

Civil Aviation Authority



CAA Monthly Statistics

(up to and including January 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 21 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 freight carried on all-freight 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- 1.5 Table 19 was withdrawn after December 1977 because of misreporting at certain airports which led to anomalies in the published figures.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:

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

Civil Aviation Authority
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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 & 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—January 1979

Activity at UK Airports

Air transport movements during the month of January 1979 reached a level of 58 000 (a marginal increase over January 1978); the proportion of all-freight movements was 6.8 per cent of the total. The London area accounted for 29 000 movements (3 per cent growth as compared with the previous year). Gatwick reported 1140 additional movements (18.7 per cent growth), Stansted 191 additional movements (77.0 per cent growth) and Luton 28 additional movements (2.3 per cent growth). Heathrow and Southend reported falls in traffic (477 fewer movements; 2.4 per cent decline and 34 fewer movements; 3.1 per cent decline respectively). Outside the London area an overall decline of 2.2 per cent was reported. Manchester reported the greatest decrease with 439 fewer movements (13.1 per cent decline) followed by Prestwick with 158 fewer movements (23.2 per cent decline) and Belfast 118 fewer movements (7.0 per cent decline). Glasgow and Aberdeen reported increases in the number of actual movements (382 additional movements; 13.9 per cent growth and 329 additional movements; 7.7 per cent growth respectively). Liverpool reported more than a two fold increase in the number of movements (712 additional movements), however, this excessive growth was due to a strike of airport firemen during January 1978. Schedule movements at UK airports rose by 1.3 per cent and charter movements by 17.7 per cent. The UK operators' share of scheduled movements increased marginally to stand at 74.9 per cent of the total and their share of charter movements fell marginally to stand at 90.3 per cent of the total.

The number of terminal passengers reported by UK airports during January 1979 was 3.2 million, which represented a growth of 2.3 per cent as compared with the same month in the previous year. London area airports accounted for 2.3 million terminal passengers (a growth of 3.6 per cent). Gatwick reported 76 822 additional passengers (19.8 per cent growth), Stansted 7404 additional passengers (45.7 per cent growth), Luton 1247 additional passengers (1.1 per cent growth) and Heathrow 120 additional passengers (a marginal growth). Outside the London area 0.8 million passengers used UK airports (a decline of 1.3 per cent as compared with January 1978). Manchester reported the greatest decrease in the number of passengers handled (17 396 fewer passengers; 10.4 per cent decline). Belfast and Leeds/Bradford also reported falls in the number of passengers handled (6223 fewer passengers; 7.9 per cent decline and 3664 fewer passengers; 19.2 per cent decline respectively). Glasgow and Birmingham

reported the greatest increases (12 753 additional passengers; 11.1 per cent growth and 7205 additional passengers; 11.1 per cent growth respectively). Liverpool reported more than a four fold increase in the number of passengers handled, this exceptional increase is due to a strike of airport firemen during January 1978. Passengers travelling on scheduled services rose by 1.9 per cent and those travelling on charter services rose by 12.0 per cent. The UK operators' share of scheduled traffic fell by 2.0 percentage points to stand at 61.6 per cent of the total and their share of charter traffic rose marginally to stand at 87.7 per cent of the total.

2.4 million passengers travelled on international services in January 1979 (4.8 per cent growth as compared with January 1978). Scheduled services carried 3.8 per cent more passengers and charter services 8.3 per cent more. The most heavily used scheduled service was that to the USA, with 16.2 per cent of the total scheduled traffic, followed by France and Germany with 9.8 per cent of the total traffic (3.3 per cent decline and 7.9 per cent of the total (8.4 per cent growth) respectively. Services to Spain carried 28 per cent of all charter passengers (30.4 per cent growth), services to Italy 16.5 per cent of the total (17.4 per cent growth) and those to the Canary Islands 10.6 per cent of the total (45.2 per cent growth). Of the passengers carried on the main domestic routes those on the Glasgow, Isle of Man and Penzance routes increased by 21.5 per cent, 18.2 per cent and 15.8 per cent respectively. Traffic carried on the Belfast, Channel Islands and Edinburgh routes decreased (9.4 per cent fewer passengers, 6.5 per cent and 2.2 per cent respectively). There was a marginal decrease in the number of passengers on the London routes.

During January 1979, air freight handled at UK airports amounted to 69 000 tonnes (a growth of 24.9 per cent over the same month in the previous year) 40 000 tonnes of this travelled on all-freight flights. At the London area airports total tonnage rose by 18.0 per cent, amounting to 53 000 tonnes. Heathrow and Gatwick both reported increases of 13.3 per cent (4451 additional tonnes and 1122 additional tonnes respectively). Southend reported an increase of just under two fold (1234 additional tonnes). Stansted and Luton also reported increases in tonnage handled (1188 additional tonnes; 51.5 per cent growth and 130 additional tonnes; 25.8 per cent growth respectively). At airports outside the London area tonnage handled rose by 57.4 per cent. East Midlands reported more than a two fold growth (1103 additional tonnes), Tees-side having handled

negligible tonnage in January 1978 reported 1336 additional tonnes. Liverpool reported more than a four fold increase, this exceptional increase being due to a strike of airport firemen during January 1978. Blackpool and Lydd reported the greatest decreases in tonnage handled (29.0 per cent decrease; 85 fewer tonnes and 23.9 per cent decrease; 72 fewer tonnes respectively). Birmingham reported a decrease of 8.6 per cent (34 fewer tonnes) Freight carried on scheduled services rose by 13.2 per cent whilst that carried on charter services rose by 68.2 per cent. The UK operators' share of scheduled tonnage fell by 7.3 percentage points to stand at 37.2 per cent of the total and their share of charter tonnage fell by 10.0 percentage points to stand at 77.8 per cent of the total.

Output of UK Airlines

The output of UK airlines for all services in January 1979 was 851 million available tonne-kilometres, an increase of 5.7 per cent on January 1978.

The scheduled service output of 601 million available tonne-kilometres was 10.3 per cent higher than a year earlier. The overall load factor was 57.0 per cent, compared with 57.5 the previous year. Seat kilometres used were 61.4 per cent of those available. Seat factors on domestic and international scheduled services were 55.9 and 61.8 per cent respectively compared with 54.5 and 59.9 per cent a year earlier. The non-scheduled output of 250 million available tonne-kilometres was 3.6 per cent lower than in January 1978. Advance Booking Charters and Inclusive Tour Charters accounted for 7.4 and 77.8 million available tonne-kilometres respectively compared with 27.0 and 58.4 million 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

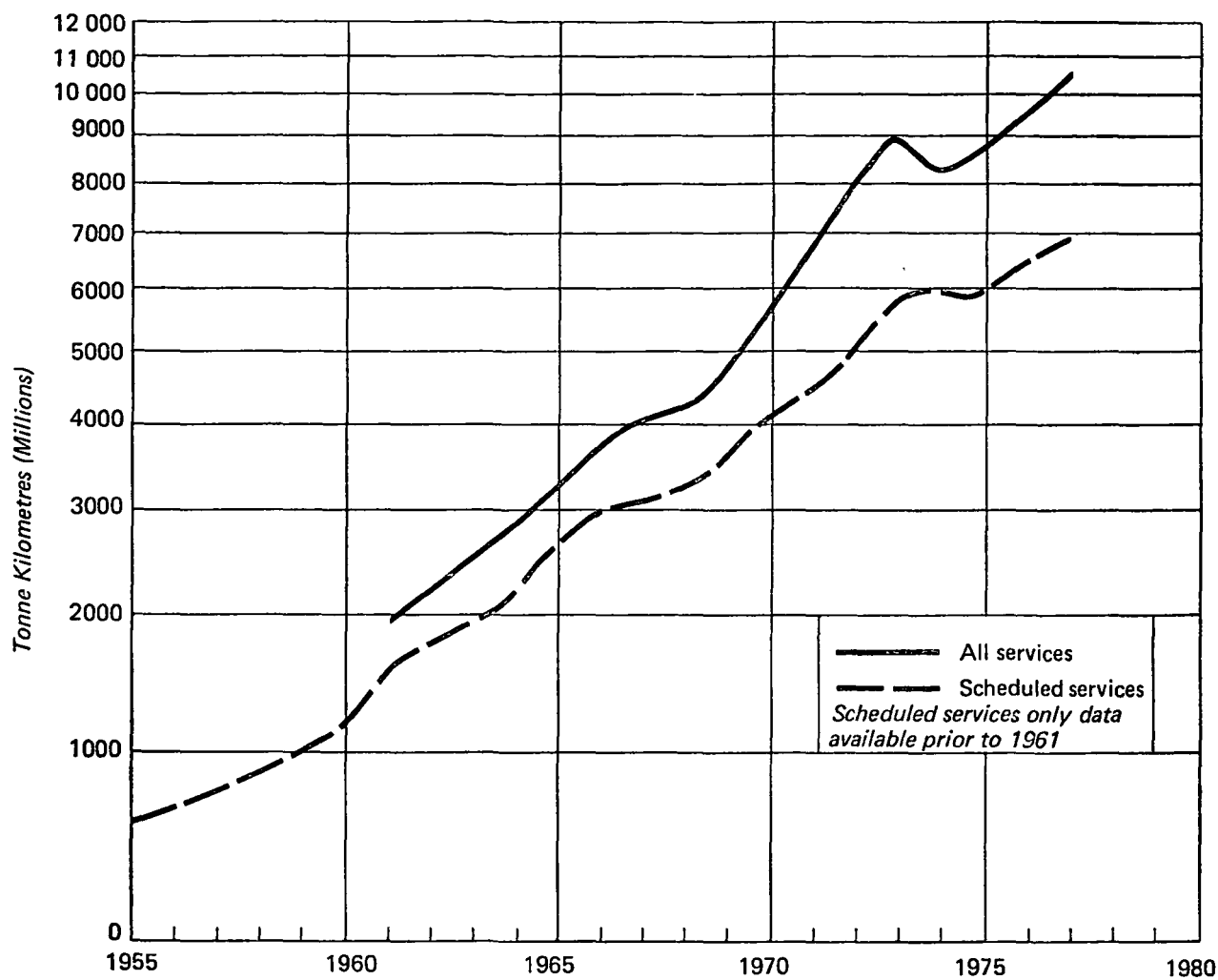
Airports and Airlines Year ended December 1978

Airports	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	26 491	50.79	100	100.00
Gatwick	7 759	14.88	98	49.21
Manchester	3 408	6.53	95	34.34
Glasgow	2 153	4.13	93	27.80
Luton	2 058	3.95	91	23.67
Birmingham	1 305	2.50	88	19.73
Aberdeen	1 200	2.30	86	17.23
Belfast	1 176	2.26	84	14.93
Edinburgh	1 137	2.18	81	12.67
Newcastle	760	1.46	79	10.49
East Midlands	548	1.05	77	9.03
Prestwick	362	0.70	74	7.99
Isle of Man	346	0.66	72	7.29
Leeds/Bradford	332	0.64	70	6.63
Stansted	317	0.61	67	5.99
Tees-side	296	0.57	65	5.38
Liverpool	287	0.55	63	4.81
Southampton	282	0.54	60	4.26
Southend	236	0.45	58	3.72
Cardiff	234	0.45	56	3.27
Bristol	233	0.45	53	2.82
Other 22 Airports	1 239	2.38	51	2.38

Airlines	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 – km of UK airlines this size and smaller
British Airways	7 219	60.36	100	100.00
British Caledonian	960	8.03	97	39.64
Laker Airways	694	5.80	95	31.61
Dan-Air Services	595	4.98	92	25.80
I.A.S. Cargo Airlines	500	4.18	89	20.83
Britannia Airways	432	3.61	87	16.65
Transmeridian Air Cargo	325	2.72	84	13.04
Tradewinds Airways	288	2.41	81	10.32
British Airtours	252	2.11	79	7.91
British Midland Airways	241	2.02	76	5.80
Monarch Airlines	190	1.59	74	3.79
Pelican Air Transport	65	0.54	71	2.20
Air Anglia	40	0.33	68	1.66
British Island Airways	27	0.23	66	1.32
Redcoat Air Cargo	19	0.16	63	1.10
Air-Bridge Carriers	18	0.15	61	0.94
British Air Ferries	16	0.13	58	0.79
British Airways Helicopters	12	0.10	55	0.65
Intra Airways	12	0.10	53	0.55
Scimitar Airlines	11	0.09	50	0.45
Invicta International	10	0.08	47	0.36
Bristow Helicopters	10	0.08	45	0.28
Others (16 airlines)	24	0.20	42	0.20

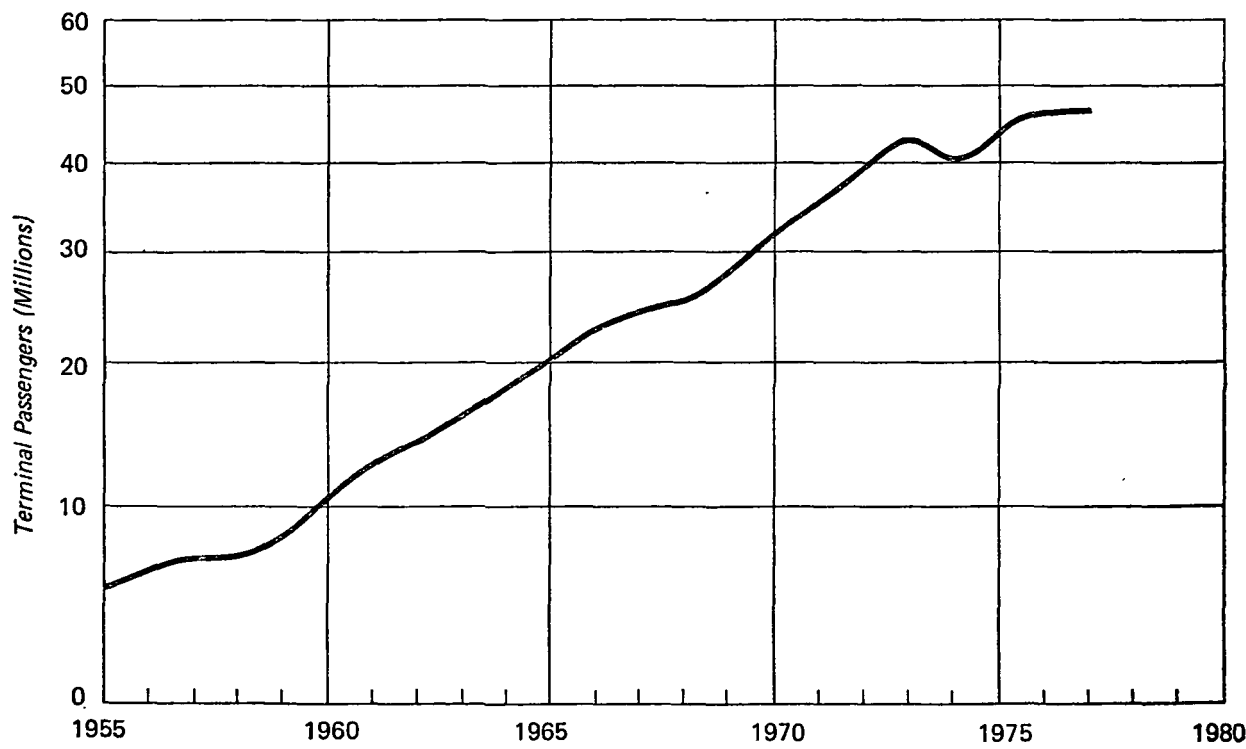
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1951-1979

Table 2

	Airports			Airlines		
	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	8 287	5 747	2 540
1975	1 911	701	41 846	8 928	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	1 981	827	52 160			
Year ended						
January 1978	1 914	764	46 073	10 629	6 916	3 713
January 1979	1 973	825	52 275	12 017	8 151	3 866
Latest year's growth (percentages)						
	3.1	8.0	13.5	13.1	17.9	4.1
Mean rates of growth (percentages) to 1978						
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

Use of UK Airports

Table 3

Main Categories of Operator and Service

	Total		UK Operators				Foreign 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	2 1172.1	174.2	9 318.5	145.8	13 042.1	25.0	2 394.7
1978	827.4	52 160.5	475.7	25 237.7	173.4	9 971.3	150.7	14 284.3	27.7	2 667.1
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	216.3	13 473.7	123.9	6 508.4	46.8	2 666.8	38.3	3 599.6	7.3	699.0
3rd quarter	244.2	17 409.2	137.4	7 789.7	52.6	3 654.1	43.1	4 707.6	11.2	1 257.9
4th quarter	197.1	11 759.3	114.8	5 969.9	40.1	2 016.3	36.5	3 329.2	5.6	443.8
1977 July	80.0	5 451.9	43.1	2 404.4	18.5	1 199.5	14.6	1 436.6	3.7	411.4
August	75.6	5 039.9	40.0	2 070.8	18.8	1 230.6	13.6	1 366.9	3.2	371.7
September	68.6	4 516.7	34.7	1 803.2	18.5	1 103.8	12.4	1 306.0	3.0	303.7
October	61.6	3 880.3	31.9	1 671.0	15.6	835.9	11.7	1 145.6	2.4	227.8
November	58.9	3 122.2	33.5	1 632.3	13.3	512.6	10.7	873.4	1.5	103.9
December	56.1	3 043.9	31.5	1 576.8	12.5	497.5	10.8	885.9	1.2	83.7
1978 January	57.9	3 101.0	32.6	1 590.0	12.8	531.1	11.2	907.4	1.1	72.4
July	82.8	5 968.6	46.5	2 669.2	17.6	1 205.4	14.5	1 621.1	4.1	472.8
August	82.6	5 858.7	46.6	2 589.9	17.6	1 262.3	14.7	1 579.8	3.7	426.8
September	78.9	5 582.0	44.3	2 530.6	17.3	1 186.4	13.9	1 506.7	3.3	358.3
October	73.6	4 718.2	41.8	2 286.9	15.6	891.6	13.5	1 299.7	2.7	240.0
November	64.3	3 603.1	38.5	1 919.9	12.6	572.9	11.6	1 006.2	1.5	104.0
December	59.2	3 438.0	34.5	1 763.1	11.9	551.7	11.4	1 023.3	1.4	99.9
1979 January	58.0	3 171.2	33.1	1 564.2	12.5	554.8	11.1	974.6	1.3	77.6

Movements at UK Airports by Purpose

Table 4

	Total		Commercial				Non-commercial	
	(000)	Total (000)	Air transport (000)	Other (000)	Total (000)	Aero club and private (000)	Test and training (000)	Other (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	1 981.5	905.4	827.4	78.0	1 076.1	803.2	164.3	108.5
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	551.1	237.9	216.3	21.7	313.1	235.2	46.4	31.5
3rd quarter	583.9	266.7	244.2	22.4	317.3	245.6	46.2	25.5
4th quarter	444.2	214.5	197.1	17.5	229.6	172.5	33.0	24.0
1977 July	201.3	88.4	80.0	8.4	112.9	87.5	15.8	9.6
August	184.1	84.8	75.6	9.2	99.3	78.6	13.4	7.4
September	173.7	77.2	68.6	8.6	96.5	70.9	14.6	11.0
October	149.1	70.0	61.6	8.4	79.1	58.6	11.0	9.5
November	144.2	65.6	58.9	6.7	78.6	53.1	16.6	8.8
December	122.7	62.3	56.1	6.2	60.4	41.5	11.2	7.7
1978 January	128.9	63.8	57.9	6.0	65.0	43.5	12.7	8.8
July	195.5	90.5	82.8	7.7	105.0	83.0	14.8	7.2
August	203.9	90.5	82.6	7.9	113.4	87.8	17.8	7.8
September	184.6	85.8	78.9	6.9	98.8	74.7	13.6	10.5
October	175.9	80.8	73.6	7.2	95.1	72.6	13.8	8.6
November	152.2	69.6	64.3	5.3	82.5	61.6	11.9	9.0
December	116.1	64.1	59.2	5.0	52.0	38.3	7.3	6.4
1979 January	119.4	63.7	62.4	1.3	56.2	39.5	9.7	7.0

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 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)	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	32.1	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	8.2	25.8	2.1	8.2	8.6	27.5
3rd quarter	121.0	5.3	6.9	13.9	36.9	8.3	28.7	2.6	9.8	10.7	32.2
4th quarter	97.5	3.5	5.7	10.9	33.1	8.0	23.1	2.0	5.6	7.5	19.9
1977 July	39.2	1.7	2.2	3.8	11.8	4.8	8.9	0.7	3.1	3.9	10.5
August	35.2	2.0	2.2	3.5	11.6	5.1	8.6	0.8	3.1	3.6	11.5
September	31.0	1.7	2.1	3.1	10.6	5.3	7.8	0.7	3.0	3.3	10.1
October	29.3	1.4	2.1	2.6	9.3	4.6	7.0	0.6	2.2	2.5	8.8
November	28.4	1.1	1.9	3.2	9.7	5.1	5.7	0.5	1.3	2.1	5.5
December	27.8	1.1	1.6	2.7	9.2	4.6	5.3	0.5	1.2	2.1	5.3
1978 January	28.5	0.9	1.5	3.0	9.3	4.8	5.8	0.6	1.2	2.2	4.7
July	41.4	1.7	2.4	4.7	12.3	2.8	9.7	0.8	3.3	3.7	10.3
August	40.8	1.9	2.3	4.7	12.4	2.8	9.7	0.9	3.4	3.6	11.5
September	38.8	1.7	2.2	4.5	12.2	2.7	9.4	0.9	3.1	3.4	10.4
October	36.5	1.3	2.2	4.1	11.9	2.8	8.7	0.8	2.5	2.7	8.9
November	31.0	1.1	1.9	3.8	11.2	2.8	7.7	0.7	1.7	2.4	5.8
December	30.0	1.1	1.6	3.0	10.0	2.4	6.7	0.5	1.4	2.4	5.2
1979 January	29.5	0.9	1.7	3.2	9.9	2.5	6.2	0.7	1.3	2.1	4.5

Terminal Passengers by Airports

Table 6

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	E. Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Tiree Wick (000)	Hawarden Liverpool Manchester 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	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	372.8	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	91.0	1 361.1	58.0	196.0	374.2	563.6
3rd quarter	1 2191.7	127.8	250.9	478.4	1 555.5	104.3	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	95.7	1 145.5	48.8	122.5	319.7	389.3
1977 July	3 793.9	39.1	76.4	146.3	514.5	69.5	524.7	23.3	73.3	190.9	258.2
August	3 465.7	56.7	76.5	130.7	439.8	76.9	508.1	28.3	87.6	169.7	276.8
September	3 138.2	37.3	72.9	104.6	381.5	77.0	459.8	22.7	80.2	142.5	224.5
October	2 745.6	34.5	67.1	76.8	317.6	67.8	386.1	21.8	60.4	102.6	194.2
November	2 229.7	24.4	43.7	84.7	296.8	72.3	253.8	10.8	25.7	80.4	95.9
December	2 213.1	20.7	32.4	72.6	282.3	64.6	229.8	9.8	22.9	95.6	83.0
1978 January	2 253.5	13.9	31.0	79.0	287.2	67.9	243.5	12.8	20.0	92.2	65.9
July	4 194.0	41.1	87.0	160.5	544.0	35.5	602.6	27.7	82.3	193.7	255.8
August	4 099.7	46.7	82.7	160.2	511.0	36.0	608.8	31.4	91.9	190.4	276.3
September	3 898.1	39.9	81.2	157.6	500.5	32.8	594.7	27.8	86.2	163.2	248.1
October	3 298.8	35.3	80.1	126.4	445.0	36.9	488.8	22.9	67.0	116.9	202.2
November	2 527.9	24.8	50.3	103.0	370.1	31.5	355.4	13.7	31.5	94.9	101.5
December	2 505.3	21.2	40.6	77.7	320.5	27.3	301.3	12.2	24.0	107.9	85.6
1979 January	2 334.3	13.5	35.0	77.4	298.0	24.3	262.4	19.0	21.2	85.9	56.7

Cargo Taken Up and Set Down by Airports

Table 7
Tonnes

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	E. 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)	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	26.3	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	1.8	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	0.4	10.8	0.1	2.7	4.2	5.0
3rd quarter	150.5	1.8	2.0	0.5	10.6	0.5	11.7	0.1	2.8	4.0	5.1
4th quarter	159.6	2.2	2.5	0.7	11.7	0.4	12.4	0.1	2.6	4.1	4.2
1977 July	48.0	0.4	0.6	0.1	3.4	0.3	3.8	—	0.8	1.2	1.7
August	42.1	0.4	0.7	0.1	3.2	0.3	3.5	—	0.9	1.2	1.7
September	44.4	0.5	0.8	0.2	3.6	0.3	4.1	—	0.8	1.3	1.6
October	54.7	0.5	0.8	0.1	3.8	0.3	4.2	—	0.8	1.6	1.5
November	53.3	0.6	0.7	0.2	4.0	0.3	4.0	—	0.8	1.3	1.6
December	51.3	0.7	0.6	0.1	3.7	0.3	3.8	—	0.6	1.1	1.2
1978 January	45.3	0.5	0.6	0.1	3.0	0.3	3.5	—	0.6	1.2	1.2
July	51.8	0.5	0.6	0.1	3.3	0.1	4.1	—	0.9	1.3	1.7
August	47.5	0.5	0.7	0.1	3.3	0.2	3.4	—	1.0	1.3	1.8
September	51.2	0.8	0.7	0.2	4.0	0.2	4.2	—	0.8	1.4	1.5
October	54.8	0.9	0.9	0.3	4.0	0.1	4.6	—	0.9	1.4	1.5
November	53.1	0.7	0.8	0.3	4.1	0.2	4.1	—	0.9	1.4	1.5
December	51.7	0.7	0.8	0.1	3.6	0.1	3.7	—	0.9	1.3	1.3
1979 January	53.4	0.5	1.7	1.5	4.3	0.1	4.8	—	0.9	1.5	1.0

Scheduled Services by UK Airlines

Table 8.1

All Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (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
1977 July	575.6	351.6	11.8	62.2	277.6	61.1	4 591.8	3 086.6	67.2
August	580.0	344.2	11.7	62.7	269.8	59.3	4 544.2	3 003.9	66.1
September	679.6	395.8	14.6	78.8	302.4	58.2	5 261.3	3 321.4	63.1
October	583.2	335.5	13.0	83.2	239.4	57.5	4 549.3	2 590.6	56.9
November	570.1	332.8	14.3	88.5	230.0	58.4	4 425.9	2 493.7	56.3
December	644.4	379.5	19.2	87.7	272.5	58.9	5 026.3	2 964.2	59.0
1978 January	545.3	313.3	11.9	65.7	235.7	57.4	4 293.5	2 556.8	59.6
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
December	666.2	395.7	18.9	78.1	298.7	59.4	5 337.0	3 262.0	61.1
1979 January	601.3	343.0	12.1	61.2	269.6	57.0	4 785.1	2 939.8	61.4

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (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
1977 July	36.6	23.1	0.2	1.0	22.0	63.3	389.5	259.8	66.7
August	30.0	18.6	0.2	0.9	17.4	61.9	315.5	207.8	65.8
September	22.1	14.7	0.2	0.9	13.6	66.7	229.5	159.8	69.6
October	20.5	13.1	0.2	0.9	11.9	63.8	213.2	140.6	66.0
November	24.8	13.6	0.2	0.9	12.4	54.8	256.2	146.3	57.1
December	24.2	13.0	0.2	0.8	12.0	53.9	250.2	140.8	56.3
1978 January	25.5	13.3	0.2	0.8	12.3	52.1	265.4	144.6	54.5
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	1.0	15.9	56.5	314.8	188.8	60.0
December	26.2	14.8	0.3	0.8	13.7	56.6	271.2	162.0	59.8
1979 January	24.7	13.3	0.3	0.9	12.2	53.8	256.5	143.3	55.9

Scheduled Services by UK Airlines

Table 8.3

International Services

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (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	60.1
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
1977 July	539.0	328.5	11.6	61.3	255.7	60.9	4 202.3	2 826.9	67.3
August	550.0	325.6	11.5	61.8	252.3	59.2	4 228.7	2 796.1	66.1
September	657.5	381.1	14.4	77.9	288.8	58.0	5 031.8	3 161.6	62.8
October	562.8	322.5	12.8	82.3	227.4	57.3	4 336.1	2 450.1	56.5
November	545.3	319.2	14.1	87.5	217.6	58.5	4 169.7	2 347.3	56.3
December	620.2	366.4	19.0	86.8	260.6	59.1	4 776.1	2 823.3	59.1
1978 January	519.8	300.0	11.7	64.9	223.4	57.7	4 028.1	2 412.3	59.9
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
December	640.0	380.9	18.7	77.2	285.0	59.5	5 065.8	3 100.0	61.2
1979 January	576.6	329.7	11.8	60.4	257.5	57.2	4 528.5	2 796.5	61.8

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

	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	3 875.2	32.4	1 234.7	10.3	616.1	5.1	2 024.5	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
1977 July	408.1	41.5	141.8	14.4	121.5	12.4	144.8	14.7
August	410.8	41.5	137.6	13.9	121.1	12.2	150.0	15.1
September	378.5	35.7	127.9	12.0	106.4	10.0	144.2	13.6
October	332.4	36.3	104.7	11.4	59.7	6.5	168.1	18.4
November	262.0	31.5	58.7	7.1	36.8	4.4	166.5	20.0
December	274.8	29.9	55.2	6.0	49.4	5.4	170.2	18.5
1978 January	259.5	32.2	58.4	7.3	41.6	5.2	159.5	19.8
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	32.8	89.0	9.3	16.1	1.7	205.9	21.4
December	300.5	31.1	75.7	7.8	20.7	2.1	204.1	21.1
1979 January	249.6	29.3	77.8	9.1	20.9	2.5	150.9	17.7

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

including services for passengers seated on class of service

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (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
1977	July	1 628.3	1 385.1	85.1	883.3	8 083	12 238	1 514	1 568
	August	1 580.1	1 435.9	90.9	886.5	7 798	11 947	1 532	1 620
	September	1 468.8	1 324.8	90.2	825.0	7 236	11 045	1 526	1 606
	October	1 200.6	1 029.7	85.8	634.3	5 826	9 057	1 555	1 623
	November	679.3	569.5	83.8	338.1	3 408	5 362	1 574	1 684
	December	639.5	489.5	76.5	309.2	3 381	5 050	1 494	1 583
1978	January	674.5	545.2	80.8	353.7	3 624	5 308	1 465	1 541
	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
	December	878.3	676.6	77.0	402.8	4 228	6 739	1 594	1 680
1979	January	902.7	720.4	79.8	422.0	4 391	6 918	1 576	1 707

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 carried (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	3 496
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
1977 July	1 248.0	1 071.2	85.8	267.2	2 367	6 198	2 619	4 009
August	1 239.9	1 079.7	87.1	271.4	2 335	6 047	2 590	3 978
September	1 106.3	927.3	83.8	222.1	1 951	5 168	2 649	4 175
October	617.2	510.2	82.7	129.7	1 248	3 141	2 516	3 934
November	380.8	320.0	84.0	81.8	754	1 970	2 613	3 912
December	498.4	371.7	74.6	95.9	890	2 437	2 738	3 876
1978 January	419.9	329.6	78.5	81.7	789	2 133	2 703	4 034
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
December	226.1	175.0	77.4	64.1	726	1 456	2 006	2 730
1979 January	222.2	169.3	76.2	57.7	690	1 424	2 064	2 934

UK Passenger Movement by Air^(a) for January 1979

Table 10

Analysis by Countries of Landing and of Embarkation

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	5 553	524	1 372
1977 1st quarter		4 299	196	141	627	603	87	347	305	407	84	127	60	60	653	103	292
2nd quarter		6 054	227	157	786	706	236	533	376	519	98	157	104	74	1 226	144	350
3rd quarter		7 781	220	185	840	757	407	762	587	533	131	178	141	132	1 831	161	362
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
1978 January		1 453	63	43	192	195	30	142	137	137	32	41	19	22	190	35	103
1979 January		1 484	56	38	189	202	37	152	122	122	39	34	23	24	225	27	103

	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	1 814	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	265	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 1st quarter	24	183	1 626	93	177	60	15	49	111	111	48	80	24	610	68	180
2nd quarter	80	279	2 360	90	430	61	17	42	120	95	49	80	22	1 107	79	168
3rd quarter	128	426	3 132	109	662	84	23	63	157	109	52	92	27	1 435	112	207
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
1978 January	9	64	642	28	69	23	6	17	38	41	13	30	10	271	31	65
1979 January	8	82	735	40	69	26	6	20	51	51	18	35	11	299	27	83

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, Dahomey, Gabon, Ivory Coast, Mauritania, Senegal, Upper Volta.

Aircraft Movements January 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	9 132	7 234	3	641	3	227	33	—	919	21	51
+ Heathrow	21 153	19 385	—	13	—	32	362	—	1 283	12	66
+ Luton	2 954	1 250	—	283	6	221	28	349	805	1	11
+ Southend	2 956	1 046	—	4	—	77	—	1 240	587	2	—
+ Stansted	2 364	439	—	150	1	948	35	6	725	56	4
Total (London Area)	38 559	29 354	3	1 091	10	1 505	458	1 595	4 319	92	132
Westland Heliport (Battersea)	452	144	—	145	—	—	—	—	109	—	54
Other UK Airports											
+ Aberdeen	7 587	4 597	1	845	—	1 024	17	1 078	17	—	8
+ Belfast	4 166	1 566	18	108	49	23	—	373	285	—	1 744
Benbecula	246	194	—	—	18	—	16	—	10	—	8
+ Birmingham	3 928	1 822	—	87	2	91	75	1 228	609	—	14
+ Blackpool	3 261	295	—	79	2	354	—	2 126	387	—	18
+ Bournemouth	4 849	383	—	61	—	1 309	—	1 671	707	7	711
+ Bristol	1 627	365	—	49	—	6	—	852	349	—	6
+ Cambridge	1 709	39	—	18	13	72	7	682	164	—	714
+ Cardiff	1 807	594	—	101	—	122	—	816	166	4	4
+ Coventry	2 433	91	—	51	4	387	11	1 471	408	2	8
+ East Midlands	2 685	807	—	202	16	245	70	672	652	6	15
+ Edinburgh	4 248	1 631	—	65	—	190	39	1 129	509	—	685
+ Exeter	1 970	253	—	16	135	81	4	1 088	246	—	147
+ Glasgow	5 221	3 122	—	196	—	66	97	668	594	10	468
Gloucester/Cheltenham	1 648	24	—	—	98	310	—	918	288	—	10
Hawarden	963	49	—	—	—	36	—	736	137	—	5
Humberside	1 514	474	—	161	12	24	4	734	105	—	—
Inverness	1 698	534	—	18	252	378	—	462	46	—	8
Islay	167	126	—	1	30	—	—	—	8	2	—
+ Isle of Man	1 548	573	—	50	215	416	—	226	58	—	10
Isles of Scilly	126	102	—	—	—	—	18	—	2	—	4
+ Kirkwall	1 039	826	—	75	94	2	3	30	9	—	—
+ Leeds/Bradford	2 329	648	—	30	28	66	18	1 001	532	—	6
+ Liverpool	3 558	1 059	—	184	—	175	58	1 290	778	—	14
+ Lydd	2 096	224	—	—	—	36	—	1 485	271	—	80
+ Manchester	4 100	2 918	—	260	—	31	212	345	315	4	15
+ Manston	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	2 099	1 093	2	60	14	136	4	302	445	—	43
+ Norwich	2 113	873	—	54	87	717	62	—	302	—	18
Penzance Heliport	176	152	—	—	14	10	—	—	—	—	—
+ Prestwick	2 788	523	—	17	—	1 123	47	516	211	—	351
+ Southampton	2 319	694	—	60	112	234	22	880	317	—	—
Sornoway	425	347	—	41	6	8	—	6	5	—	12
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Swansea	620	57	—	31	24	64	—	290	145	—	9
+ Tees-side	3 245	1 028	—	161	22	462	12	977	284	1	298
Tiree	74	72	—	—	—	—	—	—	2	—	—
Wick	482	392	—	29	—	—	3	50	2	—	6
Total (Incl. London Area)	199 875	58 045	24	4 346	1 257	9 703	1 257	25 697	13 793	128	5 625
Channel Islands Airports											
Alderney	436	436	—	—	—	—	—	—	—	—	—
Guernsey	1 807	1 807	—	—	—	—	—	—	—	—	—
Jersey	2 697	2 260	—	—	—	—	—	—	409	—	28
Total (Channel Islands Airports)	4 940	4 503	—	—	—	—	—	—	409	—	28

xx Not supplied.

Air Transport Movements by Type and Nationality of Operator January 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	7 234	304	3 451	275	188	2 579	437
+Heathrow	19 385	8 517	1 476	9 351	11	13	17
+Luton	1 250	—	3	9	—	1 118	120
+Southend	1 046	—	428	—	—	518	100
+Stansted	439	9	46	9	—	208	167
TOTAL (London Area)	29 354	8 830	5 404	9 644	199	4 436	841
Westland Heliport (Battersea)	144	—	—	—	—	144	—
Other UK Airports							
+Aberdeen	4,597	765	515	—	726	2 512	79
+Belfast	1 566	871	493	29	—	151	22
Benbecula	194	48	146	—	—	—	—
+Birmingham	1 822	763	578	131	16	300	34
+Blackpool	295	1	196	—	—	98	—
+Bournemouth	383	5	328	—	—	48	2
Bristol	365	121	122	27	—	56	39
+Cambridge	39	—	—	—	—	31	8
+Cardiff	594	99	324	35	—	120	16
+Coventry	91	2	23	—	3	56	7
+East Midlands	807	5	484	6	—	289	23
+Edinburgh	1 631	657	762	34	2	167	9
Exeter	253	—	246	—	—	7	—
+Glasgow	3 122	1 211	870	300	10	716	15
Gloucester/Cheltenham	24	—	2	—	—	22	—
Hawarden	49	—	49	—	—	—	—
Humberside	474	—	358	—	—	104	12
Inverness	534	257	174	—	1	102	—
Islay	126	—	98	—	—	28	—
+Isle of Man	573	139	434	—	—	—	—
Isles of Scilly	102	102	—	—	—	—	—
+Kirkwall	826	162	475	—	43	145	1
+Leeds/Bradford	648	166	388	12	—	82	—
+Liverpool	1 059	13	703	78	—	242	23
+Lydd	224	—	224	—	—	—	—
+Manchester	2 918	1 286	313	638	15	607	59
Manston	..	..	..	..	..	..	..
+Newcastle	1 093	222	703	—	—	153	15
Norwich	873	—	736	—	—	123	14
Penzance Heliport	152	102	—	—	50	—	—
+Prestwick	523	276	14	164	—	33	36
+Southampton	694	73	528	—	—	69	24
Stornoway	347	94	126	—	—	126	1
+Sumburgh	xx	xx	xx	xx	xx	xx	xx
Swansea	57	—	52	—	—	3	2
+Tees-side	1 028	—	578	—	—	386	64
Tiree	72	—	72	—	—	—	—
Wick	392	98	225	—	3	66	—
TOTAL (Incl. London Area)	58 045	16 368	16 743	11 098	1 068	11 422	1 346
Channel Islands Airports							
Alderney	436	—	402	—	—	34	—
Guernsey	1 807	137	1 447	38	—	185	—
Jersey	2 260	380	1 584	—	—	290	6
TOTAL (Channel Islands Airports)	4 503	517	3 433	38	—	509	6

xx Not supplied.

Air Transport Movements for January 1979

Total Compared with One Year Earlier

Table 13

	International				Domestic				1979		1978		Percentage Change	
	Scheduled Passenger Aircraft	Cargo	Charter Passenger Aircraft	Cargo	Scheduled Passenger Aircraft	Cargo	Charter Passenger Aircraft	Cargo	Passenger Aircraft	Cargo	Passenger Aircraft	Cargo	Passenger Aircraft	Cargo
London Area Airports														
+ Gatwick	2 060	71	2 855	291	1 739	160	24	34	6 678	556	5 503	591	21.4	-5.9
+ Heathrow	14 092	1 143	13	26	4 060	49	2	—	18 167	1 218	18 600	1 262	-2.3	-3.5
+ Luton	9	3	1 146	32	—	—	51	9	1 206	44	1 171	51	3.0	-13.7
+ Southend	399	—	415	—	29	—	203	—	1 046	—	1 080	—	-2.8	—
+ Stansted	18	1	205	148	45	—	4	18	272	167	155	93	75.5	79.6
TOTAL (London Area)	16 578	1 218	4 634	497	5 873	209	288	[61	27 369	1 985	26 509	1 997	3.3	-0.6
Westland Heliport (Battersea)	—	—	—	—	—	—	144	—	144	—	130	—	10.8	—
Other UK Airports														
+ Aberdeen	282	1	1 711	61	995	2	1 464	81	4 452	145	4 192	76	62	90.8
+ Belfast	35	1	22	7	1 270	87	27	117	1 354	212	1 464	220	-7.5	-3.6
+ Benbecula	—	—	—	—	194	—	—	—	194	—	198	4	-2.0	—
+ Birmingham	517	—	317	8	955	—	25	—	1 814	8	1 667	15	8.8	-46.7
+ Blackpool	25	—	14	—	134	38	27	57	200	95	228	107	-12.3	-11.2
+ Bournemouth	7	1	27	10	169	156	11	2	214	169	280	151	-23.6	11.9
+ Bristol	113	—	76	5	157	—	13	1	359	6	383	2	-6.3	200.0
+ Cambridge	—	—	27	—	—	—	12	—	39	—	25	—	56.0	—
+ Cardiff	190	—	103	3	268	—	30	—	591	3	567	—	4.2	—
+ Coventry	8	—	38	7	16	1	14	7	76	15	25	4	204.0	275.0
+ East Midlands	227	24	115	79	243	1	66	52	651	156	655	90	-0.6	73.3
+ Edinburgh	321	1	45	3	1 094	37	106	24	1 566	65	1 558	35	0.5	85.7
+ Exeter	75	—	—	1	171	—	6	—	252	1	113	—	123.0	—
+ Glasgow	437	78	120	11	1 813	53	603	7	2 973	149	2 593	147	14.7	1.4
+ Gloucester/Cheltenham	—	—	—	—	2	—	22	—	24	—	28	—	-14.3	—
+ Hawarden	—	—	—	—	49	—	—	—	49	—	81	—	-39.6	—
+ Humberside	37	—	36	7	321	—	73	—	467	7	349	—	33.8	—
+ Inverness	—	—	45	—	431	—	58	—	534	—	614	2	-13.0	—
+ Islay	—	—	—	—	98	—	28	—	126	—	112	—	12.5	—
+ Isle of Man	27	—	—	—	519	27	—	—	546	27	426	40	26.2	-32.5
+ Isle of Scilly	—	—	—	—	102	—	—	—	102	—	102	—	—	—
+ Kirkwall	—	—	19	—	637	—	169	1	825	1	749	9	10.1	-88.9
+ Leeds/Bradford	144	—	26	2	422	—	51	3	643	5	712	2	-9.7	150.0
+ Liverpool	226	7	51	31	560	1	85	98	922	137	306	41	201.3	234.1
+ Lydd	4	220	—	—	—	—	—	—	4	220	117	185	-96.6	18.9
+ Manchester	1 021	216	571	42	998	2	56	12	2 646	272	3 020	337	-12.4	-19.3
+ Manston	..	..	..	..	..	..	..	..	..	..	98	—	—	—
+ Newcastle	280	—	84	1	645	—	81	2	1 090	3	1 084	—	0.6	—
+ Norwich	234	—	60	2	501	1	74	1	869	4	767	5	13.3	-20.0
+ Penzance Heliport	—	—	50	—	102	—	—	—	152	—	102	—	49.0	—
+ Prestwick	185	79	36	26	158	32	2	5	381	142	529	152	-28.0	-6.6
+ Southampton	168	—	17	15	429	4	60	1	674	20	527	21	27.9	-4.8
+ Stornoway	—	—	—	—	220	—	125	2	345	2	238	6	45.0	-66.7
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	2 399	48	—	—
+ Swansea	—	—	2	—	51	1	3	—	56	1	..	..	—	—
+ Tass-side	40	—	163	79	538	—	195	12	937	91	815	1	15.0	9 000.0
+ Tiree	—	—	—	—	72	—	—	—	72	—	25	1	188.0	—
+ Wick	—	—	—	—	322	1	69	—	391	1	361	7	8.3	-85.7
TOTAL (Incl. London Area)	21 181	1 846	8 409	897	20 529	653	3 984	546	54 103	3 942	54 148	3 705	-0.1	6.4
Channel Islands Airports														
Alderney	—	—	—	—	—	—	—	—	436	—	398	—	9.5	—
Guernsey	—	—	—	—	—	—	—	—	1 807	—	1 743	—	3.7	—
Jersey	—	—	—	—	—	—	—	—	2 260	—	2 539	—	-11.0	—
TOTAL (Channel Islands Airports)	—	—	—	—	—	—	—	—	4 503	—	4 680	—	-3.8	—

xx Not supplied.

Air Transport Landings Diverted from/to UK Reporting Airports

January 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	53			2He 2Bo	1Bi 1Lu	1Bo 1Em		1He			1He			1Em		8He 2Bo					1Bi		6He 1Pr 1St 1Bo 1Br 6Cd 4Ma	1He 1Bo	3St 4Bo 1Li		1Lu						
Heathrow	118				1Pr 4Ga 9St 1Bo 9Bi 2Lu 1Ga	1Ga 2St 1Lu	1Ed									11Ga 2Bo 2Lu				1Pr 4Ma	1Ma	16Pr 5G1 11Ga 1Bo 4Br 3Cd	9Pr 5G1 7Ga 3St 1Em									1Ma	
Luton	93		1Bi					4Bi								2He 3Ga 1St 1Em 3Ma	2Ga 1Bi	1Bi		2Ga	1He 3Ga 4Bi 3Ma	2He 1Ga 6St 2Cd	1Ga 25St 1Em	1St 1Em		1Ga 1St 2Em 1Bi	1Ga 1St 1Bi		1He 3Ga 1St 3Em	1He 1Em 2Bi			
Southend Stansted	1 11								1He 1Em												1No	1He 1Ga 1Ed	2Ga 1Ga	1St 1He 1Ga	1Ga 2Lu								
Aberdeen Belfast	3 8						1Ma				1In 1Bi	1Bi													1Ga	2G1 1Ma		1G1					
Benbecula Birmingham	1 40		1Em																1Sw			2Em 2Ma	4Ma	5Cd 1Ma		1Em	1Lu	1He 2Em 1Lu 1Sh	2Em 1Cd				
Bournemouth Bristol East Midlands	2 7 23		2Lu	2Bi 1Lu												4Li 2Ma	1Li 2Bi 1Ma				1Bo		1Sh 3Cd 1Lu	1Bo		1Bo		1Lu	1Cd	3Bi 2Lu			
Edinburgh	3			1G1 1Ne																						1G1							
Exeter Glamorgan Glasgow	1 4 28					2Pr					1Pr 1Ne	1Ed	2Pr 4Ed	2Pr	5Pr 8Ed	1Br 1Pr					1Bo 2Bi			1Ed	1Bi								
Humberside	4																			1No							1No	1Lb 1Em					
Inverness Isle of Man Leeds	2 1 49		1Bi	1Ma 2Bi	1Ma 1Te 1Em	1Ma 1Em				1Em 2Ma						1Te 1Em 1Ma	2Te 1Ma				3Te 1Em 6Ma	1Te 3Ma	3Te	2Te				1Ma 3Em 2To 3Ma	2To 3Ma				
Liverpool	11		1Ma												2Ma							2Ma	1Bi				2Ga 2Lu	1Ga					
Lydd Manchester	2 54		2Bi	2Li 8Bi	5Bi	1Ga 1Bi	1Ga				2Bi	1Bi	1He 1Ga 1Em 1Bi 1Lu										2He 2Pr 1G1 1Ga 1Bi 2Li 2Cd	1Li	2Lu	4Lb	4Lb	3He 2Em		1Lu			
Newcastle Norwich	1 10											1Em								1Em			1St	2St	1St 4Lb			1St					
Prestwick Southampton Stornoway Sumburgh Tees-side	2 6 1 6 6														1Ga	1G1	1Bo		2Bo		1Bo	1Bo				1Ga							
Other Internal	12					1Ki		2Ex	1Sh 2Ki 1Wi							2Ex	1Hu		1Sh					1Ex									
Overseas	19			2Lu		1Ma					2He 1Lu		2Pr									2He 1Ga	1Pr		1Ne	1He 1Cd		1He		2He	1Ma		
All Aerodromes	582	10	20	14	37	9	2	7	7	3	11	4	13	7	19	62	8	3	2	31	29	101	37	51	11	18	9	18	19	19	1	—	
Aerodrome of actual landing: letter code																																	
Ab	Aberdeen	Ca	Cambridge					Go	Gloucester/Cheltenham				Lb	Leeds/Bradford					Po	Portsmouth													
As	Ashford	Co	Coventry					Ha	Hawarden				Li	Liverpool					Pr	Prestwick													
Be	Belfast	Cd	Cardiff					He	Heathrow				Lu	Luton					Sh	Southampton													
Bb	Benbecula	Em	East Midlands					Hu	Humberside				Ld	Lydd					So	Southend													
Bi	Birmingham	Ed	Edinburgh					In	Inverness				Ma	Manchester					St	Stansted													
Bo	Blackpool	Ex	Exeter					Is	Islay				Mt	Manston					Sw	Stornoway													
Bo	Bournemouth	Ga	Gatwick					Im	Isle of Man				Ne	Newcastle					Su	Sumburgh													
Br	Bristol	Gi	Glasgow					Ki	Kirkwall				No	Norwich					Ss	Swansea													

Air Passengers by Type and Nationality of Operator January 1979

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators		Overseas operators			
				British Airways	Others	British Airways	Others	British Airways	Others	British Airways	Others	British Airways	Others	British Airways	Others
London Area Airports															
+ Gatwick	469 890	464 448	5 442	11 125	610	147 694	1 500	26 780	—	28 526	—	210 625	1 171	39 698	2 161
+ Heathrow	1 750 578	1 726 772	23 806	785 154	—	39 057	—	901 477	23 677	320	—	65	—	699	129
+ Luton	112 284	112 161	123	—	—	132	—	612	—	—	—	103 409	75	8 008	48
+ Southend	7 109	7 109	—	—	—	6 836	—	—	—	—	—	180	—	93	—
+ Stansted	23 690	23 613	77	864	62	267	1	1 217	—	—	—	7 261	14	14 004	—
TOTAL (London Area)	2 363 551	2 334 103	29 448	797 143	672	193 986	1 501	930 086	23 677	28 846	—	321 540	1 260	62 502	2 338
Westland Heliport (Battersea)	239	239	—	—	—	—	—	—	—	—	—	239	—	—	—
Other UK Airports															
+ Aberdeen	83 540	82 967	573	31 338	334	11 095	—	—	—	7 672	—	31 708	181	1 154	58
+ Belfast	72 470	72 470	—	54 579	—	14 841	—	884	—	—	—	820	—	1 346	—
+ Benbecula	1 783	1 731	52	1 182	—	549	52	—	—	—	—	—	—	—	—
+ Birmingham	74 516	72 174	2 342	28 424	873	9 254	1 172	6 251	182	884	—	25 875	115	1 486	—
+ Blackpool	4 741	4 696	45	15	—	2 994	40	—	—	—	—	1 687	5	—	—
+ Bournemouth	5 730	5 310	420	267	—	2 758	274	—	—	—	—	2 192	146	93	—
+ Bristol	11 673	10 128	1 545	1 792	933	1 393	383	952	229	—	—	3 376	—	2 615	—
+ Cambridge	458	458	—	—	—	—	—	—	—	—	—	411	—	47	—
+ Cardiff	21 323	18 930	2 393	2 307	250	3 294	1 336	999	422	—	—	11 221	385	1 109	—
+ Coventry	1 106	1 106	—	66	—	624	—	—	—	174	—	208	—	34	—
+ East Midlands	23 181	22 646	535	141	—	11 711	533	68	—	—	—	10 462	2	264	—
+ Edinburgh	70 563	68 994	1 569	42 482	366	18 233	1 083	1 267	29	132	—	6 101	91	779	—
+ Exeter	2 409	2 297	112	—	—	2 148	112	—	—	—	—	149	—	—	—
+ Glasgow	129 416	127 401	2 015	70 866	445	23 713	—	7 679	1 278	347	—	24 093	292	703	—
+ Gloucester/Cheltenham	102	102	—	—	—	42	—	—	—	—	—	60	—	—	—
+ Hawarden	220	220	—	—	—	220	—	—	—	—	—	—	—	—	—
+ Humberside	3 112	3 097	15	—	—	2 767	—	—	—	—	—	270	8	—	7
+ Inverness	9 596	8 633	963	7 057	923	1 107	—	—	—	3	—	466	40	—	—
+ Islay	877	877	—	—	—	827	—	—	—	—	—	50	—	—	—
+ Isle of Man	14 745	13 427	1 318	4 763	49	8 664	1 269	—	—	—	—	—	—	—	—
+ Isles of Scilly	1 502	1 502	—	1 502	—	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	6 545	5 513	1 032	2 531	760	1 826	—	—	—	276	220	846	52	34	—
+ Leeds/Bradford	16 963	15 450	1 513	6 844	63	5 659	1 429	479	—	—	—	2 468	21	—	—
+ Liverpool	35 097	34 041	1 056	711	—	26 291	959	2 337	97	—	—	4 702	—	—	—
+ Lydd	1 556	1 556	—	—	—	1 556	—	—	—	—	—	—	—	—	—
+ Manchester	152 626	150 131	2 495	70 080	461	7 261	1 342	20 737	559	1 089	—	48 505	3	2 459	130
+ Manston	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
+ Newcastle	42 922	39 323	3 599	15 349	—	14 917	3 451	—	—	—	—	8 052	148	1 005	..
+ Norwich	12 128	11 927	201	—	—	9 961	201	—	—	—	—	1 886	—	80	—
+ Penzance Heliport	1 907	1 907	—	1 502	—	—	—	—	—	405	—	—	—	—	—
+ Prestwick	31 242	18 663	12 579	12 941	4 962	174	—	2 882	6 635	—	—	1 011	—	1 655	982
+ Southampton	12 008	11 991	17	2 240	—	9 380	11	—	—	—	—	336	6	35	—
+ Stornoway	4 590	4 590	—	3 244	—	596	—	—	—	—	—	745	—	5	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+ Swansea	72	46	26	—	—	35	26	—	—	—	—	4	—	7	—
+ Tees-side	20 752	19 572	1 180	—	—	14 428	1 164	—	—	—	—	4 990	16	154	—
+ Tiree	338	197	141	—	—	197	141	—	—	—	—	—	—	—	—
+ Wick	3 650	2 798	852	1 305	852	983	—	—	—	87	—	423	—	—	—
TOTAL (Incl. London Area)	3 239 249	3 171 213	68 036	1 160 671	11 943	403 484	16 479	974 621	33 108	39 915	220	514 896	2 771	77 626	3 515
Channel Islands Airports															
+ Alderney	2 431	2 428	3	—	—	2 400	3	—	—	—	—	28	—	—	—
+ Guernsey	19 835	18 646	1 189	4 075	115	14 329	1 074	99	—	—	—	143	—	—	—
+ Jersey	36 586	35 664	922	15 345	70	19 432	845	—	—	—	—	870	7	17	—
TOTAL (Channel Is. Airports)	58 852	56 738	2 114	19 420	185	36 161	1 922	99	—	—	—	1 041	7	17	—

NOTE: The figures for total terminal passengers include passengers carried on aircraft chartered by Government departments.
xx Not supplied.

Terminal Air Passengers for January 1979

Table 16

Comparison with a Year Earlier

	1979	1978	Percentage change
London Area Airports			
+Gatwick	464 448	387 626	19.8
+Heathrow	1 726 772	1 726 652	—
+Luton	112 161	110 914	1.1
+Southend	7 109	11 797	-39.7
+Stansted	23 613	16 209	45.7
TOTAL (London Area)	2 334 103	2 253 198	3.6
Westland Heliport (Battersea)	239	351	-31.9
Other UK Airports			
+Aberdeen	82 967	82 488	0.6
+Belfast	72 470	78 693	-7.9
Benbecula	1 731	1 959	-11.6
+Birmingham	72 174	64 969	11.1
+Blackpool	4 696	4 585	2.4
+Bournemouth	5 310	5 956	-10.8
+Bristol	10 128	8 517	18.9
+Cambridge	458	70	554.3
+Cardiff	18 930	12 834	47.5
+Coventry	1 106	91	1 115.4
+East Midlands	22 646	19 425	16.6
+Edinburgh	68 994	69 694	-1.0
+Exeter	2 297	2 115	8.6
+Glasgow	127 401	114 648	11.1
Gloucester/Cheltenham	102	123	-17.1
Hawarden	220	304	-27.6
Humberside	3 097	2 853	8.6
Inverness	8 633	9 240	-6.6
Islay	877	697	25.8
+Isle of Man	13 427	13 460	-0.2
Isles of Scilly	1 502	1 647	-8.8
+Kirkwall	5 513	5 858	-5.9
+Leeds/Bradford	15 450	19 114	-19.2
+Liverpool	34 041	6 014	466.0
+Lydd	1 556	2 720	-42.8
+Manchester	150 131	167 527	-10.4
+Manston	..	372	—
+Newcastle	39 323	38 920	1.0
+Norwich	11 927	11 520	3.5
Penzance Heliport	1 907	1 647	15.8
+Prestwick	18 663	20 352	-8.3
+Southampton	11 991	10 838	10.6
Stornoway	4 590	3 498	31.2
+Sumburgh	xx	44 195	—
Swansea	46	..	—
+Tees-side	19 572	18 101	8.1
Tiree	197	159	23.9
Wick	2 798	2 266	23.5
TOTAL (Incl. London Area)	3 171 213	3 101 018	2.3
Channel Islands Airports			
Alderney	2 428	2 537	-4.3
Guernsey	18 646	20 488	-9.0
Jersey	35 664	42 850	-16.8
TOTAL (Channel Islands Airports)	56 738	65 875	-13.9

xx Not supplied.

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

International and Domestic Passenger Traffic January 1979

Table 17

Terminal Passengers

Comparison with a Year Earlier

	Total	International			Domestic		
	1979	1979	1978	Per-centage change	1979	1978	Per-centage change
London Area Airports							
+ Gatwick	464 448	410 327	337 497	22	54 121	50 129	8
+ Heathrow	1 726 772	1 498 648	1 491 795	1	228 124	234 857	-3
+ Luton	112 161	111 702	110 720	1	459	194	137
+ Southend	7 109	6 446	10 978	-41	663	819	-19
+ Stansted	23 613	23 093	16 139	43	520	70	643
TOTAL (London Area)	2 334 103	2 050 216	1 967 129	4	283 887	286 069	-1
Westland Heliport (Battersea)	239	—	—	—	239	351	-32
Other UK Airports							
+ Aberdeen	82 967	23 563	24 449	-4	59 404	58 039	2
+ Belfast	72 470	2 482	1 848	34	69 988	76 845	-9
Benbecula	1 731	—	—	—	1 731	1 959	-12
+ Birmingham	72 174	49 346	40 128	23	22 828	24 841	-8
+ Blackpool	4 696	1 839	447	311	2 857	4 138	-31
+ Bournemouth	5 310	2 469	2 562	-4	2 841	3 394	-16
+ Bristol	10 128	8 447	6 813	24	1 681	1 704	-1
+ Cambridge	458	288	43	570	170	27	530
+ Cardiff	18 930	14 016	9 794	43	4 914	3 040	62
+ Coventry	1 106	557	80	596	549	11	4 891
+ East Midlands	22 646	15 572	11 693	33	7 074	7 732	-9
+ Edinburgh	68 994	9 904	7 922	25	59 090	61 772	-4
+ Exeter	2 297	496	480	3	1 801	1 635	10
+ Glasgow	127 401	26 033	21 286	22	101 368	93 362	9
Gloucester/Cheltenham	102	—	—	—	102	123	-17
Hawarden	220	—	—	—	220	304	-28
Humberside	3 097	1 013	1 001	1	2 084	1 852	13
Inverness	8 633	288	53	443	8 345	9 187	-9
Islay	877	—	—	—	877	697	26
+ Isle of Man	13 427	435	398	9	12 992	13 062	-1
Isles of Scilly	1 502	—	—	—	1 502	1 647	-9
+ Kirkwall	5 513	25	91	-73	5 488	5 767	-5
+ Leeds/Bradford	15 450	5 470	7 439	-26	9 980	11 675	-15
+ Liverpool	34 041	13 475	1 725	681	20 566	4 289	380
+ Lydd	1 556	1 554	2 720	-43	2	—	—
+ Manchester	150 131	99 133	105 194	-6	50 998	62 333	-18
+ Manston	..	..	372	—	..	—	—
+ Newcastle	39 323	15 801	13 739	15	23 522	25 181	-7
+ Norwich	11 927	6 322	5 816	9	5 605	5 704	-2
Penzance	1 907	405	—	—	1 502	1 647	-9
+ Prestwick	18 663	17 665	16 694	6	998	3 658	-73
+ Southampton	11 991	2 030	733	—	9 961	10 105	-1
Stornoway	4 590	—	2	—	4 590	3 496	31
+ Sumburgh	xx	xx	19 393	—	xx	24 802	—
Swansea	46	7	..	—	39	..	—
+ Tees-side	19 572	4 911	1 998	146	14,661	16 103	-9
Tiree	197	—	—	—	197	159	24
Wick	2 798	—	—	—	2 798	2 266	23
TOTAL (Incl. London Area)	3 171 213	2 373 762	2 272 042	5	797 451	828 976	-4

xx Not supplied.

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 January 1979

Table 18

Comparison with a Year Earlier

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	12 128	8 604	3 524	12 153	9 087	3 066	—
London — Vienna	9 429	7 528	1 901	10 001	7 940	2 061	—6
Other Routes	2 699	1 076	1 623	2 152	1 147	1 005	25
Belgium	56 221	55 509	712	62 363	61 526	837	—10
London — Brussels	42 892	42 634	258	44 680	44 339	341	—4
Other S.E. England — Belgium	7 705	7 388	317	10 964	10 586	378	—30
Other Routes	5 624	5 487	137	6 719	6 601	118	—16
Denmark	38 116	28 606	9 510	42 904	28 610	14 294	—11
London — Copenhagen	28 058	23 490	4 568	31 178	24 141	7 037	—10
Other Routes	10 058	5 116	4 942	11 726	4 469	7 257	—13
Finland	7 550	6 953	597	7 439	6 659	780	1
France	188 908	175 617	13 291	192 201	181 558	10 643	—2
London — Nice	9 690	8 386	1 304	8 793	8 685	108	10
— Paris	136 378	132 164	4 214	141 583	136 720	4 863	—4
— N. France (a)	3 969	3 703	266	5 834	5 694	140	—32
— Other France	19 737	14 843	4 894	15 115	12 798	2 317	31
Manchester — Paris	5 273	5 273	—	5 774	5 645	129	—9
Other UK — Paris	8 927	8 509	418	8 563	7 388	1 175	4
Luton — Other France	1 561	—	1 561	938	—	938	66
Other S.E. England — France	2 242	2 204	38	3 895	3 850	45	—42
Other Routes	1 131	535	596	1 706	778	928	—34
Germany (Fed. Republic)	190 401	141 964	48 437	183 605	130 971	52 634	4
London — Dusseldorf	24 256	21 075	3 181	27 104	23 853	3 251	—11
— Frankfurt	50 209	45 557	4 652	42 163	37 632	4 531	19
— Hamburg	20 409	17 613	2 796	19 585	16 953	2 632	4
— Munich	32 710	15 318	17 392	34 231	13 766	20 465	—4
— Other Germany	38 550	30 981	7 569	31 919	27 965	3 954	21
Luton — Germany	4 346	—	4 346	8 698	—	8 698	—50
Manchester — Germany	10 405	6 820	3 585	11 389	7 471	3 918	—9
Other Routes	9 516	4 600	4 916	8 516	3 331	5 185	12
Gibraltar	4 810	2 907	1 903	4 402	3 321	1 081	9
Greece	37 159	26 758	10 401	30 280	24 512	5 768	23
Iceland	2 057	2 057	—	2 553	2 116	437	—19
London — Reykjavik	1 490	1 490	—	1 390	1 243	147	7
Glasgow — Reykjavik	567	567	—	873	873	—	—35
Other Routes	—	—	—	290	—	290	—

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	119 781	118 607	1 174	119 535	118 012	1 523	—
London – Cork	10 814	10 814	—	10 469	10 469	—	3
– Dublin	65 106	64 792	314	62 049	61 919	130	5
– Shannon	7 209	7 209	—	7 066	7 066	—	2
Manchester – Dublin	8 915	8 910	5	11 527	11 508	19	-23
Birmingham – Dublin	8 656	8 652	4	8 660	8 641	19	—
Glasgow – Dublin	4 403	4 403	—	4 928	4 928	—	-11
Liverpool – Dublin	3 440	3 440	—	1 202	1 202	—	186
Leeds/Bradford – Dublin	1 005	1 005	—	2 132	2 129	3	-53
Edinburgh – Dublin	1 267	1 267	—	2 455	1 593	862	-48
Bristol – Dublin	1 511	1 436	75	2 197	2 197	—	-31
Other Routes	7 455	6 679	776	6 850	6 360	490	9
Italy	152 132	58 368	93 764	141 642	61 754	79 888	7
London – Genoa (g)	727	—	727	—	—	—	—
– Milan	39 438	19 418	20 020	37 620	21 406	16 214	5
– Rimini (g)	—	—	—	—	—	—	—
– Rome	29 708	23 214	6 494	34 721	26 913	7 808	-14
– Venice	7 900	2 195	5 705	7 942	2 135	5 807	-1
– Other Italy	22 632	8 650	13 982	20 399	8 603	11 796	11
Luton – Rimini	501	—	501	—	—	—	—
– Other Italy	33 541	—	33 541	24 275	—	24 275	38
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	3 290	—	3 290	5 529	—	5 529	-40
Other Routes	14 395	4 891	9 504	11 156	2 697	8 459	29
Luxembourg	4 302	4 244	58	4 293	4 255	38	—
London – Luxembourg	3 988	3 930	58	4 255	4 255	—	-6
Other Routes	314	314	—	38	—	38	726
Netherlands	122 059	120 406	1 653	136 384	134 256	2 128	-11
London – Amsterdam	68 374	67 617	757	79 022	78 123	899	-13
– Rotterdam	13 900	13 819	81	15 213	15 213	—	-9
Other S.E. England – Netherlands	4 243	4 149	94	6 308	6 209	99	-33
Manchester – Amsterdam	6 738	6 738	—	9 469	9 468	1	-29
Other Routes	28 804	28 083	721	26 372	25 243	1 129	9
Norway	33 728	26 662	7 066	40 506	26 805	13 701	-17
London – Oslo	17 118	14 305	2 813	18 843	14 141	4 702	-9
Other Routes	16 610	12 357	4 253	21 663	12 664	8 999	-23
Portugal	23 126	15 452	7 674	19 147	13 848	5 299	21
London – Lisbon	12 893	10 781	2 112	11 528	10 272	1 256	12
Other Routes	10 233	4 671	5 562	7 619	3 576	4 043	34
Soviet Union and Eastern Europe (b)	24 321	17 619	6 702	21 917	17 874	4 043	11
London – Moscow	6 335	5 705	630	7 073	6 431	642	-10
– Prague	1 311	1 311	—	1 470	1 470	—	-11
Other Routes	16 675	10 603	6 072	13 374	9 973	3 401	25

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	225 482	66 135	159 347	189 996	67 773	122 223	19
London – Barcelona	13 490	10 432	3 058	15 283	12 487	2 796	-12
– Ibiza	860	860	—	703	703	—	22
– Madrid	30 986	24 977	6 009	30 355	25 077	5 278	2
– Malaga	23 478	9 172	14 306	18 425	10 127	8 298	27
– Palma	22 655	4 737	17 918	20 532	6 980	13 552	10
– Other Spain	33 361	12 859	20 502	26 423	11 664	14 759	26
Luton – Alicante	7 116	—	7 116	5 526	—	5 526	29
– Barcelona	—	—	—	—	—	—	—
– Gerona	1 105	—	1 105	900	—	900	23
– Ibiza	—	—	—	—	—	—	—
– Palma	5 502	—	5 502	5 061	—	5 061	9
– Other Spain	8 768	—	8 768	9 096	—	9 096	-4
Other S.E. England – Spain	—	—	—	187	—	187	—
Manchester – Barcelona	—	—	—	—	—	—	—
– Palma	9 035	—	9 035	7 301	—	7 301	24
Other N. England – Spain	29 893	2 834	27 059	22 501	356	22 145	33
Scotland – Spain	12 883	173	12 710	10 819	—	10 819	19
Other Routes	26 350	91	26 259	16 884	379	16 505	56
Sweden	27 133	19 621	7 512	34 774	17 693	17 081	-22
London – Stockholm	17 733	13 811	3 922	17 557	12 157	5 400	1
Other Routes	9 400	5 810	3 590	17 217	5 536	11 681	-45
Switzerland	103 243	72 320	30 923	102 960	72 598	30 362	—
London – Basle	4 835	4 179	656	6 265	5 187	1 078	-23
– Geneva	45 302	28 144	17 158	44 449	28 053	16 396	2
– Zurich	42 384	34 048	8 336	42 707	32 561	10 146	-1
Luton – Switzerland	4 250	—	4 250	2 087	—	2 087	104
Other Routes	6 472	5 949	523	7 452	6 797	655	-13
Yugoslavia	7 996	6 133	1 863	8 505	6 678	1 827	-6
London – Dubrovnic	803	—	803	559	—	559	44
– Ljubljana	949	949	—	1 644	1 301	343	-42
Luton – Yugoslavia	97	—	97	—	—	—	—
Other Routes	6 147	5 184	963	6 302	5 377	925	-2
Other Europe	70 712	37 179	33 533	53 120	34 643	18 477	33
WESTERN HEMISPHERE							
Canada	69 136	60 937	8 199	69 137	58 313	10 824	—
London – Montreal	14 337	14 337	—	11 942	11 942	—	20
– Toronto	26 467	21 161	5 306	26 891	21 081	5 810	-2
– Other Canada	16 383	14 942	1 441	16 598	14 557	2 041	-1
Other UK – Montreal	1 313	1 313	—	1 631	1 631	—	-19
– Toronto	8 354	7 300	1 054	10 038	7 418	2 620	-17
Other Routes	2 282	1 884	398	2 037	1 684	353	12

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	299 398	288 853	10 545	271 702	245 578	26 124	10
London – New York	103 708	100 730	2 978	121 664	112 593	9 071	-15
– Other East Coast USA	70 711	69 675	1 036	62 737	61 153	1 584	13
– Chicago and Detroit	23 672	15 703	1 119	23 745	21 378	2 367	—
– West Coast USA	61 445	58 397	3 048	47 704	38 196	9 508	29
– Other USA	31 351	37 155	1 046	7 801	5 922	1 879	302
Other UK – New York	6 154	5 826	328	5 815	5 441	374	6
Other Routes	2 357	1 367	990	2 236	895	1 341	5
West Atlantic and Caribbean Islands	25 867	24 945	922	23 376	22 526	850	11
Central and South America	12 616	12 248	368	11 132	10 973	159	13
REST OF THE WORLD							
Canary Islands	65 227	4 802	60 425	46 948	5 342	41 606	39
North Africa (c)	26 449	16 330	10 119	21 593	15 110	6 483	22
East Africa (d)	14 059	12 673	1 386	13 976	12 381	1 595	1
Central Africa (e)	7 072	7 072	—	7 652	7 581	71	-8
West Africa (d)	24 671	23 726	945	28 978	27 238	1 740	-15
South Africa	33 493	33 232	261	28 379	28 379	—	18
Middle East (f)	131 234	123 593	7 641	142 546	139 573	2 973	-8
India	33 564	33 564	—	25 760	25 654	106	30
Pakistan	11 809	11 809	—	11 040	11 040	—	7
Far East	75 460	73 789	1 671	54 903	51 824	3 079	37
Australia and New Zealand	39 621	39 621	—	28 312	27 896	416	40
Other Routes n.e.i.	37 108	9 534	27 574	53 776	9 771	44 005	-31
ALL ROUTES	2 358 149	1 788 449	569 700	2 249 889	1 723 728	526 161	5

London includes Heathrow, Gatwick and Stansted.

S.E. England includes Ashford, London, Luton, Lydd, Manston 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 show the uplift and discharge of passengers at United Kingdom airports on services operated there according to their immediate destination or last point of embarkation overseas on those services. These may not, in all cases, be the origin or destination of passenger journeys: they may be places at which a journey was broken or a connection made with another air service. The figures in this table include all passengers carried on scheduled and charter services excluding those carried on aircraft chartered by Government Departments.

Domestic Passengers by Main Routes January 1979

Table 19

Comparison with a Year Earlier

Origin/Destination		1979	1978	Percentage change
London (a)	Aberdeen	18 375	19 196	-4.3
	Belfast	39 030	42 664	-8.5
	Birmingham	8 348	8 687	-3.9
	Channel Islands	21 030	26 290	-20.0
	Edinburgh	45 587	47 762	-4.6
	Glasgow	57 025	54 982	3.7
	Manchester	29 923	35 080	-14.7
	Newcastle	17 242	19 813	-13.0
	Tees-side	11 254	12 018	-6.4
	Other airports	34 951	18 564	88.3
Belfast	Birmingham	4 597	5 192	-11.5
	East Midlands	2 376	2 822	-15.8
	Edinburgh	1 349	1 584	-14.8
	Glasgow	5 481	6 366	-13.9
	Isle of Man	652	846	-22.9
	Manchester	7 636	10 732	-28.8
	Newcastle	1 018	1 023	-0.5
	Other airports	7 849	5 616	39.8
	Channel Islands	842	1 107	-23.9
	Bristol/Glamorgan	842	1 107	-23.9
Channel Islands	Glasgow	—	—	—
	Leeds/Bradford	3	—	—
	Liverpool	118	25	372.0
	Manchester	1 174	1 519	-22.7
	Other airports	14 627	15 282	-4.3
	Edinburgh	2 382	3 272	-27.2
	Other airports	9 772	9 154	6.8
	Glasgow	3 408	4 258	-20.0
	East Midlands	2 812	3 112	-9.6
	Isle of Man	597	568	5.1
Edinburgh	Manchester	4 016	4 842	-17.1
	Other Scottish airports	23 269	16 831	38.3
	Other airports	4 728	2 353	100.9
	Isle of Man	2 514	3 327	-24.4
	Newcastle	—	—	—
	Other airports	7 125	4 830	47.5
	Penzance	1 907	1 647	15.8
	Isle of Scilly	1 907	1 647	15.8
	Other Routes	24 606	44 860	-45.1
	TOTAL	417 623	436 224	-4.3

(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.

Cargo by Type and Nationality of Operator January 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	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up
London Area Airports													
+ Gatwick	9 538.6	42.4	11.6	707.6	1 169.7	150.9	143.2	5.3	1.5	2 666.0	4 025.9	285.0	329.5
+ Heathrow	37 882.1	5 655.8	5 227.4	57.2	194.3	12 172.4	14 092.6	69.1	35.3	163.1	131.3	33.1	50.5
+ Luton	634.9	—	—	—	—	43.7	—	—	—	127.2	194.2	93.8	176.0
+ Southend	1 852.0	157.0	214.0	—	—	—	—	—	—	180.0	616.0	59.0	626.0
+ Stansted	3 497.7	37.0	—	—	0.1	1.8	—	—	—	895.4	1 651.0	316.2	596.2
TOTAL (London Area)	53 405.3	5 892.2	5 453.0	764.8	1 364.1	12 368.8	14 235.8	74.4	36.8	4 031.7	6 618.4	787.1	1 778.2
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Aberdeen	862.1	52.2	113.9	26.7	47.6	—	—	23.5	92.7	88.9	370.3	10.3	36.0
+ Belfast	1 310.3	90.7	244.7	147.0	30.1	2.6	6.7	—	—	487.9	267.5	—	33.1
Benbecula	10.3	7.0	1.8	1.4	0.1	—	—	—	—	—	—	—	—
+ Birmingham	363.2	112.2	100.8	14.5	0.6	31.8	40.6	17.5	—	11.9	8.1	25.2	—
+ Blackpool	207.9	—	—	2.5	25.7	—	—	—	—	—	179.7	—	—
+ Bournemouth	651.5	1.1	1.2	250.3	238.6	—	—	—	—	66.4	79.6	—	14.3
+ Bristol	174.8	5.1	5.4	6.1	2.1	11.9	13.6	—	—	18.0	71.6	—	41.0
+ Cambridge	25.5	—	—	—	—	—	—	—	—	—	—	13.0	12.5
+ Cardiff	28.7	1.3	8.3	2.9	1.1	—	1.5	—	—	0.1	13.5	—	—
+ Coventry	93.5	—	—	0.4	0.3	—	—	1.5	—	55.8	14.0	—	21.5
+ East Midlands	1 607.7	—	—	71.5	114.8	1.4	0.4	—	—	523.9	709.7	62.2	123.8
+ Edinburgh	283.5	24.0	56.3	30.1	58.9	1.9	4.4	—	—	76.8	20.3	10.8	—
+ Exeter	25.6	—	—	4.2	7.0	—	—	—	—	—	14.4	—	—
+ Glasgow	1 636.7	360.9	215.3	52.0	46.7	307.2	408.1	—	0.1	58.2	56.9	58.3	73.0
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	10.4	—	—	1.0	1.5	—	—	—	—	3.8	4.1	—	—
Inverness	25.6	2.8	22.8	—	—	—	—	—	—	—	—	—	—
Islay	9.7	—	—	5.1	4.6	—	—	—	—	—	—	—	—
+ Isle of Man	186.1	12.3	20.4	132.4	21.0	—	—	—	—	—	—	—	—
Isles of Scilly	5.3	4.6	0.7	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	41.9	29.5	10.2	0.5	0.5	—	—	—	—	0.1	1.1	—	—
+ Leeds/Bradford	41.7	3.8	7.8	13.5	12.8	0.9	0.9	—	—	0.5	1.5	—	—
+ Liverpool	1 025.3	0.9	0.2	36.6	63.5	21.2	81.4	—	—	234.1	365.7	162.9	58.8
+ Lydd	228.5	—	—	110.1	118.4	—	—	—	—	—	—	—	—
+ Manchester	3 115.5	211.0	165.5	21.0	20.4	1 062.0	1 411.8	0.1	0.3	24.7	104.7	12.8	81.2
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	133.4	11.5	14.2	38.9	40.8	—	—	—	—	25.0	3.0	—	—
+ Norwich	59.7	—	—	21.7	31.9	—	—	—	—	5.4	0.7	—	—
Penzance Heliport	5.3	0.7	4.6	—	—	—	—	—	—	—	—	—	—
+ Prestwick	1 490.8	395.3	155.4	32.0	18.4	283.8	153.3	—	—	197.1	150.5	69.4	35.6
+ Southampton	273.7	3.2	21.4	13.5	64.8	—	—	—	—	1.2	0.1	6.5	163.0
Stornoway	39.8	25.1	2.5	—	1.3	—	—	—	—	10.8	0.1	—	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Tees-side	1 359.5	—	—	11.5	17.4	—	—	—	—	288.9	241.0	173.5	627.2
Tiree	1.0	—	—	0.9	0.1	—	—	—	—	—	—	—	—
Wick	3.5	2.2	0.7	0.3	0.3	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	68 743.3	7 249.6	6 627.1	1 813.4	2 355.4	14 093.5	16 358.5	117.0	129.9	6 211.2	9 296.5	1 392.0	3 099.2
Channel Islands Airports													
Alderney	27.9	—	—	24.8	2.8	—	—	—	—	0.3	—	—	—
Guernsey	571.2	5.4	2.9	141.2	94.9	0.3	—	—	—	148.9	177.6	—	—
Jersey	448.5	44.9	15.7	227.9	147.6	—	—	—	—	1.8	10.6	—	—
TOTAL (Channel Islands Airports)	1 047.6	50.3	18.6	393.9	245.3	0.3	—	—	—	151.0	188.2	—	—

xx Not supplied.

Cargo January 1979

Table 21

Total Compared with One Year Earlier

	International						Domestic						Tonnes						Tonnes					
	Scheduled			Charter			Scheduled			Charter			1978			1977			Percentage change			Percentage change		
	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo
London Area Airports																								
+ Gatwick	1 451		279	36		7 082	230		266	—		194	1 717		7 821	1 158		7 258	48.3		7.8			
+ Heathrow	19 923		16 693	1		481	383		399	—		—	20 307		17 573	19 024		14 405	6.7		22.0			
+ Luton	1		42	131		397	—		—	—		63	132		502	138		366	-4.3		37.2			
+ Southend	367		—	1 284		—	4		—	197		—	1 852		—	618		—	199.7		—			
+ Stansted	2		37	417		2 835	—		—	—		206	419		3 078	305		2 004	37.4		53.6			
TOTAL (London Area)	21 744		17 051	1 869		10 795	617		665	197		463	24 427		28 974	21 243		24 033	15.0		20.6			
Westland Heliport (Battersea)	—		—	—		—	—		—	—		—	—		—	—		—	—		—			
Other UK Airports																								
+ Aberdeen	58		—	343		53	182		1	112		114	695		168	452		37	53.8		354.1			
+ Belfast	8		2	—		77	448		64	6		705	462		848	327		672	41.3		26.2			
Benbecula	—		—	—		—	10		—	—		—	10		—	17		—	-41.2		—			
+ Birmingham	231		—	—		62	69		—	—		—	300		62	258		138	16.3		-55.1			
+ Blackpool	4		—	—		—	22		2	—		180	26		182	28		265	-7.1		-31.3			
+ Bournemouth	1		—	—		154	16		475	—		6	17		635	2		523	750.0		21.4			
+ Bristol	37		—	—		128	7		—	—		2	44		130	37		4	18.9		3 150.0			
+ Cambridge	—		—	26		—	—		—	—		—	26		—	9		—	188.9		—			
+ Cardiff	8		—	—		13	6		—	—		—	14		13	24		—	-41.7		—			
+ Coventry	—		—	2		33	—		—	—		58	2		91	—		2	—		4 450.0			
+ East Midlands	60		62	—		1 106	60		7	1		313	121		1 488	91		415	33.0		258.6			
+ Edinburgh	34		18	—		21	123		—	—		87	157		126	97		—	80.5		—			
+ Exeter	2		—	—		14	9		—	—		—	11		14	25		—	-56.0		—			
+ Glasgow	196		588	—		212	227		379	6		28	429		1 207	323		738	32.8		63.6			
Gloucester/Cheltenham	—		—	—		—	—		—	—		—	—		—	—		—	—		—			
Hawarden	—		—	—		—	—		—	—		—	—		—	—		—	—		—			
Humberside	2		—	—		8	1		—	—		—	3		8	—		—	—		—			
Inverness	—		—	—		—	26		—	—		—	26		—	22		—	18.2		—			
Islay	—		—	—		—	10		—	—		—	10		—	8		—	25.0		—			
+ Isle of Man	—		—	—		—	106		79	—		—	106		79	75		110	41.3		-28.2			
Isles of Scilly	—		—	—		—	5		—	—		—	5		—	6		—	-16.7		—			
+ Kirkwall	—		—	—		—	41		—	1		—	42		—	34		—	23.5		—			
+ Leeds/Bradford	23		—	—		—	18		—	—		2	41		2	24		—	70.8		—			
+ Liverpool	45		65	—		290	91		2	—		532	136		889	31		156	338.7		469.9			
+ Lydd	—		229	—		—	—		—	—		—	—		229	1		300	-23.7		—			
+ Manchester	543		2 176	1		218	168		6	—		5	712		2 405	693		1 947	2.7		23.5			
+ Manston	—		—	—		—	—		—	—		—	—		—	—		—	—		—			
+ Newcastle	63		—	—		25	42		—	—		3	105		28	63		—	66.7		—			
+ Norwich	30		—	—		6	24		—	—		—	54		6	36		1	50.0		500.0			
Penzance Heliport	—		—	—		—	5		—	—		—	5		—	6		—	-16.7		—			
+ Prestwick	105		801	—		439	13		120	—		14	118		1 374	134		1 239	-11.9		10.9			
+ Southampton	7		—	—		163	94		2	—		1	108		166	86		75	25.6		121.3			
Stornoway	—		—	—		—	29		—	11		—	40		—	28		—	42.9		—			
+ Sumburgh	xx		xx	xx		xx	xx		xx	xx		xx	xx		xx	128		16	—		—			
Swansea	—		—	—		—	—		—	—		—	—		—	—		—	—		—			
+ Tees-side	1		—	—		1 286	27		—	—		44	28		1 330	22		—	27.3		—			
Tiree	—		—	—		—	1		—	—		—	1		—	1		—	—		—			
Wick	—		—	—		—	4		—	—		—	4		—	25		—	-84.0		—			
TOTAL (Incl. London Area)	23 202		20 992	2 241		15 103	2 501		1 802	341		2 557	28 285		40 454	24 346		30 671	16.2		31.9			
Channel Islands Airports																								
Alderney	—		—	—		—	—		—	—		—	28		—	18		—	55.6		—			
Guernsey	—		—	—		—	—		—	—		—	449		—	582		—	-22.9		—			
Jersey	—		—	—		—	—		—	—		—	571		—	571		—	—		—			
TOTAL (Channel Is. Airports)	—		—	—		—	—		—	—		—	1 048		—	1 171		—	-10.5		—			

xx Not supplied.

All Scheduled Services January 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 uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used			As percentage of available
												Cargo (000)	Passengers (000)		
Passenger Services															
British Airways	18 453	14 665	30 128	991 619	4 050 312	2 525 529	62.4	10 789	488 966	283 583	11 201	38 627	233 755	58.0	
British Airways Helicopters	6	102	35	1 435	199	88	44.0	9	13	8	—	—	7	60.5	
British Caledonian Airways	2 869	2 894	4 837	109 991	441 150	242 012	54.9	1 756	56 079	28 214	497	5 905	21 812	50.3	
Air Anglia	752	2 147	2 132	27 559	29 558	12 329	41.7	171	3 029	1 326	—	94	1 232	43.8	
Air Wales	48	122	165	593	695	243	35.0	1	47	20	—	—	19	41.2	
Air Westward	70	157	290	661	740	282	38.1	—	60	24	—	—	24	39.7	
Aurigny Air Services	61	1 136	300	9 039	861	471	54.7	80	82	45	—	4	40	54.3	
British Island Airways	391	1 527	1 578	25 790	19 584	6 485	33.1	425	1 802	684	—	132	551	38.0	
British Midland Airways	466	1 580	1 658	49 215	35 176	15 520	44.1	294	2 897	1 299	1	92	1 205	44.8	
Brymon Airways	83	348	367	3 789	2 435	1 129	46.4	3	228	93	—	1	93	40.9	
Burnhills Aviation	4	36	24	65	16	7	45.1	—	3	1	—	—	1	18.1	
Dan-Air Services	318	996	970	17 626	21 220	8 233	38.8	41	1 802	719	—	20	699	39.9	
Haywards Aviation	6	36	30	66	42	10	23.7	—	4	1	—	—	1	18.3	
Intra Airways	1	20	11	291	50	20	40.4	—	4	2	—	—	2	37.3	
Laker Airways	908	127	1 255	18 937	181 902	126 815	69.7	—	18 454	10 145	—	—	10 145	55.0	
Loganair	110	1 400	596	6 165	1 131	633	56.0	—	103	58	—	—	58	61.6	
TOTAL Passenger Services	24 546	27 293	44 274	1 262 841	4 785 072	2 939 805	61.4	13 568	573 574	326 219	11 700	44 877	269 643	56.9	
Cargo Services															
British Airways	996	608	1 323	—	—	—	—	4 496	22 957	14 431	179	14 251	—	62.9	
British Caledonian Airways	137	71	201	—	—	—	—	683	4 374	2 093	167	1 926	—	47.9	
Air Freight	15	68	70	—	—	—	—	235	56	49	—	49	—	88.9	
Air-Bridge Carriers	23	141	93	—	—	—	—	402	119	66	—	66	—	55.1	
British Island Airways	45	189	176	—	—	—	—	439	205	100	22	78	—	48.8	
TOTAL Cargo Services	1 215	1 077	1 862	—	—	—	—	6 255	27 712	16 740	368	16 370	—	60.4	
GRAND TOTAL	25 761	28 370	46 136	1 262 841	4 785 072	2 939 805	61.4	19 823	601 285	342 959	12 068	61 247	269 643	57.0	

International Scheduled Services January 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 uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways	16 712	9 993	25 323	750 148	3 872 634	2 421 186	62.5	9 826	472 506	274 338	11 122	38 344	224 872	58.1
British Caledonian Airways	2 510	1 615	3 840	74 052	411 696	226 612	55.0	1 322	53 210	26 812	485	5 820	20 507	50.4
Air Anglia	471	910	1 163	16 713	22 291	8 588	38.5	136	2 287	937	—	79	858	41.0
Air Wales	37	68	120	357	597	196	32.8	1	40	16	—	—	15	39.7
Air Westward	34	65	142	269	359	141	39.2	—	29	12	—	—	12	40.9
Aurigny Air Services	61	1 136	300	9 039	861	471	54.7	80	82	45	—	4	40	54.3
British Island Airways	300	1 010	1 198	15 914	15 033	4 458	29.7	336	1 383	495	—	117	379	35.8
British Midland Airways	117	302	393	7 445	8 576	2 894	33.7	56	652	250	—	24	226	38.2
Brymon Airways	17	85	77	414	346	106	30.7	1	30	9	—	—	9	29.8
Dan-Air Services	200	427	545	8 497	14 151	5 010	35.4	26	1 202	441	—	15	426	36.7
Haywards Aviation	5	32	25	61	36	9	24.4	—	4	1	—	—	1	18.8
Intra Airways	1	20	11	291	50	20	40.4	—	4	2	—	—	2	37.3
Laker Airways	908	127	1 255	18 937	181 902	126 815	69.7	—	18 454	10 145	—	—	10 145	55.0
TOTAL Passenger Services	21 374	15 790	34 391	902 137	4 528 533	2 796 506	61.8	11 783	549 882	313 500	11 607	44 403	257 490	57.0
Cargo Services														
British Airways	968	551	1 258	—	—	—	—	3 751	22 452	14 180	168	14 011	—	63.2
British Caledonian Airways	116	35	159	—	—	—	—	441	4 196	1 955	29	1 926	—	46.6
Air Freight	15	68	70	—	—	—	—	235	56	49	—	49	—	88.9
British Island Airways	4	8	13	—	—	—	—	11	18	5	—	5	—	28.8
TOTAL Cargo Services	1 102	662	1 500	—	—	—	—	4 438	26 721	16 189	197	15 991	—	60.6
GRAND TOTAL	22 476	16 452	35 891	902 137	4 528 533	2 796 506	61.8	16 221	576 603	329 690	11 804	60 394	257 490	57.2

Domestic Scheduled Services January 1979

Table 22.3

											Tonne-kilometres used				
	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)	Total (000)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available	
Passenger Services															
British Airways	1 741	4 672	4 805	241 471	177 678	104 343	58.7	962	16 460	9 245	79	284	8 883	56.2	
British Airways Helicopters	6	102	35	1 435	199	88	44.0	9	13	8	—	—	7	60.5	
British Caledonian Airways	359	1 279	998	35 939	29 454	15 399	52.3	434	2 869	1 402	12	85	1 305	48.9	
Air Anglia	282	1 237	969	10 846	7 267	3 741	51.5	35	742	389	—	15	374	52.4	
Air Wales	11	54	45	236	97	47	48.6	—	8	4	—	—	4	49.0	
Air Westward	36	92	148	392	382	142	37.1	—	31	12	—	—	12	38.7	
British Island Airways	91	517	380	9 876	4 551	2 027	44.5	90	419	189	—	16	173	45.1	
British Midland Airways	348	1 278	1 165	41 770	26 600	12 626	47.5	238	2 245	1 049	1	69	979	46.7	
Brymon Airways	66	263	290	3 375	2 089	1 022	49.0	3	199	84	—	1	84	42.5	
Burnthills Aviation	4	36	24	65	16	7	45.1	—	3	1	—	—	1	18.1	
Dan-Air Services	117	569	425	9 129	7 069	3 223	45.6	15	600	279	—	5	274	46.4	
Haywards Aviation	1	4	4	5	6	1	19.2	—	1	—	—	—	—	15.4	
Loganair	110	1 400	596	6 165	1 131	633	56.0	—	103	58	—	—	58	56.3	
TOTAL Passenger Services	3 173	11 503	9 883	360 704	256 539	143 299	55.9	1 785	23 692	12 719	92	474	12 153	53.7	
Cargo Services															
British Airways	28	57	64	—	—	—	—	745	506	251	11	240	—	49.6	
British Caledonian Airways	21	36	43	—	—	—	—	242	179	139	139	—	—	77.6	
Air-Bridge Carriers	23	141	93	—	—	—	—	402	119	66	—	66	—	55.1	
British Island Airways	41	181	163	—	—	—	—	428	188	95	22	73	—	50.7	
TOTAL Cargo Services	113	415	363	—	—	—	—	1 817	991	551	172	379	—	55.5	
GRAND TOTAL	3 286	11 918	10 246	360 704	256 539	143 299	55.9	3 602	24 683	13 270	264	853	12 153	53.8	

All Non-scheduled Services January 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* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	602	303	950	15 577	97 039	62 637	64.5	1 170	14 385	8 029	2 648	5 381	55.8
British Airports	829	331	1 177	41 514	156 524	109 604	7.00	—	14 245	9 506	—	9 506	66.7
British Airways Helicopters	452	2 970	2 258	27 139	9 665	9 665	45.1	282	943	397	49	349	42.1
British Caledonian Airways	693	461	1 138	24 970	30 310	21 202	69.9	2 072	17 462	11 828	10 005	1 823	67.7
Air Anglia	40	130	133	255	269	89	33.0	—	29	9	—	9	31.0
Air Freight	35	107	176	847	472	333	70.6	107	117	77	52	25	65.7
Air-Bridge Carriers	108	190	280	—	—	—	—	1 178	1 540	733	733	—	47.6
Alldair	96	250	303	6 073	5 986	2 341	39.1	68	520	250	78	173	48.2
Bristow Helicopters	599	3 426	3 467	28 651	10 341	5 696	55.1	248	878	560	49	511	63.8
Britannia Airways	2 828	1 638	4 517	169 709	367 634	308 615	83.9	—	31 261	26 233	—	26 233	83.9
British Air Ferries	88	259	355	292	314	135	43.0	720	501	250	238	12	50.0
British Executive Air Services	46	1 598	304	5 503	506	158	31.2	34	46	15	1	14	32.6
British Island Airways	195	362	557	6 115	7 337	5 926	80.8	366	1 166	697	193	504	59.7
British Midland Airways	506	442	819	19 971	38 141	17 895	46.9	23	14 476	6 055	4 658	1 397	41.8
Dan-Air Services	3 428	2 934	6 433	199 714	392 027	300 233	76.6	125	31 436	24 108	44	24 064	76.7
General Aviation Services	35	71	161	—	—	—	—	75	121	40	40	—	33.2
I.A.S. Cargo Airlines	920	310	1 299	—	—	—	—	3 263	36 099	24 421	24 421	—	67.7
Intra Airways	55	145	170	3 775	2 165	1 703	78.7	219	280	211	81	130	75.4
Invicta International Airlines	32	48	85	—	—	—	—	397	517	249	249	—	48.1
Laker Airways	1 238	489	1 888	44 827	204 638	143 630	70.2	—	20 118	11 490	—	11 490	57.1
Loganair	134	538	596	3 060	1 720	957	55.6	—	154	87	—	87	56.5
Management Aviation	75	1 065	382	3 269	429	274	63.9	47	37	24	3	21	64.9
Monarch Airlines	838	540	1 380	52 320	121 976	92 850	76.1	—	12 061	8 422	—	8 422	69.8
North Scottish Helicopters	167	2 161	837	6 714	966	550	56.9	—	50	36	—	36	72.0
Pelican Air Transport	198	69	271	—	—	—	—	768	8 318	5 931	5 931	—	71.3
Redcoat Air Cargo	116	78	270	—	—	—	—	570	1 618	1 018	1 018	—	62.9
Scimitar Airlines	101	44	150	—	—	—	—	482	4 046	2 735	2 735	—	67.6
Southern Int-Air Transport	20	80	63	1 694	1 526	493	32.3	—	410	129	—	129	31.5
Tradewinds Airways	537	239	875	—	—	—	—	2 986	19 647	10 770	10 770	—	54.8
Transmeridian Air Cargo	530	272	1 029	—	—	—	—	3 347	17 090	9 997	9 997	—	58.5
TOTAL	15 540	21 550	32 323	661 989	1 449 984	1 079 676	74.5	18 560	249 572	164 310	73 994	90 315	65.8
Class 5A Licence TOTAL	818	431	1 244	26 226	129 826	76 825	59.2	..	18 719	10 606	4 013	6 593	56.7
TOTAL Excludes 5A Licence	14 722	21 119	31 079	635 763	1 320 158	1 002 851	76.0	18 560	230 853	153 704	69 981	83 722	66.6

*Does not include cargo carried under Class 5 Licences.

International Non-Scheduled Services January 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* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	596	284	929	15 114	96 639	62 467	64.6	1 170	14 350	8 014	2 648	5 366	55.8
British Airtours	829	331	1 177	41 514	156 524	109 604	70.0	—	14 245	9 506	—	9 506	66.7
British Airways Helicopters	448	2 939	2 236	26 905	9 566	4 324	45.2	282	933	394	49	346	42.2
British Caledonian Airways	693	461	1 138	24 970	30 310	21 202	69.9	2 072	17 462	11 828	10 005	1 823	67.7
Air Anglia	19	42	57	71	124	40	32.4	—	13	4	—	4	30.0
Air Freight	18	64	88	—	—	—	—	101	65	48	48	—	72.6
Air-Bridge Carriers	63	84	170	—	—	—	—	655	997	467	467	—	46.8
Alidair	46	101	147	2 460	2 972	1 113	37.4	18	248	141	60	81	56.8
Bristow Helicopters	599	3 426	3 467	28 651	10 341	5 696	55.1	248	878	560	49	511	63.8
Britannia Airways	2 828	1 638	4 517	169 709	367 634	308 615	83.9	—	31 261	26 233	—	26 233	83.9
British Air Ferries	64	194	263	180	189	80	42.5	568	377	188	181	7	49.8
British Executive Air Services	46	1 598	304	5 503	506	158	31.2	34	46	15	1	14	32.6
British Island Airways	146	258	399	5 589	6 881	5 714	83.0	244	938	617	131	486	65.8
British Midland Airways	434	188	607	9 367	31 980	14 785	46.2	—	13 920	5 806	4 661	1 155	41.7
Dan-Air Services	3 089	2 065	5 213	178 374	376 965	291 579	77.3	—	30 158	23 330	3	23 327	77.4
General Aviation Services	21	35	97	—	—	—	—	44	72	22	22	—	30.9
I.A.S. Cargo Airlines	920	310	1 299	—	—	—	—	3 263	36 099	24 421	24 421	—	67.7
Intra Airways	12	26	35	1 035	842	576	68.4	7	70	44	1	43	62.8
Invicta International Airlines	32	48	85	—	—	—	—	397	517	249	249	—	48.1
Laker Airways	1 238	489	1 888	44 827	204 638	143 630	70.2	—	20 118	11 490	—	11 490	57.1
Management Aviation	75	1 065	382	3 269	429	274	63.9	47	37	24	3	21	64.9
Monarch Airlines	838	540	1 380	52 320	121 976	92 850	76.1	—	12 061	8 422	—	8 422	69.8
North Scottish Helicopters	167	2 161	837	6 714	966	550	56.9	—	50	36	—	36	72.0
Pelican Air Transport	198	69	271	—	—	—	—	768	8 318	5 931	5 931	—	71.3
Redcoat Air Cargo	116	78	270	—	—	—	—	570	1 618	1 018	1 018	—	62.9
Scimitar Airlines	101	44	150	—	—	—	—	482	4 046	2 735	2 735	—	67.6
Southern Int Air Transport	15	67	49	1 489	1 110	363	32.7	—	380	116	—	116	30.5
Tradewinds Airways	537	239	875	—	—	—	—	2 986	19 647	10 770	10 770	—	54.8
Transmeridian Air Cargo	530	272	1 029	—	—	—	—	3 347	17 090	9 997	9 997	—	58.5
TOTAL	14 716	19 116	29 359	618 061	1 420 592	1 063 618	74.9	17 315	246 013	162 426	73 439	88 988	66.0
Class 5A Licence TOTAL	804	384	1 199	25 162	129 260	76 609	59.3	..	18 662	10 579	4 009	6 570	56.7
TOTAL Excludes 5A Licence	13 912	18 732	28 160	592 899	1 291 332	987 009	76.4	17 315	227 351	151 847	69 430	82 418	66.8

*Does not include cargo carried under Class 5 licences.

Domestic Non-Scheduled Services January 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* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	7	19	21	463	400	169	42.3	—	35	15	—	15	42.8
British Airways Helicopters	4	31	22	234	99	34	34.3	—	10	3	—	3	30.0
Air Anglia	21	88	76	184	145	49	33.6	—	15	5	—	5	31.8
Air Freight	18	43	88	847	472	333	70.6	6	51	29	4	25	56.9
Air-Bridge Carriers	45	106	109	—	—	—	—	522	543	267	267	—	49.1
Alldair	50	149	156	3 613	3 014	1 228	40.8	50	272	110	18	92	40.4
British Air Ferries	24	65	92	112	124	54	43.7	151	124	62	58	5	50.4
British Island Airways	48	104	158	526	456	212	46.6	122	229	80	62	18	35.0
British Midland Airways	72	254	212	10 604	6 161	3 110	50.5	23	556	249	7	242	44.9
Dan-Air Services	339	869	1 220	21 340	15 062	8 654	57.5	124	1 279	778	41	736	60.8
General Aviation Services	14	36	64	—	—	—	—	31	50	18	18	—	36.5
Intra Airways	43	119	135	2 740	1 323	1 127	85.2	211	210	167	80	87	79.6
Loganair	134	538	596	3 060	1 720	957	55.6	—	154	87	—	87	56.5
Southern Int Air Transport	5	13	14	205	416	130	31.3	—	30	13	—	13	44.2
TOTAL	824	2 434	2 964	43 928	29 392	16 058	54.6	1 244	3 559	1 883	555	1 328	52.9
Class 5A Licence TOTAL	14	47	45	1 064	566	216	38.2	..	57	27	4	23	47.4
TOTAL Excludes 5A Licence	810	2 398	2 919	42 864	28 826	15 842	55.0	1 244	3 502	1 856	551	1 305	53.0

*Does not include cargo carried under Class 5 licences.

Class 2 Licence Operations January 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
International Services											
British Airtours	4	1	6	367	—	824	824	100.0	75	72	95.9
Laker Airways	306	45	398	5 298	2 414	72 097	49 959	69.3	7 277	3 997	54.9
TOTAL	311	46	404	5 665	2 414	72 921	50 783	69.6	7 352	4 069	55.3

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers January 1979

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Used (000)	Percentage of available	Tonne—km Available (000)	Used (000)	Percentage of available	Number of IT passengers uplifted	Class 2	Class 4
International Services													
British Airways	87	55	142	5 565	16 340	14 193	86.9	1 699	1 292	76.0	—	—	—
British Airtours	309	160	456	21 663	58 486	43 162	73.8	5 323	3 645	68.5	—	—	—
British Caledonian Airways	197	233	393	19 164	21 841	16 274	74.5	2 047	1 399	68.4	—	—	—
Britannia Airways	2 706	1 466	4 306	152 576	351 784	296 648	84.3	29 913	25 216	84.3	—	—	—
British Island Airways	77	76	142	5 589	6 881	5 714	83.0	619	486	78.6	—	—	—
Dan-Air Services	2 490	1 789	4 263	157 111	299 207	230 325	77.0	23 933	18 424	77.0	—	—	—
Intra Airways	3	6	9	207	239	174	72.5	20	13	66.6	—	—	—
Laker Airways	483	243	728	22 702	63 776	47 586	74.6	6 081	3 807	62.6	—	—	—
Monarch Airlines	564	363	925	37 483	84 122	66 309	78.8	8 210	6 015	73.3	—	—	—
TOTAL International Services	6 918	4 391	11 364	422 060	902 677	720 384	79.8	77 843	60 297	77.5	—	—	—
Domestic Services NIL													
GRAND TOTAL	6 918	4 391	11 364	422600	902 677	720 384	79.8	77 843	60 297	77.5	—	—	—

All Class 4 Licence Operations January 1979

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	Percentage of available
British Airways	71	18	102	—	2 267	15 371	14 094	91·7	1 688	1 305	77·3
British Airtours	59	16	79	—	1 037	11 101	9 684	87·2	1 010	851	84·2
British Caledonian Airways	38	58	80	—	3 941	4 055	2 590	63·9	444	223	50·1
Britannia Airways	28	28	53	—	2 520	3 701	2 560	69·2	315	218	69·1
British Island Airways	1	2	3	—	104	122	71	58·4	11	6	55·0
Dan-Air Services	507	200	755	—	17 063	68 230	55 557	81·4	5 457	4 445	81·4
Intra Airways	26	53	74	—	3 069	1 860	1 508	81·1	153	113	74·0
Laker Airways	142	108	247	—	5 958	12 627	8 987	71·2	1 135	719	63·3
Monarch Airlines	240	161	405	—	13 690	32 247	23 478	72·8	3 308	2 130	64·4
TOTAL	1 113	644	1 796	—	49 649	149 313	118 530	79·4	13 521	10 008	74·0

International Class 4 Licence Operations January 1979

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	Percentage of available
British Airways	71	18	102	—	2 267	15 371	14 094	91·7	1 688	1 305	77·3
British Airtours	59	16	79	—	1 037	11 101	9 684	87·2	1 010	851	84·2
British Caledonian Airways	38	58	80	—	3 941	4 055	2 590	63·9	444	223	50·1
Britannia Airways	28	28	53	—	2 520	3 701	2 560	69·2	315	218	69·1
Dan-Air Services	507	200	755	—	17 063	68 230	55 557	81·4	5 457	4 445	81·4
Intra Airways	8	17	24	—	828	603	402	66·7	50	30	61·0
Laker Airways	142	108	247	—	5 958	12 627	8 987	71·2	1 135	719	63·3
Monarch Airlines	240	161	405	—	13 690	32 247	23 478	72·8	3 308	2 130	64·4
TOTAL	1 094	606	1 744	—	47 304	147 934	117 352	79·3	13 407	9 920	74·0

Domestic Class 4 Licence Operations January 1979

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	Percentage of available
British Island Airways	1	2	3	—	104	122	71	58·4	11	6	55·0
Intra Airways	17	36	49	—	2 241	1 257	1 106	88·0	103	83	80·2
TOTAL	19	38	52	—	2 345	1 379	1 177	85·4	114	89	77·8

All Class 6 Licence Operations January 1979

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways	36	34	82	378	649	467	71.9
British Caledonian Airways	225	66	312	927	7 273	4 916	67.6
Air Freight	5	23	23	60	16	12	75.2
Air-Bridge Carriers	108	190	280	1 178	1 540	733	47.6
British Air Ferries	26	70	119	312	221	112	50.7
British Island Airways	49	128	196	254	228	93	40.9
Dan-Air Services	2	3	6	3	8	2	26.6
I.A.S. Cargo Airlines	448	168	635	2 200	17 710	13 043	73.6
Invicta International Airlines	32	48	85	398	517	249	48.1
Pelican Air Transport	198	69	271	769	8 318	5 931	71.3
Redcoat Air Cargo	116	78	270	571	1 618	1 018	62.9
Scimitar Airlines	78	36	118	483	3 138	2 141	68.2
Tradewinds Airways	480	226	795	2 986	17 243	9 312	54.0
Transmeridian Air Cargo	431	244	824	3 182	14 587	9 008	61.8
TOTAL	2 236	1 383	4 014	13 700	73 066	47 039	64.4

International Class 6 Licence Operations January 1979

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways	36	34	82	378	649	467	71.9
British Caledonian Airways	225	66	312	927	7 273	4 916	67.6
Air Freight	5	23	23	60	16	12	75.2
Air-Bridge Carriers	63	84	170	656	997	467	46.8
British Air Ferries	22	58	100	250	185	86	46.3
British Island Airways	47	124	187	244	217	88	40.4
Dan-Air Services	1	1	2	—	3	1	19.5
I.A.S. Cargo Airlines	448	168	635	2 200	17 710	13 043	73.6
Invicta International Airlines	32	48	85	398	517	249	48.1
Pelican Air Transport	198	69	271	769	8 318	5 931	71.3
Redcoat Air Cargo	116	78	270	571	1 618	1 018	62.9
Scimitar Airlines	78	36	118	483	3 138	2 141	68.2
Tradewinds Airways	480	226	795	2 986	17 243	9 312	54.0
Transmeridian Air Cargo	431	244	824	3 182	14 587	9 008	61.8
TOTAL	2 183	1 259	3 874	13 103	72 472	46 739	64.5

Domestic Class 6 Licence Operations January 1979

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
Air-Bridge Carriers	45	106	109	523	543	267	49.1
British Air Ferries	4	12	19	62	36	26	73.6
British Island Airways	2	4	9	10	11	6	51.6
Dan-Air Services	1	2	4	3	5	1	31.1
TOTAL	52	124	141	598	595	300	50.5

All Class 7 Licence Operations January 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			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	452	2 970	2 258	27 139	9 665	4 358	45.1	283	943	397	49	349	42.1
Bristow Helicopters	599	3 426	3 467	28 651	10 341	5 696	55.1	249	878	560	49	511	63.8
British Executive Air Services	46	1 598	304	5 503	506	158	31.2	35	46	15	1	14	32.6
Management Aviation	75	1 065	382	3 269	429	274	63.9	48	37	24	3	21	64.9
North Scottish Helicopters	167	2 161	837	6 714	966	550	56.9	—	50	36	—	36	72.0
TOTAL	1 339	11 220	7 248	71 276	21 907	11 036	50.4	614	1 954	1 032	102	931	52.8

International Class 7 Licence Operations January 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			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	448	2 939	2 236	26 905	9 566	4 324	45.2	283	933	394	49	346	42.2
Bristow Helicopters	599	3 426	3 467	28 651	10 341	5 696	55.1	249	878	560	49	511	63.8
British Executive Air Services	46	1 598	304	5 503	506	158	31.2	35	46	15	1	14	32.6
Management Aviation	75	1 065	382	3 269	429	274	63.9	48	37	24	3	21	64.9
North Scottish Helicopters	167	2 161	837	6 714	966	550	56.9	—	50	36	—	36	72.0
TOTAL	1 335	11 189	7 226	71 042	21 808	11 002	50.4	614	1 944	1 029	102	928	52.9

Domestic Class 7 Licence Operations January 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			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	4	31	22	234	99	34	34.3	—	10	3	—	3	30.0
TOTAL	4	31	22	234	99	34	34.3	—	10	3	—	3	30.0

42 All Exempt Operations January 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 uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	113	137	252	2 246	3 198	1 691	52.9	792	1 754	1 023	880	144	58.3
British Caledonian Airways	175	83	270	1 622	3 482	1 966	56.5	1 146	5 897	3 964	3 795	169	67.2
Air Anglia	40	130	133	255	269	89	33.0	—	29	9	—	9	31.0
Air Freight	22	57	109	847	472	333	70.6	48	64	41	16	25	62.9
Alidair	67	175	205	4 266	4 030	1 569	38.9	69	374	149	33	117	40.0
Britannia Airways	93	144	158	14 613	12 149	9 406	77.4	—	1 033	800	—	800	77.4
British Air Ferries	62	189	237	292	314	135	43.0	408	280	138	126	12	49.4
British Island Airways	38	78	122	—	—	—	—	113	177	56	56	—	31.9
British Midland Airways	72	253	212	10 538	6 143	3 094	50.4	24	554	248	7	241	44.8
Dan-Air Services	396	919	1 353	23 931	20 872	11 957	57.3	123	1 746	1 043	40	1 003	59.7
General Aviation Services	34	70	160	—	—	—	—	75	117	36	36	—	30.9
I.A.S. Cargo Airlines	224	75	313	—	—	—	—	1 063	8 478	5 695	5 695	—	67.2
Intra Airways	20	64	72	—	—	—	—	220	101	81	81	—	79.7
Laker Airways	2	2	3	76	151	64	42.7	—	14	5	—	5	38.1
Loganair	134	538	596	3 060	1 720	957	55.6	—	156	87	—	87	55.8
Monarch Airlines	14	4	20	388	2 453	1 393	56.8	—	238	126	—	126	52.9
Southern Int Air Transport	4	10	12	128	268	92	34.4	—	15	7	—	7	48.3
Transmeridian Air Cargo	98	28	204	—	—	—	—	165	2 503	990	990	—	39.5
TOTAL	1 609	2 956	4 431	62 262	55 520	32 745	59.0	4 246	23 529	14 499	11 754	2 745	61.6

International Exempt Operations January 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 uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	106	118	231	1 783	2 798	1 522	54.4	792	1 720	1 009	880	129	58.7
British Caledonian Airways	175	83	270	1 622	3 482	1 966	56.5	1 146	5 897	3 964	3 795	169	67.2
Air Anglia	19	42	57	71	124	40	32.4	—	13	4	—	4	30.0
Air Freight	4	14	21	—	—	—	—	42	13	11	11	—	85.6
Alidair	17	26	49	653	1 016	341	33.5	19	102	40	15	25	39.0
Britannia Airways	93	144	158	14 613	12 149	9 406	77.4	—	1 033	800	—	800	77.4
British Air Ferries	42	136	163	180	189	80	42.5	319	192	102	95	7	53.2
Dan-Air Services	58	52	137	2 591	5 864	3 303	56.3	1	472	267	—	267	56.5
General Aviation Services	21	35	97	—	—	—	—	44	72	22	22	—	30.9
I.A.S. Cargo Airlines	224	75	313	—	—	—	—	1 063	8 478	5 695	5 695	—	67.2
Intra Airways	—	3	2	—	—	—	—	8	1	1	1	—	79.8
Laker Airways	2	2	3	76	151	64	42.7	—	14	5	—	5	38.1
Monarch Airlines	14	4	20	388	2 453	1 393	56.8	—	238	126	—	126	52.9
Transmeridian Air Cargo	98	28	204	—	—	—	—	165	2 503	990	990	—	39.5
TOTAL	874	762	1 727	21 977	28 226	18 115	64.2	3 599	20 746	13 035	11 503	1 532	62.8

Domestic Exempt Operations January 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 uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	7	19	21	463	400	169	42.3	—	35	15	—	15	42.8
Air Anglia	21	88	76	184	145	49	33.6	—	15	5	—	5	31.8
Air Freight	18	43	88	847	472	333	70.6	6	51	29	4	25	56.9
Alidair	50	149	156	3 613	3 014	1 228	40.8	50	272	110	18	92	40.4
British Air Ferries	20	53	74	112	124	54	43.7	89	88	36	32	5	41.0
British Island Airways	38	78	122	—	—	—	—	113	177	56	56	—	31.9
British Midland Airways	72	253	212	10 538	6 143	3 094	50.4	24	554	248	7	241	44.8
Dan-Air Services	338	867	1 216	21 340	15 008	8 654	57.7	122	1 274	776	40	736	60.9
General Aviation Services	13	35	63	—	—	—	—	31	46	14	14	—	30.9
Intra Airways	19	61	70	—	—	—	—	212	100	80	80	—	79.7
Loganair	134	538	596	3 060	1 720	957	55.6	—	156	87	—	87	55.8
Southern Int-Air Transport	4	10	12	128	268	92	34.4	—	15	7	—	7	48.3
TOTAL	735	2 194	2 704	40 285	27 294	14 631	53.6	647	2 783	1 464	251	1 213	52.6

Class 5 Operations for UK Operators January 1979

Table 30.1

	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)	Total (000)	Tonne-kilometre used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	295	59	373	5 499	62 130	32 659	52.6	..	8 595	3 943	47	1 255	2 641	45.9
British Airtours	296	106	426	12 928	55 959	37 590	67.2	..	5 093	3 330	—	—	3 330	65.4
British Caledonian Airways	50	19	73	243	932	372	39.9	..	1 493	1 238	—	1 206	32	82.9
Alidair	29	75	98	1 807	1956	772	39.5	..	146	101	—	45	56	69.2
British Island Airways	6	20	24	422	334	141	42.2	..	30	12	—	—	12	40.0
British Midland Airways	1	3	4	175	88	68	77.3	..	8	7	—	—	7	87.5
Dan-Air Services	32	23	56	1 609	3 629	2 394	66.0	..	292	194	—	2	192	66.4
General Aviation Services	1	1	1	—	—	—	—	..	4	4	—	4	—	100.0
I.A.S. Cargo Airlines	12	3	15	—	—	—	—	..	444	282	—	282	—	63.5
Intra Airways	6	22	16	499	66	21	31.8	..	6	4	—	—	4	66.7
Laker Airways	23	13	35	1279	2637	1933	73.3	..	247	154	—	—	154	62.3
Monarch Airlines	5	4	8	199	837	474	56.6	..	81	43	—	—	43	53.1
Scimitar Airlines	23	8	32	—	—	—	—	..	908	594	—	594	—	65.4
Southern Int Air Transport	16	70	52	1 566	1 258	401	31.9	..	395	122	—	—	122	30.9
Tradewinds Airways	23	5	32	—	—	—	—	..	977	578	—	578	—	59.2
TOTAL	818	431	1 244	26 226	129 826	76 825	59.2	..	18 719	10 606	47	3 966	6 593	56.7

Class 5 Operations for Non-UK Operators January 1979

Table 30.2

	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)	Total (000)	Tonne-kilometre used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airtours	160	48	210	5 519	30 153	18 344	60.8	..	2 744	1 608	—	—	1 608	58.6
British Caledonian Airways	8	2	11	—	—	—	—	..	308	88	—	88	—	28.6
Air Freight	9	27	44	—	—	—	—	..	36	24	—	24	—	66.7
British Island Airways	22	58	70	—	—	—	—	..	102	43	—	43	—	42.2
British Midland Airways	433	186	604	9 258	31 910	14 733	46.2	..	13 914	5 800	—	4 651	1 149	41.7
I.A.S. Cargo Airlines	235	84	337	—	—	—	—	..	9 467	5 401	—	5 401	—	57.1
Laker Airways	282	78	477	7 100	53 351	35 101	65.8	..	5 365	2 808	—	—	2 808	52.3
Monarch Airlines	14	8	21	560	2 317	1 195	51.6	..	225	108	—	—	108	48.0
Tradewinds Airways	34	8	49	—	—	—	—	..	1 427	880	—	880	—	61.7
TOTAL	1 197	479	1 822	22 437	117 731	69 373	58.9	..	33 588	16 760	—	11 087	5 673	49.9

Aircraft Type and Utilisation — All Airlines January 1979

Table 31.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended December 1978	Daily Utilisation per Aircraft (hrs) Quarter ended December 1978
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	191	743	—	934	—	8 902	2 288	10	3.3
Aviation Traders Carvair	26	—	70	—	119	—	—	2	1.7
Aviation Traders Merchantman	417	—	466	—	751	—	—	6	4.4
AW650 Argosy	61	—	129	—	171	—	—	3	2.1
BAC 111-200	622	1 300	—	1 473	—	51 699	27 796	9	5.7
BAC 111-300/400	1 657	1 677	—	3 044	—	84 068	93 782	20	6.0
BAC 111-500	2 953	4 580	36	6 183	43	292 456	203 044	35	6.4
BAC/Aerospatiale Concorde	659	118	—	515	—	5 933	33 027	5	3.4
Bell 206 Jetranger	4	36	—	24	—	65	7	..	..
Bell 212 Twin	75	2 066	—	469	—	8 319	331	10	2.6
Boeing 707-120/120B	18	6	—	25	—	686	2 040	1	7.4
Boeing 707-320C/336	5 134	970	658	4 621	2 530	66 148	288 758	34	8.1
Boeing 707-420	1 072	426	—	1 657	—	52 663	135 661	9	6.5
Boeing 720/720B	451	212	—	668	—	23 220	58 022	3	7.4
Boeing 727-100	1 303	601	—	1 941	—	55 959	135 541	8	8.9
Boeing 737-200	2 828	1 638	—	4 517	—	169 709	308 615	18	9.3
Boeing 747-100	4 405	1 118	—	5 816	—	141 269	1 076 041	18	11.5
Boeing 747-200	1 982	421	—	2 514	—	55 572	494 312	7	12.0
Bristol Britannia 300	148	—	126	—	355	—	—	4	5.4
Britten-Norman Islander	108	1 377	—	516	—	3 953	299	10	1.8
Britten-Norman Trislander	153	1 582	—	794	—	12 595	1 178	14	2.2
Canadair CL 44	512	—	277	—	1 087	—	—	9	6.1
Cessna 404 Titan	70	157	—	290	—	661	282	..	..
DC3 Dakota/Pionair	79	61	182	88	301	1 207	367	8	2.5
DH 106 Comet 4B/C	339	297	—	630	—	28 276	33 079	7	3.4
DHC 6 Twin-Otter	107	419	—	474	—	3 494	1 021	5	4.0
Embraer Bandeirante	37	68	—	120	—	357	196	..	..
Fokker Friendship 100/600	516	1 321	—	1 457	—	21 556	9 727	8	6.6
Hawker Siddeley 121 Trident 1C	445	761	—	970	—	48 155	28 082	11	3.6
Hawker Siddeley 121 Trident 1E	238	428	—	536	—	31 554	17 439	4	6.3
Hawker Siddeley 121 Trident 2E	1 284	1 269	—	2 308	—	71 696	71 299	16	5.1
Hawker Siddeley 121 Trident 3B	1 642	2 345	—	3 461	—	195 107	132 639	25	5.4
HP Herald 100/200	663	1 689	721	1 782	822	28 410	7 406	31	3.6
HS 748	558	1 757	4	2 018	7	35 640	13 560	20	3.7
Lockheed L1011 Tristar	898	457	—	1 374	—	63 076	133 669	9	5.7
MBB BO 105	209	2 982	53	1 037	13	8 946	622	3	(a) 3.1
McDonnell-Douglas DC10-10	1 063	173	—	1 459	—	31 523	167 916	4	12.0
McDonnell-Douglas DC8-54F/55F	894	—	325	—	1 289	—	—	6	8.8
McDonnell-Douglas DC9-10 to 40	150	478	—	424	—	19 084	6 789	2	7.5
McDonnell-Douglas DC10-30	547	168	—	718	—	13 522	85 756	2	11.7
Piper PA23 Aztec (and Apache)	1	4	—	3	—	5	1	1	0.7
Piper PA31 Navajo (All Series)	202	951	—	762	—	3 272	742	9	(b) 2.8
Sikorsky S61N	802	4 658	—	4 381	—	45 164	7 625	43	(a) 3.4
Sikorsky S58T	44	470	37	248	12	2 735	259	9	1.3
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 666	872	—	3 697	—	44 396	240 876	15	8.9
Vickers Viscount 700	96	247	3	300	3	6 073	2 341	6	2.3
Vickers Viscount 700D/800/810	989	3 532	27	3 393	36	107 537	32 621	33	4.1
Westland Wessex	43	785	—	307	—	3 597	197	3	3.4

TOTAL

39 360

45 220 3 114

67 948

7 539

1 848 259

3 855 252

516

5.4

Aircraft in service and utilisation

(a) excludes North Scottish Helicopters

(b) excludes Air Wales

Aircraft Type and Utilisation — Individual Airlines Table 31.2

January 1979

	Aircraft-km (000)	Stage Flights Passenger Cargo	Aircraft hours Passenger Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1978	Daily utilisation per aircraft (hrs) Quarter ended December 1978
British Airways							
HS 748	68	299 —	258 —	6 457	1 630	2	4.4
Vickers Viscount 700D/800/810	539	2 035 —	1 909 —	63 937	18 675	19	4.1
BAC 111-300/400	456	806 —	985 —	30 924	16 834	7	5.1
BAC 111-500	1 225	2 641 —	2 801 —	154 562	68 435	18	5.9
Hawker Siddeley 121 Trident 2E	1 284	1 269 —	2 308 —	71 696	71 299	16	5.1
Aviation Traders Merchantman	374	— 413	— 652	—	—	5	4.4
Hawker Siddeley 121 Trident 1C	445	761 —	970 —	48 155	28 082	11	3.6
Hawker Siddeley 121 Trident 3B	1 642	2 345 —	3 461 —	195 107	132 639	25	5.4
Hawker Siddeley 121 Trident 1E	238	428 —	536 —	31 554	17 439	4	6.3
Vickers VC10	—	— —	— —	—	—	1	—
Vickers Super VC10	2 666	872 —	3 697 —	44 396	240 876	15	8.9
Lockheed L1011 Tristar	898	457 —	1 374 —	63 076	133 669	9	5.7
Boeing 707-320C/336	1 681	364 165	1 748 562	21 078	98 828	11	7.6
Boeing 747-100	4 405	1 118 —	5 816 —	141 269	1 076 041	18	11.5
Boeing 747-200	1 982	421 —	2 514 —	55 572	494 312	7	12.0
BAC/Aerospatiale Concorde	659	118 —	515 —	5 933	33 027	5	3.4
TOTAL	18 560	13 934 578	28 892 1 214	933 716	2 431 785	173	6.4
British Airtours							
Boeing 707-420	1 072	426 —	1 657 —	52 663	135 661	9	6.5
British Airways Helicopters							
Sikorsky S61N	424	2 481 —	2 107 —	25 019	4 240	24	3.1
Sikorsky S58T	10	174 —	57 —	1 045	63	2	1.6
Bell 212 Twin	24	417 —	129 —	2 510	143	2	1.4
TOTAL	458	3 072 —	2 293 —	28 574	4 446	28	2.9
British Caledonian Airways							
Piper PA31 Navajo (All Series)	25	134 —	119 —	290	55	2	2.3
BAC 111-200	459	1 058 —	1 125 —	40 030	19 116	7	5.8
BAC 111-500	663	1 031 36	1 409 43	53 932	36 180	8	6.2
Boeing 707-320C/336	1 736	323 172	1 600 746	18 428	92 203	8	9.6
McDonnell-Douglas DC10-30	547	168 —	718 —	13 522	85 756	2	11.7
Sikorsky S61N	19	472 —	118 —	4 952	198	1	4.1
TOTAL	3 449	3 186 208	5 089 789	131 154	233 507	28	7.1
Air Anglia							
Fokker Friendship 100/600	516	1 321 —	1 457 —	21 556	9 727	8	6.6
Piper PA31 Navajo (All Series)	166	763 —	598 —	2 746	640	7	2.9
TOTAL	682	2 084 —	2 055 —	24 302	10 367	15	4.8
Air Freight							
DC3 Dakota/Pionair	36	39 74	74 105	847	333	4	2.6
Air Wales							
Piper PA31 Navajo (All Series)	11	54 —	45 —	236	47	..	..
Embraer Bandeirante	37	68 —	120 —	357	196	..	..
TOTAL	48	122 —	165 —	593	243	..	..

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 December 1978	Daily utilisation per aircraft (hrs) Quarter ended December 1978
Air Westward									
Cessna 404 Titan	70	157	—	290	—	661	282	..	..
Air-Bridge Carriers									
HP Herald 100/200	25	—	149	—	102	—	—	4	1.5
AW650 Argosy	61	—	129	—	171	—	—	3	2.1
Aviation Traders Merchantman	44	—	53	—	99	—	—	1	4.2
TOTAL	130	—	331	—	372	—	—	8	2.1
Alidair									
Vickers Viscount 700	96	247	3	300	3	6 073	2 341	6	2.3
Aurigny Air Services									
Britten-Norman Trislander	55	1 046	—	270	—	8 712	451	6	2.1
Britten-Norman Islander	6	90	—	30	—	327	20	2	0.6
TOTAL	61	1 136	—	300	—	9 039	471	8	1.7
Bristow Helicopters									
Sikorsky S61N	342	1 633	—	2 071	—	14 746	3 088	18	3.8
Westland Wessex	43	785	—	307	—	3 597	197	3	3.4
Sikorsky S58T	18	214	—	119	—	1 100	93	5	1.1
Bell 212 Twin	5	51	—	36	—	306	30	1	1.2
Aerospatiale SA330J Puma	191	743	—	934	—	8 902	2 288	10	3.3
TOTAL	599	3 426	—	3 467	—	28 651	5 696	37	3.2
Britannia Airways									
Boeing 737-200	2 828	1 638	—	4 517	—	169 709	308 615	18	9.3
British Air Ferries									
HP Herald 100/200	62	70	119	81	156	292	135	13	2.8
Aviation Traders Carvair	26	—	70	—	119	—	—	2	1.7
TOTAL	88	70	189	81	275	292	135	15	2.6
British Executive Air Services									
Bell 212 Twin	46	1 598	—	304	—	5 503	158	7	3.1
British Island Airways									
HP Herald 100/200	550	1 543	453	1 598	564	26 046	6 570	13	5.4
BAC 111-300/400	80	82	—	149	—	5 859	5 840	3	3.6
TOTAL	630	1 625	453	1 747	564	31 905	12 411	16	5.4
British Midland Airways									
Vickers Viscount 700D/800/810	383	1 338	—	1 325	—	38 200	11 764	9	4.6
McDonnell-Douglas DC9-10 to 40	150	478	—	424	—	19 084	6 789	2	7.5
Boeing 707-320C/336	433	118	68	303	301	9 258	14 733	6	7.0
TOTAL	965	1 934	68	2 052	301	66 542	33 287	17	5.7
Brymon Airways									
HP Herald 100/200	26	76	—	103	—	2 072	700	1	3.4
DHC 6 Twin-Otter	58	272	—	264	—	1 717	428	2	4.5
Britten-Norman Islander	—	—	—	—	—	—	—	—	2.0
TOTAL	83	348	—	367	—	3 789	1 129	3	3.7

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 December 1978	Daily utilisation per aircraft (hrs) Quarter ended December 1978
Burnthills Aviation									
Bell 206 Jetranger	4	36	—	24	—	65	7	..	..
Dan-Air Services									
HS 748	490	1 458	4	1 760	7	29 183	11 931	18	3.7
BAC 111-200	162	242	—	348	—	11 669	8 680	2	5.4
BAC 111-300/400	590	476	—	1 064	—	28 841	38 333	5	6.6
BAC 111-500	696	586	—	1 287	—	55 548	65 641	6	7.8
DH 106 Comet 4B/C	339	297	—	630	—	28 276	33 079	7	3.4
Boeing 727-100	1 303	601	—	1 941	—	55 959	135 541	8	8.9
Boeing 707-320C/336	89	35	—	132	—	3 587	13 239	1	3.5
TOTAL	3 669	3 695	4	7 162	7	213 063	306 444	47	5.3
General Aviation Services									
DC3 Dakota/Pionair	35	—	71	—	161	—	—	2	2.9
Haywards Aviation									
Britten-Norman Islander	5	32	—	27	—	61	9	1	1.4
Piper PA23 Aztec (and Apache)	1	4	—	3	—	5	1	1	0.7
TOTAL	6	36	—	30	—	66	10	2	1.0
I.A.S. Cargo Airlines									
McDonnell-Douglas DC8-54F/55F	695	—	235	—	987	—	—	4	8.8
Bristol Britannia 300	—	—	—	—	—	—	—	—	6.0
TOTAL	695	—	235	—	987	—	—	4	8.6
Intra Airways									
DC3 Dakota/Pionair	8	22	37	14	35	360	34	2	1.9
Vickers Viscount 700D/800/810	48	79	27	96	36	3 706	1 689	3	2.8
TOTAL	56	101	64	110	71	4 066	1 723	5	2.5
Invicta International Airlines									
Bristol Britannia 300	32	—	48	—	85	—	—	2	4.3
Laker Airways									
BAC 111-300/400	530	313	—	846	—	18 444	32 774	5	6.9
McDonnell-Douglas DC10-10	1 063	173	—	1 459	—	31 523	167 916	4	12.0
Boeing 707-320C/336	552	130	—	838	—	13 797	69 755	2	11.1
Boeing 707-138B	—	—	—	—	—	—	—	—	7.6
TOTAL	2 145	616	—	3 143	—	63 764	270 445	11	9.4
Loganair									
Britten-Norman Trislander	98	536	—	524	—	3 883	727	8	2.4
Britten-Norman Islander	98	1 255	—	459	—	3 565	270	7	2.2
DHC 6 Twin-Otter	49	147	—	210	—	1 777	593	3	3.6
TOTAL	244	1 938	—	1 193	—	9 225	1 590	18	2.5

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 December 1978	Daily utilisation per aircraft (hrs) Quarter ended December 1978
Management Aviation									
Sikorsky S58T	16	82	37	72	12	590	103	2	1.4
MBB BO 105	59	893	53	285	13	2 679	171	3	3.1
TOTAL	75	975	90	357	25	3 269	274	5	2.5
Monarch Airlines									
BAC 111-500	369	322	—	686	—	28 414	32 788	3	7.6
Boeing 707-120/120B	18	6	—	25	—	686	2 040	1	7.4
Boeing 720/720B	451	212	—	668	—	23 220	58 022	3	7.4
TOTAL	838	540	—	1 379	—	52 320	92 850	7	7.5
North Scottish Helicopters									
Sikorsky S61N	17	72	—	85	—	447	99	..	..
MBB BO 105	150	2 089	—	752	—	6 267	451	..	..
TOTAL	167	2 161	—	837	—	6 714	550	..	..
Pelican Air Transport									
Boeing 707-320C/336	198	—	69	—	271	—	—	2	8.7
Redcoat Air Cargo									
Bristol Britannia 300	116	—	78	—	270	—	—	2	6.0
Scimitar Airlines									
Boeing 707-320C/336	101	—	44	—	150	—	—	1	7.8
Southern Int-Air Transport									
Vickers Viscount 700D/800/810	20	80	—	63	—	1 694	493	2	2.5
Tradewinds Airways									
Canadair CL 44	181	—	95	—	360	—	—	2	5.4
Boeing 707-320C/336	344	—	140	—	500	—	—	3	7.1
TOTAL	525	—	235	—	860	—	—	5	6.3
Transmeridian Air Cargo									
Canadair CL 44	331	—	182	—	727	—	—	7	6.3
McDonnell-Douglas DC8-54F/55F	199	—	90	—	302	—	—	2	8.6
TOTAL	530	—	272	—	1 029	—	—	9	6.8
GRAND TOTAL	39 360	45 220	3 114	67 948	7 539	1 848 259	3 855 252	516	5.5

Operations Subject to Variable Charge by Type of Licence for January 1979

Table 32

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
Chargeable Operations (Own Aircraft)					
Class 1	570 731	325 067	69961	255 105	57.0
Class 2	7 352	4 069	—	4 069	55.3
Class 3	77 843	60 297	—	60 297	77.4
Class 4	12 806	9 350	—	9 350	73.0
Class 5A	18 719	10 606	4 013	6 593	56.6
Class 6	72 568	46 751	46 751	—	64.4
Class 7	1 791	947	99	848	52.9
TOTAL	761 810	457 086	120 824	336 262	60.0
Non-chargeable Operations					
Aircraft hired from Foreign Operators	29 101	18 783	7 743	11 040	64.5
Exempt Services	15 001	8 773	6 048	2 726	58.4
Class 5B	33 588	16 760	11 087	5 673	49.8
Small Aircraft Operations	554	284	8	276	51.2
TOTAL	78 244	44 601	24 886	19 715	57.0
GRAND TOTAL	840 054	501 687	145 710	355 977	59.7

Output by Type of Licence and Aircraft Ownership for January 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	571 122	9 573	20 590	601 285
Class 2	7 352	—	—	7 352
Class 3	77 843	—	—	77 843
Class 4	12 806	715	—	13 521
Class 6	72 568	487	11	73 066
Class 7	1 954	—	—	1 954
Exempt Services	15 001	28	8 500	23 529
TOTAL	758 646	10 803	29 101	798 550
Class 5A	18 719	—	—	18 719
Class 5B	33 588	—	—	33 588
TOTAL	52 307	—	—	52 307
GRAND TOTAL	810 953	10 803	29 101	850 857

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Public Transport Air-Taxi Operations

Table 35

Aircraft Name	Oct-Dec 1978	
	No. Flights	A/C Rev Hrs
Aerospatiale Alouette II	2	0·4
Aerospatiale SA-341G Gazelle	57	70·0
Beagle 206	288	293·2
Beechcraft B55 Baron	151	136·0
Beechcraft B80 Queen Air	264	475·3
Beechcraft B90 King Air	78	121·3
Beech 200 Super King Air	36	53·0
Bell 47G	116	93·3
Bell 206 Jet Ranger	1 679	1 063·0
Britten-Norman Islander	383	442·7
Britten-Norman Trislander	94	128·5
Cessna 150	2	2·0
Cessna 172 Skyhawk	100	50·0
Cessna 180/182	4	5·8
Cessna 206 Super Skywagon	67	13·5
Cessna 310/320	473	333·6
Cessna 401/402/411/414/421	440	407·1
Cessna 404 Titan	188	266·1
Cessna 500 Citation	253	277·9
Dassault Mystere 20/Falcon 20	140	175·6
DH104 Dove	71	95·0
DH114 Heron	341	500·8
DHC 6 Twin-Otter	200	241·5
Ecureil	16	22·0
Embraer Bandeirante	750	1 026·1
Enstrom F28A/280	35	20·4
HS125	2 299	2 551·0
Hughes 269A (300)	50	40·2
Hughes 369 (500)	20	8·1
Jetstream	92	125·0
Partenavia P68B Victor	446	383·1
Piper PA-23 Aztec (and Apache)	6 062	6 692·7
Piper PA-28 (and PA-32) Cherokee	16	8·3
Piper PA-31 Navajo (all Series)	3 528	3 987·0
Piper PA-30/39 Twin Comanche	431	467·6
Piper PA-34-200 Seneca	158	163·6
Ted Smith Aerostar 601P	118	224·5
Travelair	47	49·5
Turbo Commander	15	69·0
ALL OPERATORS TOTAL	19 510	21 083·7

Note:—The information above has been produced from quarterly returns provided by some 110 operators who are in possession of Air Operators' Certificates.

Appendix A Definitions—Traffic Statistics

MOVEMENTS AT AIRPORTS

An air transport movement	is a landing or a take-off of an aircraft engaged on commercial air transport. The types of movement covered are all scheduled service movements, whether loaded or empty, and charter movements transporting passengers or cargo from one point to another. All other types of commercial flying are excluded (e.g. flights returning to the airport of take-off without landing elsewhere, empty charter positioning flights paid for by the charterer, ferrying of empty aircraft, etc.).
Empty charter positioning flights	are flights by chartered aircraft moving into position for transport flights or returning to base after such flights.
Other commercial flights	are miscellaneous non-transport charter flights (e.g. commercial delivery or ferry of empty aircraft and local flights for the Press, survey companies or farmers).
Test and training flights	are flights for the purpose of testing aircraft or airports, 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 excluded from this category and shown under 'Aero-club'.
Other non-commercial flights	by air transport operators are flights by air transport operators 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.
Private flights	are flights for purely private purposes by private owners or other private aircraft operators, excluding aero-club flights.
Aero-club flights	are flights operated by aero-club members for instruction or pleasure.
Official flights	are flights for official purposes by British or foreign civil Government Departments excluding air transport movements.
Military flights	are flights by British or foreign military personnel exclusively for military purposes.

AIR PASSENGERS

Passengers	includes all revenue and non-revenue passengers on air transport flights. Air crew being carried on such flights other than as members of the aircraft's complement are classified as non-revenue passengers.
Revenue passengers	are those who pay 25 per cent or more of the normal applicable fare.
A terminal passenger	is a passenger joining or leaving the aircraft flight at the reporting airport. A passenger travelling between two reporting airports is counted twice, once at each airport.
A transit passenger	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.

TYPES OF SERVICES

International services	are services flown between the United Kingdom (including Great Britain, Isle of Man, Channel Islands and Northern Ireland) and places outside.
Domestic services	are services flown entirely within Great Britain, Isle of Man, Channel Islands and Northern Ireland.
Cabotage	is traffic carried between territories of the United Kingdom other than domestic services.
Scheduled services	are those performed according to a published timetable, including those supplementary thereto, and open to use by members of the public.

**Non-scheduled
or charter services**

include all air transport flights other than scheduled services.

Separate fare charters

are those where the charter re-sells part of the capacity of the aircraft to the public at large; an organisation, etc.

Inclusive tour

consists of a round trip or circle trip performed in whole or in part by air, organised by a tour operator and offered to the public at a comprehensive price including besides air transport, accommodation for the duration of the trip, surface transport and, where appropriate, other amenities.

**Advance booking
charters**

Charter flights operated under Class 2 licences between the UK and territories overseas in respect of which an operator has sold blocks of seats to one or more licensed travel organisers for resale to passengers. Advance details of sales of seats to passengers have to be notified to the Civil Aviation Authority in accordance with Schedules 5, 5A, 6 or 7 to Series 1 of the Authority's Official Record.

Sole-use charters

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.

Licence

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

CLASSES OF LICENCE

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;

Class 5 authorises substitute charter flights;

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

Class 7 authorises sole-use charter flights (except exempted operations).

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 specification 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 paragraph (a) of 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.

Other examples are ambulance flights, aircrew training and test flights, Government charters, helicopters carrying externally suspended loads, etc.

Cargo

means the weight of any property carried on an aircraft including the weight of vehicles carried, mail and diplomatic bags, but excluding passengers' baggage. When related to the activity of an airline or airlines, cargo uplifted means the number of tonnes of revenue cargo that is obtained by counting each tonne of cargo on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight. The only exception to this is for cargo flown on both the international and domestic stages of the same flight which is considered in competition both as a domestic and an international shipment or despatch.

When related to the activity of 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, and diplomatic bags picked up and set down.

Appendix B Measures and their Computation

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

Aircraft accident	An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or (b) the aircraft incurs damage or structural failure which adversely affects the structure strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component.
Aircraft days available	The sum of the number of days each aircraft is available for use during the year. 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 possession of others or is not available because of government action such as grounding by government regulatory agencies.
Aircraft departures	The number of take-offs of aircraft. For statistical uses, departures are equal to the number of landings made or flight-stages flown.
Aircraft hours	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 time.
Aircraft hours flown per day	This is an average per aircraft measure computed by dividing the actual hours of use by the number of days on which the aircraft are available.
Aircraft kilometres performed	Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.
Aircraft movements	An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.
All cargo services	Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, i.e. freight, baggage, mail.
Baggage	Personal property of passengers and crew carried on an aircraft by agreement with the operator.
Block-to-block/ chock-to-chock time	The total number of hours (and minutes) measured from the time the aircraft moves from the loading point until it stops at the unloading point.
Capacity offered per aircraft hour	This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft hours of flight.
Capacity offered per flight	This is an average per aircraft computed by dividing the tonne-kilometres available by the related number of aircraft departures.
Cargo (or mail) tonne-kilometres performed	A metric tonne of cargo carried one kilometre. Cargo tonne-kilometres equal the sum of the products obtained by multiplying the number of tonnes of cargo, diplomatic bags carried on each flight stage by the stage distance. Mail tonne-kilometres are computed in the same way.

Cargo (or mail) tonnes carried	The number of tonnes of cargo carried is obtained by counting each tonne of cargo or mail on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight. The only exception to this is for cargo flown on both the international and domestic stages of the same flight, which is considered in computation both as a domestic and an international shipment or despatch. The same principle is used in calculating mail tonnes carried.
Distance flown per passenger	The average distance flown per passenger is computed by dividing the passenger-kilometres by the related number of passengers carried.
Distance flown per tonne of cargo	The average distance flown per tonne of cargo is computed by dividing the cargo tonne-kilometres performed by the related number of tonnes of cargo carried.
Flights (commercial air transport)	The operation of aircraft on a stage or number of stages with an unchanging flight number is counted as one flight. (Technical stops are not counted.) An air transport operation having both international and domestic stages would be counted as an international flight and also a domestic flight.
Passenger-kilometres performed	A passenger-kilometre is performed when a passenger is carried one kilometre. Calculation of passenger-kilometres equals the sum of the products obtained by multiplying the number of revenue passengers carried on each flight stage by the stage distance. The resultant figure is equal to the number of kilometres travelled by all passengers.
Passenger load factor	Passenger-kilometres performed divided by seat-kilometres available and expressed as a percentage.
Passenger revenue per traffic-unit	This is a type of financial measurement which relates the passenger traffic applicable to the passenger revenues. It is computed by dividing passenger revenues by the passenger-kilometres performed.
Passengers carried	The number of passengers carried is obtained by counting each passenger on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight, with a single exception that a passenger flying on both the international and domestic stages of the same flight is counted as both a domestic and an international passenger.
Passengers carried per aircraft	The average number of passengers per aircraft is computed by dividing passenger-kilometres by the related aircraft kilometres flown.
Payload capacity	Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes.
Payload capacity per aircraft	This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft kilometres flown.
Payload carried	The revenue load of passengers, baggage, cargo and mail carried in the aircraft as measured in metric tonnes.
Seat-kilometres available	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 passenger seats available for sale on each flight stage by the stage distance. Seats not actually available for the carriage of passengers because of the weight of fuel or other load are excluded in the calculations.

Seats available per aircraft This is an average per aircraft computed by dividing the seat-kilometres available by the related aircraft kilometres flown.

Speed flown per aircraft This is an average per aircraft measure computed by dividing the aircraft kilometres flown by the related aircraft hours of flight.

Stage distance flown per aircraft The average stage distance flown per aircraft is computed by dividing the aircraft kilometres flown by the related number of aircraft departures.

Tonne-kilometres available 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.

Tonne-kilometres performed A metric tonne of revenue load carried one kilometre. Tonne-kilometres performed 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.

Tonnes available The capacity of the aircraft for the carriage of payload measured in tonnes.

Weight load factor Tonne-kilometres performed divided by tonne-kilometres available and expressed as a percentage.