways	126	36	170	6	10	4	42.9	777	4 458	3 476	—	3 476	—	78.0
Air Europe	6	2	8	218	758	636	83.8	—	72	51	—	—	51	70.7
Air Freight	28	73	91	—	—	—	—	2	154	76	—	76	—	49.2
Air-Bridge Carriers	20	16	36	—	—	—	—	—	366	146	—	146	—	39.7
Alderney Air Ferries	—	2	1	9	1	1	62.0	—	—	—	—	—	—	10.7
Alidair	3	3	8	117	174	146	83.5	—	17	11	—	—	11	62.0
Britannia Airways	62	107	121	11 118	8 117	6 471	79.7	—	690	550	—	—	550	79.7
British Air Ferries	30	60	79	403	459	243	52.8	15	67	29	—	7	22	43.2
British Cargo Airlines	26	13	39	—	—	—	—	—	1 016	543	—	543	—	53.4
British Island Airways	40	122	158	66	37	24	64.9	122	185	58	1	54	2	31.1
British Midland Airways	730	404	1 052	69	85 346	47 418	55.6	—	19 813	8 380	—	4 695	3 685	42.3
Dan-Air Services	113	65	160	4 113	11 559	6 713	58.1	—	929	544	—	—	544	58.6
Express Air Services CI	44	94	119	—	3 197	910	28.5	—	263	68	—	—	68	26.0
General Aviation Services	6	16	24	—	—	—	—	18	20	7	—	7	—	32.3
Invicta International Airlines	10	4	21	—	—	—	—	—	158	84	—	84	—	52.9
Laker Airways	508	122	663	5 311	137 125	97 850	71.4	—	13 869	7 829	—	—	7 829	56.4
Monarch Airlines	111	92	176	—	18 786	9 425	50.2	—	1 826	854	—	—	854	46.8
Pelican Air Transport	88	32	119	—	—	—	—	—	3 699	3 028	—	3 028	—	81.8
Southern Int-Air Transport	22	87	76	97	1 515	923	60.9	—	121	78	—	3	75	64.5
Tradewinds Airways	41	17	60	—	—	—	—	—	1 657	1 015	—	1 015	—	61.3
Transmeridian Air Cargo	87	43	189	—	—	—	—	176	2 288	1 304	—	1 304	—	57.0
<b>TOTAL</b>	<b>2 524</b>	<b>1 571</b>	<b>4 201</b>	<b>39 568</b>	<b>350 596</b>	<b>215 458</b>	<b>61.5</b>	<b>1 685</b>	<b>61 168</b>	<b>32 943</b>	<b>34</b>	<b>15 142</b>	<b>17 767</b>	<b>53.9</b>

\*Excludes passengers, cargo and mail uplifted on sub-charter operations.

# Domestic Exempt Operations November 1979

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	*Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	*Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used		As percentage of available
												Cargo (000)	Passengers (000)	
British Airways	—	1	1	68	29	28	95.8	—	3	2	—	—	2	85.5
Air Freight	1	2	3	—	—	—	—	9	5	5	—	5	—	97.8
Air-Bridge Carriers	5	20	20	—	—	—	—	—	63	20	—	20	—	32.1
Alidair	50	161	164	5 381	2 930	1 683	57.4	23	293	140	—	7	133	47.7
British Air Ferries	5	17	19	298	193	77	40.0	—	20	7	—	—	7	34.7
British Island Airways	53	118	179	903	505	295	58.5	170	245	106	32	49	25	43.2
Dan-Air Services	385	985	1 368	29 592	17 000	12 105	71.2	49	1 442	1 046	—	17	1 029	72.5
Express Air Services CI	35	210	150	—	116	61	52.3	668	171	119	—	115	5	69.7
Guernsey Airlines	1	5	4	17	79	17	22.0	—	8	1	—	—	1	16.5
Loganair	171	650	757	4 682	2 499	1 550	62.0	—	227	141	—	—	141	62.1
Southern Int-Air Transport	25	64	92	176	187	46	24.9	—	151	78	—	74	4	51.3
Transmeridian Air Cargo	2	3	5	—	—	—	—	52	40	27	—	27	—	66.9
<b>TOTAL</b>	<b>733</b>	<b>2 236</b>	<b>2 763</b>	<b>41 117</b>	<b>23 537</b>	<b>15 862</b>	<b>67.4</b>	<b>971</b>	<b>2 667</b>	<b>1 691</b>	<b>32</b>	<b>312</b>	<b>1 347</b>	<b>63.4</b>

\*Excludes passengers, cargo and mail uplifted on sub-charter operations.

# Class 5 Operations for UK Operators    November 1979

Table 30

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo and mail uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Britannia Airways	32	18	52	1 348	4 344	2 502	57.6	..	370	213	—	—	213	57.6
Scimitar Airlines	189	46	438	—	—	—	—	..	7 218	6 883	—	6 883	—	95.4
<b>TOTAL</b>	<b>221</b>	<b>64</b>	<b>490</b>	<b>1 348</b>	<b>4 344</b>	<b>2 502</b>	<b>57.6</b>	<b>..</b>	<b>7 588</b>	<b>7 096</b>	<b>—</b>	<b>6 883</b>	<b>213</b>	<b>93.5</b>

NOTE:—Sub-Charter operations where the number of flights do not exceed 20% of the number of journeys authorised or advertised by the main licence holder or do not carry more than 10% of the cargo authorised are reported as exempt operations, w.e.f. August 1979.

# Aircraft Type and Utilisation — All Airlines November 1979

Table 31.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended September 1979	Daily Utilisation per Aircraft (hrs) Quarter ended September 1979
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	162	698	—	796	—	8 193	1 892	9	2.7
Aerospatiale SA-365 Dauphin	28	230	39	118	4	1 380	162	(b) 1	(b) 3.4
Aviation Traders Merchantman	232	—	282	—	521	—	—	6	3.6
AW650 Argosy	40	—	107	—	139	—	—	3	1.8
BAC 111-200	645	1 445	—	1 540	—	54 894	26 055	9	7.1
BAC 111-300/400	1 816	1 837	—	3 158	—	93 012	103 995	20	9.0
BAC 111-500	2 951	4 586	40	5 867	47	298 853	196 509	36	7.8
BAC/Aerospatiale Concorde	998	178	—	706	—	10 728	67 923	5	4.1
Bell 212 Twin	118	5 064	—	765	—	29 471	678	(a) 12	(a) 2.7
Boeing 707-120/120B	134	64	—	224	—	7 505	18 814	(c) 1	(c) 10.5
Boeing 707-320C/336	5 467	1 002	729	4 070	3 588	37 646	262 867	34	8.7
Boeing 707-420	887	449	—	1 315	—	56 128	103 444	9	10.5
Boeing 720/720B	520	251	—	765	—	23 887	67 944	5	10.9
Boeing 727-100	1 029	518	—	1 541	—	52 074	111 521	8	11.2
Boeing 737-200	4 037	2 089	—	6 338	—	236 784	458 322	22	14.0
Boeing 747-100	4 520	1 124	—	5 964	—	144 307	1 167 513	18	13.3
Boeing 747-200	2 376	433	—	2 982	—	69 580	616 523	8	13.2
Bristol Britannia 300	230	—	125	—	506	—	—	4	3.3
Britten-Norman Islander	130	1 687	—	657	—	6 139	461	14	2.0
Britten-Norman Trislander	164	1 967	—	855	—	17 865	1 339	14	2.7
Canadair CL 44	464	—	204	—	965	—	—	8	3.6
Cessna 404 Titan	6	25	—	28	—	94	26	2	7.7
DC3 Dakota/Pionair	38	—	150	—	188	—	—	8	1.1
DH 106 Comet 4B/C	80	47	—	137	—	4 970	8 478	7	5.6
DHC 6 Twin-Otter	290	1 174	—	1 351	—	8 955	2 620	9	5.0
Douglas DC-6A/6B/6C	17	—	34	—	59	—	—	2	0.9
Embraer Bandeirante	92	411	—	329	—	2 545	568	..	..
Fairchild Hillier FH227B	65	—	216	—	227	—	—	2	3.2
Fokker F28 2000-6000	245	569	—	487	—	11 717	7 389	2	6.2
Fokker Friendship 100/600	373	1 360	—	1 191	—	19 910	6 984	10	6.0
H.S. 125	17	29	—	32	—	33	27	—	—
Hawker Siddeley 121 Trident 1C	391	862	—	931	—	53 180	24 180	11	4.5
Hawker Siddeley 121 Trident 1E	331	639	—	737	—	47 661	24 491	4	6.1
Hawker Siddeley 121 Trident 2E	1 829	1 739	—	3 044	—	115 216	119 712	16	6.3
Hawker Siddeley 121 Trident 3B	1 895	3 006	—	3 946	—	273 904	166 548	25	6.3
HP Herald 100/200	759	2 238	571	2 351	628	43 727	10 611	32	4.7
HS 748	626	1 935	40	2 236	31	47 031	17 667	19	4.3
Lockheed L1011 Tristar	961	554	—	1 452	—	92 517	144 984	9	7.6
Lockheed L-1011-500 Tristar	727	215	—	1 158	—	14 434	81 884	4	9.8
MBB BO 105	213	3 323	84	1 055	11	9 969	633	(b) 3	(b) 3.7
McDonnell-Douglas DC10-10	1 234	233	—	2 027	—	41 034	272 710	6	17.6
McDonnell-Douglas DC8-54F/55F	582	—	202	—	781	—	—	8	5.5
McDonnell-Douglas DC9-10 to 40	85	249	—	224	—	11 215	3 843	2	8.7
McDonnell-Douglas DC-10-30	1 107	260	—	1 414	—	19 591	132 725	4	12.2
Piper PA23 Aztec (and Apache)	1	4	—	4	—	10	2	2	0.3
Piper PA31 Navajo (All Series)	136	583	—	482	—	2 049	547	12	2.3
Short SD-330	7	62	—	43	—	173	19	1	3.4
Sikorsky S61N	938	5 565	—	5 102	—	57 315	9 446	(b) 43	(b) 3.5
Sikorsky S.58T	20	111	5	114	3	587	97	5	1.3
Vickers Super VC10	1 751	635	—	2 637	—	29 826	159 279	15	9.4
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Viscount 700	66	181	3	205	5	6 134	2 236	6	1.9
Vickers Viscount 700D/800/810	1 242	4 367	47	4 106	84	131 412	41 558	37	5.5
Westland Wessex	48	856	—	345	—	4 529	253	3	3.5
<b>TOTAL</b>	<b>43 123</b>	<b>54 854</b>	<b>2 878</b>	<b>74 829</b>	<b>7 787</b>	<b>2 198 184</b>	<b>4 445 482</b>	<b>556</b>	<b>6.5</b>

(a) Excludes Gleneagle Helicopters

(b) Excludes North Scottish Helicopters

(c) Excludes Air Transcontinental

# Aircraft Type and Utilisation — Individual Airlines Table 31.2

## November 1979

	Aircraft-km (000)	Stage Flights Passenger Cargo	Aircraft hours Passenger Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1979	Daily utilisation per aircraft (hrs) Quarter ended September 1979
<b>British Airways</b>							
HS 748	66	269 —	242 —	5 652	1 527	2	4.9
Vickers Viscount 700D/800/810	650	2 474 —	2 217 —	88 826	25 138	20	4.7
BAC 111-300/400	508	943 —	1 153 —	38 434	18 806	7	7.0
BAC 111-500	1 481	2 965 —	3 068 —	190 270	87 527	18	6.0
Hawker Siddeley 121 Trident 2E	1 829	1 739 —	3 044 —	115 216	119 712	16	6.3
Aviation Traders Merchantman	134	— 150	— 299	—	—	5	3.7
Hawker Siddeley 121 Trident 1C	391	862 —	931 —	53 180	24 180	11	4.5
Hawker Siddeley 121 Trident 3B	1 895	3 006 —	3 946 —	273 904	166 548	25	6.3
Hawker Siddeley 121 Trident 1E	331	639 —	737 —	47 661	24 491	4	6.1
Vickers VC10	—	— —	— —	—	—	1	—
Vickers Super VC10	1 751	635 —	2 637 —	29 826	159 279	15	9.4
Lockheed L1011 Tristar	961	554 —	1 452 —	92 517	144 984	9	7.6
Boeing 707-320C/336	2 010	344 190	1 723 1 023	21 615	124 901	11	10.9
Lockheed L-1011-500 Tristar	727	215 —	1 158 —	14 434	81 884	4	9.8
Boeing 747-100	4 520	1 124 —	5 964 —	144 307	1 167 513	18	13.3
Boeing 747-200	2 376	433 —	2 982 —	69 580	616 523	8	13.2
BAC/Aerospatiale Concorde	998	178 —	706 —	10 728	67 923	5	4.1
<b>TOTAL</b>	<b>20 629</b>	<b>16 380 340</b>	<b>31 960 1 322</b>	<b>1 196 150</b>	<b>2 830 938</b>	<b>179</b>	<b>7.5</b>
<b>British Airtours</b>							
Boeing 707-420	887	449 —	1 315 —	56 128	103 444	9	10.5
<b>British Airways Helicopters</b>							
Sikorsky S61N	506	3 010 —	2 492 —	33 919	5 632	24	3.4
Bell 212 Twin	17	438 —	93 —	2 559	100	2	1.7
Sikorsky S.58T	—	— —	— —	—	—	2	1.2
<b>TOTAL</b>	<b>523</b>	<b>3 448 —</b>	<b>2 585 —</b>	<b>36 478</b>	<b>5 732</b>	<b>28</b>	<b>3.1</b>
<b>British Caledonian Airways</b>							
Piper PA31 Navajo (all Series)	1	2 —	6 —	6	4	2	3.3
BAC 111-200	497	1 208 —	1 215 —	47 280	20 847	7	6.8
BAC 111-500	683	975 40	1 378 47	50 577	35 669	9	9.0
Boeing 707-320C/336	1 515	263 175	1 251 785	10 720	51 577	9	7.9
McDonnell-Douglas DC-10-30	1 107	260 —	1 414 —	19 591	132 725	4	12.2
Sikorsky S61N	20	508 —	128 —	5 171	207	1	4.7
<b>TOTAL</b>	<b>3 823</b>	<b>3 216 215</b>	<b>5 392 832</b>	<b>133 345</b>	<b>241 030</b>	<b>32</b>	<b>8.1</b>
<b>Air Anglia</b>							
Fokker Friendship 100/600	373	1 360 —	1 191 —	19 910	6 984	10	6.0
Fokker F28 2000-6000	245	569 —	487 —	11 717	7 389	2	6.2
Piper PA31 Navajo (all Series)	89	376 —	310 —	1 560	435	7	2.4
<b>TOTAL</b>	<b>707</b>	<b>2 305 —</b>	<b>1 988 —</b>	<b>33 187</b>	<b>14 808</b>	<b>19</b>	<b>4.6</b>
<b>Air Ecosse</b>							
Embraer Bandeirante	35	216 —	98 —	1 531	241	..	..
<b>Air Europe</b>							
Boeing 737-200	593	295 —	935 —	32 282	66 639	3	13.5
<b>Air Freight</b>							
DC3 Dakota/Pionair	24	— 101	— 121	—	—	4	0.5
Fairchild Hillier FH227B	65	— 216	— 227	—	—	2	3.2
<b>TOTAL</b>	<b>89</b>	<b>— 317</b>	<b>— 348</b>	<b>—</b>	<b>—</b>	<b>6</b>	<b>1.4</b>

**Table 31.2 cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1979	Daily utilisation per aircraft (hrs) Quarter ended September 1979
<b>Air Kent</b>									
Piper PA31 Navajo (all Series)	46	205	—	166	—	483	108	2	1.2
<b>Air-Bridge Carriers</b>									
AW650 Argosy	40	—	107	—	139	—	—	3	1.8
Aviation Traders Merchantman	99	—	132	—	222	—	—	1	3.4
TOTAL	139	—	239	—	361	—	—	4	2.2
<b>Alderney Air Ferries</b>									
Britten-Norman Islander	6	51	—	34	—	196	24	1	1.9
<b>Alidair</b>									
Vickers Viscount 700	53	161	3	167	5	5 498	1 828	5	2.1
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	71	1 338	—	350	—	13 869	700	7	3.3
Britten-Norman Islander	4	78	—	21	—	329	19	2	1.0
TOTAL	75	1 416	—	371	—	14 198	719	9	2.8
<b>Aviation Beauport</b>									
Piper PA23 Aztec (and Apache)	—	—	—	—	—	—	—	1	—
Britten-Norman Islander	—	—	—	—	—	—	—	2	0.8
Piper PA31 Navajo	—	—	—	—	—	—	—	1	—
TOTAL	—	—	—	—	—	—	—	4	0.8
<b>B.E.A.S.</b>									
Bell 212 Twin	98	4 596	—	653	—	26 837	571	5	4.5
<b>Bristow Helicopters</b>									
Sikorsky S61N	390	1 959	—	2 369	—	17 414	3 408	18	3.7
Westland Wessex	48	856	—	345	—	4 529	253	3	3.5
Sikorsky S.58T	12	60	—	78	—	256	50	2	1.6
Bell 212 Twin	2	22	—	11	—	53	4	5	0.5
Aerospatiale SA330J Puma	162	698	—	796	—	8 193	1 892	9	2.7
TOTAL	614	3 595	—	3 599	—	30 445	5 607	37	3.0
<b>Britannia Airways</b>									
Boeing 737-200	3 444	1 794	—	5 403	—	204 502	391 683	19	14.1
<b>British Air Ferries</b>									
HP Herald 100/200	37	41	85	55	90	668	293	7	0.8
H.S. 125	17	29	—	32	—	33	27	—	—
TOTAL	54	70	85	87	90	701	320	7	0.8
<b>British Cargo Airlines</b>									
McDonnell-Douglas DC8-54F/55F	582	—	202	—	781	—	—	6	5.5
<b>British Island Airways</b>									
HP Herald 100/200	647	2 082	308	2 130	419	40 266	9 320	20	6.7
Cessna 404 Titan	6	25	—	28	—	94	26	2	7.7
Embraer Bandeirante	58	195	—	231	—	1 014	326	—	—
BAC 111-300/400	81	69	—	145	—	4 905	5 892	3	10.6
TOTAL	792	2 371	308	2 534	419	46 279	15 565	25	7.2

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger Cargo	Aircraft hours Passenger Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1979	Daily utilisation per aircraft (hrs) Quarter ended September 1979
<b>British Midland Airways</b>							
Vickers Viscount 700D/800/810	445	1 528 —	1 519 —	39 917	13 011	10	7.5
McDonnell-Douglas DC9-10 to 40	85	249 —	224 —	11 215	3 843	2	8.7
Boeing 707-320C/336	730	331 72	771 280	—	47 377	5	7.3
TOTAL	1 260	2 108 72	2 514 280	51 132	64 231	17	7.6
<b>Brymon Airways</b>							
Britten-Norman Islander	4	21 —	19 —	40	9	1	3.2
HP Herald 100/200	39	96 —	142 —	2 469	882	3	5.6
DHC 6 Twin-Otter	121	553 —	579 —	3 407	786	1	4.1
TOTAL	165	670 —	740 —	5 916	1 677	5	4.8
<b>Dan-Air Services</b>							
HS 748	560	1 666 40	1 994 31	41 379	16 140	17	4.2
Vickers Viscount 700D/800/810	48	153 —	144 —	1 965	1 092	2	6.1
BAC 111-200	148	237 —	325 —	7 614	5 207	2	8.0
BAC 111-300/400	483	440 —	828 —	24 172	29 667	5	9.0
BAC 111-500	537	443 —	967 —	40 541	50 760	6	9.8
DH 106 Comet 4B/C	80	47 —	137 —	4 970	8 478	7	5.6
Boeing 727-100	1 029	518 —	1 541 —	52 074	111 521	8	11.2
Boeing 707-320C/336	—	— —	— —	—	—	1	—
TOTAL	2 885	3 504 40	5 936 31	172 715	222 865	48	6.8
<b>Express Air Services C.I.</b>							
DC3 Dakota/Pionair	4	— 24	— 23	—	—	—	—
HP Herald 100/200	35	19 178	24 119	324	115	4	2.5
Vickers Viscount 700D/800/810	52	106 2	139 3	431	1 348	—	—
TOTAL	91	125 204	163 145	755	1 462	4	2.5
<b>General Aviation Services</b>							
DC3 Dakota/Pionair	10	— 25	— 44	—	—	2	2.0
Douglas DC-6A/6B/6C	17	— 34	— 59	—	—	2	0.9
TOTAL	27	— 59	— 103	—	—	4	1.5
<b>Gleneagle Helicopters</b>							
Bell 212 Twin	1	8 —	8 —	22	3	..	..
<b>Guernsey Airlines</b>							
Vickers Viscount 700	13	20 —	38 —	636	408	1	—
<b>Haywards Aviation</b>							
Britten-Norman Islander	4	22 —	20 —	66	11	1	3.0
Piper PA23 Aztec (and Apache)	1	4 —	4 —	10	2	1	0.6
TOTAL	5	26 —	24 —	76	14	2	1.8
<b>Intra Airways</b>							
DC3 Dakota/Pionair	—	— —	— —	—	—	2	1.5
Vickers Viscount 700D/800/810	—	— —	— —	—	—	3	5.1
TOTAL	—	— —	— —	—	—	5	3.5
<b>Invicta International Airlines</b>							
Bristol Britannia 300	61	— 60	— 145	—	—	2	1.5
<b>Jersey European Airways</b>							
Britten-Norman Islander	17	219 —	100 —	1 169	89	—	—

**Table 31.2 cont.**

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1979	Daily utilisation per aircraft (hrs) Quarter ended September 1979
<b>Laker Airways</b>									
BAC 111-300/400	745	385	—	1 032	—	25 501	49 630	5	11.3
McDonnell-Douglas DC10-10	1 234	233	—	2 027	—	41 034	272 710	6	17.6
Boeing 707-320C/336	245	64	—	325	—	5 311	39 012	2	11.4
TOTAL	2 224	682	—	3 384	—	71 846	361 352	13	14.1
<b>Loganair</b>									
Britten-Norman Trislander	94	629	—	505	—	3 996	640	7	2.1
Britten-Norman Islander	95	1 296	—	463	—	4 339	309	7	2.4
DHC 6 Twin-Otter	168	621	—	772	—	5 548	1 835	6	4.6
Short SD-330	7	62	—	43	—	173	19	1	3.4
TOTAL	364	2 608	—	1 783	—	14 056	2 802	21	3.0
<b>Management Aviation</b>									
Sikorsky S.58T	8	51	5	36	3	331	47	1	1.1
MBB BO 105	58	1 119	84	280	11	3 357	168	3	3.7
Aerospatiale SA-365 Dauphin	18	205	39	77	4	1 230	101	1	3.4
TOTAL	84	1 375	128	393	18	4 918	316	5	3.1
<b>Monarch Airlines</b>									
BAC 111-500	251	203	—	454	—	17 465	22 553	3	10.9
Boeing 707-120/120B	134	64	—	224	—	7 505	18 814	1	10.5
Boeing 720/720B	520	251	—	765	—	23 887	67 944	5	10.9
TOTAL	905	518	—	1 443	—	48 857	109 311	9	10.9
<b>North Scottish Helicopters</b>									
Sikorsky S61N	22	88	—	113	—	811	199	..	..
MBB BO 105	155	2 204	—	775	—	6 612	465	..	..
Aerospatiale SA-365 Dauphin	10	25	—	41	—	150	61	..	..
TOTAL	187	2 317	—	929	—	7 573	725	..	..
<b>Pelican Air Transport</b>									
Boeing 707-320C/336	123	—	46	—	167	—	—	1	10.9
<b>Redcoat Air Cargo</b>									
Bristol Britannia 300	169	—	65	—	361	—	—	2	5.3
<b>Scimitar Airlines</b>									
Boeing 707-320C/336	189	—	46	—	438	—	—	2	6.9
<b>Southern Int-Air Transport</b>									
Vickers Viscount 700D/800/810	48	106	45	87	81	273	969	2	3.1
<b>Tradewinds Airways</b>									
Canadair CL 44	87	—	38	—	175	—	—	1	4.5
Boeing 707-320C/336	656	—	200	—	895	—	—	3	6.4
TOTAL	743	—	238	—	1 070	—	—	4	5.8
<b>Transmeridian Air Cargo</b>									
Canadair CL 44	377	—	166	—	790	—	—	7	3.4
McDonnell-Douglas DC8 54F/55F	—	—	—	—	—	—	—	2	5.3
TOTAL	377	—	166	—	790	—	—	9	3.6
GRAND TOTAL	43 123	54 854	2 878	74 829	7 787	2 198 184	4 445 482	556	6.5



# Operations Subject to Variable Charge by Type of Licence for November 1979

Table 32

Type of Licence or Service	Tonne-km available (000)	Total (000)	Cargo (000)	Tonne-kilometres used Passengers (000)	As percentage of available
<b>Chargeable Operations Own Aircraft</b>					
Class 1	670 624	405 320	104 922	300 404	60.4
Class 2	—	—	—	—	—
Class 3	93 261	74 518	—	74 518	79.9
Class 4	6 238	4 617	—	4 617	74.0
Class 5A	7 588	7 096	6 883	213	93.5
Class 6	76 429	46 106	46 106	—	60.3
Class 7	2 254	1 166	91	1 075	51.7
TOTAL	856 395	538 823	158 002	380 827	62.9
<b>Non-chargeable Operations</b>					
Aircraft hired from					
Foreign Operators	17 873	11 049	2 915	8 133	61.8
Exempt Services	64 029	34 710	15 512	19 197	54.2
TOTAL	81 903	45 759	18 428	27 331	55.9
GRAND TOTAL	938 298	584 584	176 429	408 157	62.3

# Output by Type of Licence and Aircraft Ownership for November 1979

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	670 624	434	17 561	688 619
Class 2	—	—	—	—
Class 3	93 261	123	—	93 384
Class 4	6 239	—	—	6 239
Class 6	76 429	21 888	148	98 465
Class 7	2 254	—	—	2 254
Exempt Services	64 029	8	165	64 203
TOTAL	912 837	22 454	17 873	953 164
Class 5A	7 588	—	—	7 588
TOTAL	7 588	—	—	7 588
GRAND TOTAL	920 425	22 454	17 873	960 752

# Public Transport Air-Taxi Operations

**Table 34**

	<b>July-September 1979</b>	
	<b>No. Flights</b>	<b>A/C Rev Hours</b>
Aerospatiale Alouette II	2	5.0
Aerospatiale SA-341G Gazelle	2	9.0
Beagle B121 Pup	1	1.1
Beagle 206	90	86.9
Beech 200 Super King Air	359	429.7
Beechcraft B55 Baron	39	33.8
Beechcraft B80 Queen Air	2	0.4
Beechcraft B90 King Air	316	477.0
Bell 47G	1 298	100.7
Bell 206 Jet Ranger	3 863	2 471.3
Bell 212 Twin	30	17.2
Britten-Norman Islander	789	342.2
Britten-Norman Trislander	196	134.0
Cessna 172 Skyhawk	208	221.4
Cessna 206 Super Skywagon	215	79.3
Cessna 310/320	700	580.1
Cessna 401/402/411/414/421	836	942.6
Cessna 404 Titan	410	490.4
Cessna 500 Citation	123	176.7
Dassault M20/F20	128	183.3
DH 104 Dove	32	17.0
DH 114 Heron	12	13.0
DHC 6 Twin-Otter	106	144.1
Ecureil	305	494.7
Embraer Bandeirante	2 279	2 516.0
Enstrom F28A/280	203	228.3
HS 125	2 135	2 414.9
Hughes 269A (300)	194	169.9
Hughes 369 (500)	195	95.4
Jetstream	55	82.8
MBB BO 105	265	163.4
Partenavia P68B Victor	282	267.7
Piper PA23 Aztec (and Apache)	6 414	6 601.8
Piper PA28 (and PA32) Cherokee	71	49.8
Piper PA30/39 Twin Comanche	263	327.8
Piper PA31 Navajo (All Series)	3 764	4 328.1
Piper PA34-200 Seneca	322	290.7
Sikorsky S58T	2	1.4
Sikorsky S61N	3	2.4
Ted Smith Aerostar 601P	99	559.0
Turbo Commander	12	47.0
<b>ALL OPERATORS TOTAL</b>	<b>26 620</b>	<b>25 597.3</b>

This information has been produced from quarterly returns provided by (some) 117 operators who are in possession of Air Operators Certificates.

# Appendix A Definitions—UK Airport Statistics (a)

(a) There are some differences between the definitions used in Appendix A (UK Airport Statistics), and those used in Appendix B (UK Airline Statistics). These arise mainly because UK airlines are not asked to report non-revenue passengers or cargo.

## MOVEMENTS

<b>Aircraft movement</b>	An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.
<b>Air transport movements</b>	are landings or take-offs of aircraft engaged on the transport of passengers or cargo on commercial terms. All scheduled service movements, whether loaded, empty or positioning; charter movements transporting passengers or cargo and air taxi movements are included.
<b>Empty charter positioning movements</b>	are movements by chartered aircraft moving into position for transport flights or returning to base after such flights.
<b>Other commercial movements</b>	are miscellaneous non air transport movements (eg commercial delivery or ferrying empty aircraft and local flights for the Press, survey companies or farmers).
<b>Local pleasure movements</b>	are commercial flights purely for public entertainment purposes ie air experience flights, joy flights at air displays.
<b>Test and training movements</b>	are movements for the purpose of testing aircraft or airport facilities, or for training flying crew or ground personnel. Also included in this category are demonstration flights by makers or sellers of aircraft and aviation equipment. Aero-club instructional flights are not included in this category.
<b>Other non-commercial movements</b>	are non-revenue earning movements by air transport operators or manufacturers for the sole purpose of moving their own aircraft, personnel or stores from one place to another, and air transport flights forced to return to base by bad weather, engine failure or other causes.
<b>Private movements</b>	are movements for purely non-commercial purposes by private owners or other private aircraft operators, excluding aero-clubs movements. (See below).
<b>Aero-club movements</b>	are movements operated by aero-club members for instruction or pleasure.
<b>Official movements</b>	are movements for official purposes by British or foreign civil Government Departments excluding air transport movements.
<b>Military movements</b>	are movements exclusively for military purposes.

## PASSENGERS

<b>Passengers</b>	All revenue and non-revenue passengers on air transport movement flights.
<b>A terminal passenger</b>	is a passenger joining or leaving an aircraft at the reporting airport. A passenger travelling between two reporting airports is counted twice, once at each airport. A passenger who changes from one aircraft to another, carrying the same flight number (change of gauge) is treated as a terminal passenger.
<b>A transit passenger</b>	is a passenger who arrives at and departs from a reporting airport on the same aircraft which is transitting the airport. Each transit passenger is counted once only and not once on arrival and once on departure.

## CARGO

<b>Cargo</b>	is the weight of property carried on an aircraft including for example, the weight of vehicles, excess baggage and diplomatic bags, but excluding passengers' and crews' permitted baggage and mail. When related to the activity at an airport it is usual to measure cargo as uplifted and set down. Cargo in transit through the airport on the same aircraft is excluded as is mail, company stores, excess baggage, diplomatic bags and passengers' and crews' permitted baggage.
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## **TYPES OF SERVICES**

**International services** are services flown between the United Kingdom, Isle of Man, Channel Islands and places outside.

**Domestic services** are services flown entirely within the United Kingdom, Isle of Man and Channel Islands.

**Cabotage** here includes traffic carried between territories of the United Kingdom, Isle of Man, and Channel Islands other than domestic services. (For the purposes of these statistics cabotage is shown under International Services.)

**Scheduled services** are those performed according to a published timetable, including those supplementary thereto, available for use by members of the public.

**Non-scheduled or charter services** include all air transport movements other than scheduled services.

## Appendix B Definitions—UK Airline Statistics <sup>(a)</sup>

(a) There are some differences between the definitions used in Appendix A (UK Airport Statistics) and those used in Appendix B (UK Airline Statistics). These arise mainly because UK airlines are not asked to report non-revenue passengers or cargo.

### CLASSES OF LICENCE

**Licence** means an air transport licence granted under Section 22 of the Civil Aviation Act 1971.

**Class 1** authorises scheduled service flights;

**Class 2** authorises advance booking charter flights;

**Class 3** authorises inclusive tour charter flights;

**Class 4** authorises other charter flights for the carriage of passengers (not being sole use charters);

**Class 5** authorises substitute charter flights (except exempted operations) for other airlines using UK registered aircraft.

**Class 6** authorises charter flights for the carriage of cargo and attendants;

**Class 7** authorises sole-use charter flights (except exempted operations). In practice this means sole-use flights to and from Heathrow or to and from oil rigs.

**NB** These definitions are not intended as a comprehensive statement of each type of licence. They define the general purpose of the types of flights authorised by each class of licence. The specifications for each class of licence is published in the Civil Aviation Authority Official Record Series 1.

**Exempt operations** are operations for which a licence is not required. The Civil Aviation Authority in pursuance of its powers under Section 21 (2) of the Civil Aviation Act 1971 has by an instrument dated 29 March 1972 and later instruments specified a number of types of flights for which a licence is not required. The specifications of such flights are published in the Authority's Official Record Series 1 and include all sole-use charter flights other than

- (a) flights to or from a vessel or installation used or intended to be used in connection with oil or gas exploration or production under the sea, not being a vessel or installation still in the course of construction;
- (b) flights for the carriage of cargo or passengers and cargo to, from or within the United Kingdom, Channel Islands and Isle of Man by aircraft having a maximum total weight authorised of 25 000 kg or more;
- (c) flights beginning or ending at London (Heathrow) Airport, being flights for the carriage of passengers by aircraft having more than 10 seats available for occupation by passengers.

Also exempt from 1 August 1979 are substitute charter flights, on behalf of an operator using British registered aircraft, which do not (a) exceed 20% of the number of journeys authorised or advertised, whichever is the less, by the other operator in that year or period (whichever is shorter); or (b) carry more than 10% of the quantity of cargo authorised in that year or period (whichever is the shorter).

The Authority in pursuance of its powers under paragraph (b) of Section 21 (2) of the said Act may also specify in an instrument published in its Official Record, Series II an exemption for a particular flight or series of flights.

Examples of exempted flights are ambulance flights, aircrew training and test flights, Government charters and helicopters carrying externally suspended loads.

### TYPES OF SERVICES

**International services** are services flown between the United Kingdom, Isle of Man, Channel Islands and places outside, and services flown between points outside the United Kingdom, Isle of Man and Channel Islands.

**Domestic services** are services flown entirely within the United Kingdom, Isle of Man and Channel Islands.

<b>Cabotage</b>	here includes is traffic carried between territories of the United Kingdom, Isle of Man and Channel Islands other than domestic services. (For the purposes of these statistics Cabotage is shown under International Services.)
<b>Scheduled services</b>	are those performed according to a published timetable, including those supplementary thereto, and available for use by members of the public.
<b>Non-scheduled or charter services</b>	include all air transport flights other than scheduled services.
<b>Inclusive Tour Charter</b>	means a charter flight for the carriage only of passengers as part of a tour, the charge for which includes carriage by air and accommodation on the surface for the whole or part of the trip.
<b>Advance Booking Charter</b>	means a flight operated between the UK and countries overseas complying with all the conditions set out in Schedule 5, Schedule 5A, Schedule 6 or Schedule 7 to Series 1 of the Authority's Official Record.
<b>Sole-use Charters</b>	are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward.
<b>Separate Fare Charters</b>	are those where the charterer resells part of the capacity of the aircraft to the public at large, an organisation, etc.

## MEASURES AND THEIR COMPUTATION

The Civil Aviation Authority follows closely the statistical practices of the International Civil Aviation Organisation.

<b>Aircraft days available</b>	The sum of the number of days each aircraft is available for use. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of service due to major accidents or conversion, days when an aircraft is in the possession of other is or not available because of government action such as grounding by government regulatory agencies.
<b>Aircraft hours</b>	An aircraft hour is said to be performed when an aircraft operates one hour aircraft hours are measured on the basis of block-to-block times ie the total number of hours measured from the time the aircraft moves from the loading point until it stops at the unloading point.
<b>Aircraft hours flown per day</b>	This is an average per aircraft computed by dividing the actual hours of use by the number of days on which the aircraft is available.
<b>Aircraft kilometres used</b>	Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.
<b>All cargo services</b>	Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, ie cargo, baggage, mail.
<b>Cargo (or mail) tonne-kilometres used</b>	A metric tonne of revenue cargo carried one kilometre. Cargo tonne-kilometres equal the sum of the products obtained by multiplying the number of tonnes of cargo and diplomatic bags carried on each stage flight by the stage distance. Mail tonne-kilometres are computed in the same way.
<b>Cargo</b>	The weight of property carried on an aircraft including for example, the weight of vehicles, excess baggage and diplomatic bags but excluding passengers' and crews' permitted baggage and mail.
<b>Cargo (or mail) tonnes uplifted</b>	The number of tonnes of revenue cargo uplifted is obtained by counting each tonne of cargo or mail on a particular journey (with one flight number) once only and not repeatedly on each individual stage of that journey.
<b>Distance flown per passenger</b>	The average distance flown per passenger is computed by dividing the seat kilometres used by the number of passengers carried.
<b>Seat-kilometres available</b>	A seat-kilometre is available when a seat is flown one kilometre. Seat-kilometres available are equal to the sum of the products obtained by multiplying the number of seats available for sale on each stage flight by the stage distance. Seats not available for the carriage of passengers because of the weight of fuel or other load are excluded from the calculations.

<b>Seat-kilometres used</b>	A seat-kilometre is used when a revenue passenger is carried one kilometre. Calculation of seat-kilometres equals the sum of the products obtained by multiplying the number of revenue passengers carried on each stage flight by the stage distance. The resultant figure is equal to the number of kilometres travelled by all revenue passengers.
<b>Passenger load factor</b>	Seat-kilometres used divided by seat-kilometres available and expressed as a percentage.
<b>Passengers uplifted</b>	The number of passengers uplifted is obtained by counting each revenue passenger on a particular flight (with one flight number) once only and not repeatedly on each individual state of that flight.
<b>Payload capacity</b>	Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes.
<b>Payload carried</b>	The revenue load of passengers, baggage, cargo and mail carried in the aircraft as measured in metric tonnes.
<b>Revenue passengers</b>	Those who pay 25% or more of the normal applicable fare.
<b>Stage distance flown per aircraft</b>	The average stage distance flown per aircraft is computed by dividing the aircraft kilometres flown by the related number of aircraft departures.
<b>Stage flight</b>	Is that part of an operation beginning when an aircraft takes off and ending when it next lands (including technical stops).
<b>Tonne</b>	1000 kilogrammes
<b>Tonne-kilometres available</b>	A metric tonne of available payload space flown one kilometre. Tonne-kilometres available equals the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers, cargo and mail) on each flight stage by the stage distance.
<b>Tonne-kilometres used</b>	A metric tonne of revenue load carried one kilometre. Tonne-kilometres used equals the sum of the products obtained by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance.
<b>Tonnes available</b>	The capacity of the aircraft for the carriage of payload measured in tonnes.
<b>Weight load factor</b>	Tonne-kilometres used divided by tonne-kilometres available and expressed as a percentage.