

Civil Aviation Authority



CAA Monthly Statistics

(up to and including June 1979)

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Foreword

1 CONTENT

- 1.1 *CAA Monthly Statistics* is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airport and airline operators; some of this information is required by the Civil Aviation Act, 1971. Statistics for the Channel Islands airports are provided by the Commandant for Jersey Airport and the Office of the Lieutenant Governor for Guernsey and Alderney Airports. The assistance from all these authorities is gratefully acknowledged.
- 1.2 Some of the figures included in *CAA Monthly Statistics* are provisional only and may be revised in later issues. Figures contained in monthly and quarterly tables have not been seasonally adjusted, but figures are given, in the tables covering past years, for the most recent six months and the corresponding six months one year earlier.
- 1.3 Tables 13, 16–19 and 20 have been revised with effect from January 1977. Figures given in all the Tables are now for the current month only, instead of a monthly average of the latest three months. Tables 13 and 21 have been expanded so as to enable 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- 1.5 Table 19 was withdrawn after December 1977 because of misreporting at certain airports which led to anomalies in the published figures.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:

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

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

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

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

The series comprise:

CA. 1	<i>Airport activity</i>	(Monthly)
CA. 2	<i>Air passengers</i>	"
CA. 3	<i>Air freight & 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.

Civil Aviation Statistics—June 1979

Activity at UK Airports

During the month of June 1979, air transport movements reached a level of 82 000 (5.3 per cent growth as compared with the same month in the previous year). The proportion of all-freight movements was 4.6 per cent of the total. The London area airports accounted for 39 000 movements (4.3 per cent increase). Gatwick reported the greatest increase in movements handled (1 296 additional movements; 13.1 per cent increase) followed by Luton with 352 additional movements (16.5 per cent growth), Stansted with 132 additional movements (33.9 per cent growth) and Southend with 42 additional movements (2.9 per cent growth). Heathrow reported 184 fewer movements (a fall of 0.8 per cent). Outside the London area UK airports handled 43 000 air transport movements (an increase of 6.3 per cent as compared with June 1978). The proportion of all-freight movements was 4.3 per cent of the total. The largest increase in movements handled was reported by Glasgow (443 additional movements; 10.7 per cent increase) followed by Edinburgh with 322 additional movements (16.3 per cent increase) and Birmingham with 314 additional movements (11.3 per cent increase). Aberdeen reported the greatest decrease in air transport movements handled (268 fewer movements; 5.2 per cent decline) followed by Tees-side and Lydd (212 fewer movements; 15.4 per cent decline and 90 fewer movements; 23.6 per cent decline respectively). The number of scheduled air transport movements handled by UK airports rose by 4.9 per cent and the number of charter movements rose by 6.6 per cent. The UK operators' share of scheduled movements rose by 1.3 percentage points to stand at 77.6 per cent of the total whilst their share of charter movements declined by 1.0 percentage points to stand at 83.5 per cent of the total.

The number of terminal passengers reported by UK airports reached a level of 5.6 million during June 1979 (an increase of 8.7 per cent in comparison with June 1978). 3.8 million of these were handled at the London area airports (7.1 per cent growth). Heathrow reported the greatest increase in terminal passengers (198 211 additional passengers; 8.2 per cent increase) followed by Gatwick (45 651 additional passengers; 5.4 per cent increase), Luton (10 474 additional passengers; 4.9 per cent increase) and Stansted (903 additional passengers; 2.9 per cent increase). Southend was the only London area airport to report a decline in passengers handled (2 659 fewer passengers; 11.2 per cent decrease). Outside the London area 1.8 million passengers used UK airports (an increase of 12.4 per cent in comparison with the same month in the previous

year). Manchester reported the largest increase in passengers handled (30 253 additional passengers; 8.2 per cent growth) followed by Belfast and Liverpool (26 500 additional passengers; 25.7 per cent growth and 24 404 additional passengers; 78.5 per cent growth respectively). Tees-side reported the heaviest fall in terminal passengers handled (2 740 fewer passengers; 9.0 per cent decline) followed by Lydd and Hawarden (702 fewer passengers; 10.1 per cent decline and 166 fewer passengers; 40.5 per cent decline respectively). The number of scheduled passengers reported by UK airports rose by 9.6 per cent and the number of charter passengers rose by 6.5 per cent. The UK operators' share of scheduled passengers rose by 1.1 percentage points to stand at 64.3 per cent of the total whilst their share of charter passengers fell by 1.9 percentage points to stand at 74.0 per cent of the total.

During June 1979 4.1 million passengers travelled on international services, an increase of 7.9 per cent in comparison with June 1978. Once again, the most heavily used scheduled services were those to the USA carrying 19.7 per cent of all international scheduled passengers. The second most heavily used were those to France with 10.2 per cent of the total followed by those to Germany with 7.7 per cent of the total. The most heavily used charter services were those to Spain, carrying 37.2 per cent of all international charter passengers followed by those to Italy with 10.9 per cent and those to Greece with 10.3 per cent. There was an increase in the number of passengers using all of the main domestic routes. The number of passengers travelling on Channel Island services increased by 30.4 per cent, Belfast services by 20.7 per cent, Glasgow services by 18.1 per cent, London services by 10.6 per cent, Edinburgh services by 7.9 per cent, Isle of Man services by 5.4 per cent and Penzance services by 3.4 per cent.

65 000 tonnes of cargo were handled by UK airports during June 1979 (an increase of 7.2 per cent in comparison with the same month in the previous year). 33 000 tonnes of this were carried on all-freight flights. The London area airports handled 53 000 tonnes of cargo (5.0 per cent increase in comparison with June 1978). Only Heathrow reported an increase in tonnage (3 381 additional tonnes; 8.8 per cent growth). Stansted reported the heaviest fall in tonnage handled (601 fewer tonnes; 27.5 per cent decline) followed by Gatwick with 163 fewer tonnes (2.0 per cent decline), Southend with 84 fewer tonnes (11.5 per cent decline) and Luton with 52 fewer tonnes (9.4 per cent decline). Outside the London area, UK airports reported 12 000

tonnes of cargo (an increase of 17.5 per cent in comparison with June 1978). Liverpool reported the greatest increase in tonnage handled (1844 additional tonnes; more than three-fold growth) followed by Belfast and Prestwick (567 additional tonnes; 85.0 per cent increase and 266 additional tonnes; 18.3 per cent increase respectively). Manchester reported the greatest decrease in tonnage handled (1098 fewer tonnes; 43.1 per cent decline) followed by East Midlands and Prestwick (37 fewer tonnes; 6.0 per cent decline and 21 fewer tonnes; 16.3 per cent decline respectively). The number of scheduled tonnes reported by UK airports rose by 9.8 per cent whilst the number of charter tonnes fell by 4.3 per cent. The UK operators' share of scheduled tonnage fell by 2.1 percentage points to stand at 43.1 per cent of the total whilst their share of charter tonnage increased by 5.4 percentage points to stand at 92.2 per cent of the total.

Output of UK Airlines

The output of UK airlines for all services in June, 1979 was 1120 million available tonne-kilometres, an increase of 3.7 per cent on June, 1978.

The scheduled service output of 754 million available tonne-kilometres was 4.9 per cent higher than a year earlier. The overall load factor was 66.6 per cent compared with 60.3 the previous year. Seat kilometres used were 70.5 per cent of those available. Seat factors on domestic and international scheduled services were 67.1 and 70.8 per cent respectively compared with 63.3 and 63.8 per cent a year earlier.

The non-scheduled output of 366 million available tonne-kilometres was 1.4 per cent higher than in June, 1978. Advance Booking Charters and Inclusive Tour Charters accounted for 16.6 and 164.9 million available tonne-kilometres respectively compared with 57.2 and 137.7 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 significant differences arise because airlines are not asked to report non-revenue passengers and cargo.

Size and Structure of UK Airports and Airlines

Year ended June 1979

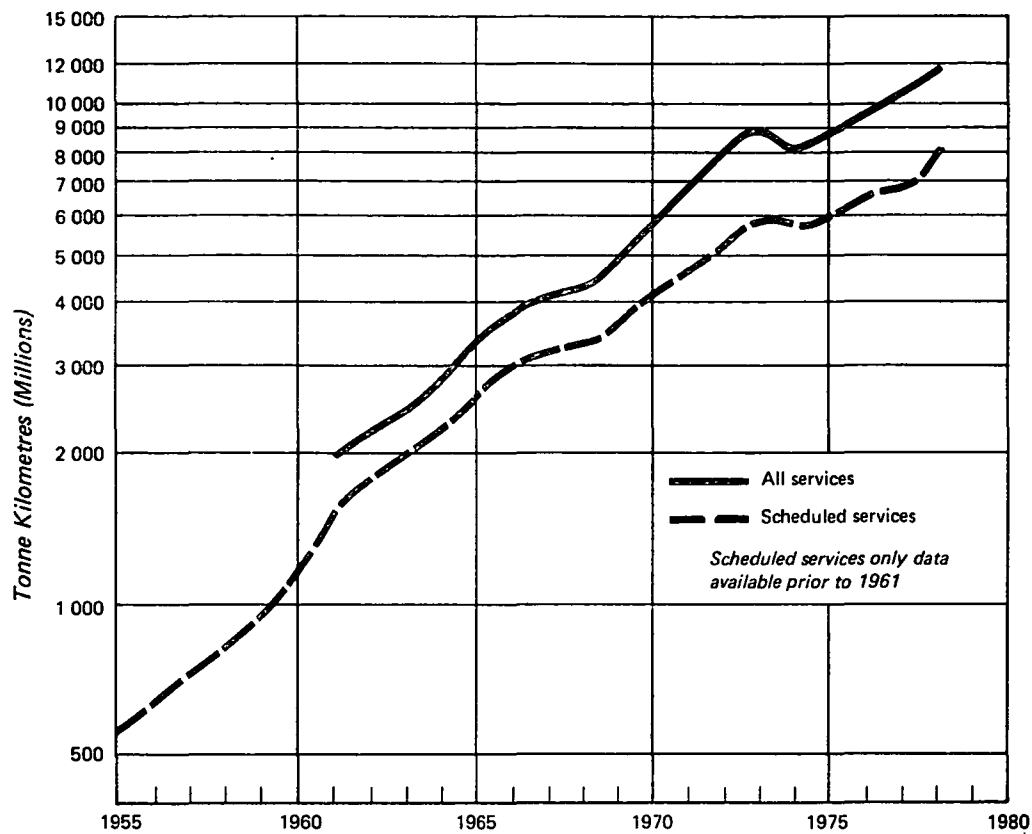
Table 1

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	27 192	50.06	100	100.00
Gatwick	8 284	15.25	98	49.94
Manchester	3 519	6.48	95	34.69
Glasgow	2 293	4.22	93	28.21
Luton	2 174	4.00	90	23.99
Birmingham	1 393	2.56	88	19.99
Belfast	1 264	2.33	86	17.42
Aberdeen	1 232	2.27	83	15.10
Edinburgh	1 192	2.19	81	12.83
Newcastle	791	1.46	79	10.63
East Midlands	582	1.07	76	9.18
Liverpool	406	0.75	74	8.10
Prestwick	379	0.70	71	7.36
Isle of Man	362	0.67	69	6.66
Leeds/Bradford	346	0.64	67	5.99
Stansted	332	0.61	64	5.36
Southampton	309	0.57	62	4.74
Tees-side	292	0.54	60	4.18
Cardiff	251	0.46	57	3.64
Bristol	238	0.44	55	3.18
Southend	211	0.39	52	2.74
Other 21 Airports	1 277	2.35	50	2.35

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	7 403	60.09	100	100.00
British Caledonian	969	7.86	97	39.95
Laker Airways	681	5.52	95	32.10
Dan Air Services	527	4.27	92	26.57
IAS Cargo Airlines	483	3.92	89	22.30
Britannia Airways	483	3.92	87	18.38
Transmeridian Air Cargo	323	2.62	84	14.46
British Midland Airways	312	2.53	82	11.84
Tradewinds Airways	283	2.30	79	9.31
British Airtours	256	2.08	76	7.02
Monarch Airlines	213	1.73	74	4.94
Pelican Air Transport	126	1.02	71	3.21
Scimitar Airlines	52	0.42	68	2.19
British Island Airways	45	0.36	66	1.77
Air Anglia	42	0.34	63	1.40
Redcoat Air Cargo	25	0.20	61	1.06
Air Bridge Carriers	21	0.17	58	0.86
Air Europe	13	0.11	55	0.69
Invicta International	12	0.10	53	0.58
British Airways Helicopters	12	0.10	50	0.49
Bristow Helicopters	11	0.09	47	0.39
British Air Ferries	10	0.08	45	0.30
Others (16 airlines)	27	0.22	42	0.22

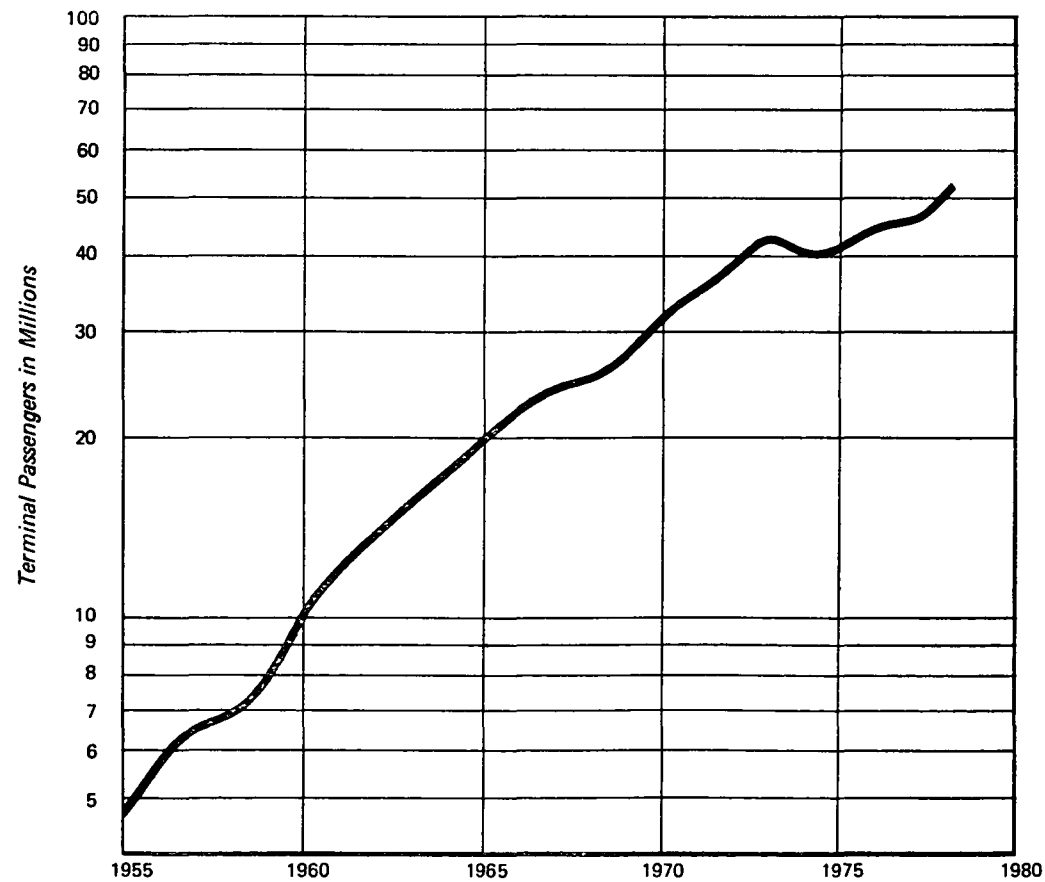
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1951-1978

Table 2

	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	8 283	5 745	2 540
1975	1 911	701	41 846	8 927	5 984	2 944
1976	1 896	740	44 666	9 727	6 602	3 125
1977	1 912	759	45 927	10 505	6 834	3 671
1978	1 981	827	52 160	11 970	8 095	3 875
Year ended						
June 1978	1 940	795	48 197	11 277	7 444	3 833
June 1979	2 027	859	54 317	12 350	8 409	3 941
Latest year's growth (percentages)						
	4.5	8.1	12.7	9.5	13.0	2.8
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

NOTE: These figures do not include Sumburgh.

Use of UK Airports

Table 3

Main Categories of Operator and Service

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1969	591.4	28 064.0	366.6	15 558.5	72.4	4 678.1	138.0	6 647.6	14.4	1 179.8
1970	606.7	31 606.5	360.4	16 265.7	87.9	6 215.6	142.2	7 841.3	16.3	1 283.8
1971	629.9	34 933.5	361.5	16 850.9	106.6	8 357.7	144.6	8 244.5	17.2	1 480.4
1972	669.3	39 125.4	384.7	18 788.5	119.2	9 495.8	144.9	9 144.0	20.5	1 697.0
1973	718.5	43 124.5	419.9	21 021.6	130.2	10 197.3	145.8	9 929.5	22.6	1 976.1
1974	710.1	40 082.4	420.9	20 391.1	122.7	7 996.8	148.6	10 125.0	17.9	1 569.5
1975	700.5	41 845.8	398.1	20 654.3	135.6	8 538.4	146.9	10 802.1	19.9	1 851.0
1976	739.9	44 665.8	412.9	21 721.8	153.0	8 902.2	150.0	11 865.2	23.9	2 176.6
1977	759.1	45 927.2	414.1	21 172.1	174.2	9 318.5	145.8	13 042.1	25.0	2 394.7
1978	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
1979 1st quarter	181.2	10 055.1	107.0	5 202.8	36.9	1 804.2	33.2	2 783.6	4.0	264.5
1979 2nd quarter	236.3	15 093.5	137.5	7 388.0	50.4	2 937.8	40.0	3 943.0	8.4	824.6
1978 January	57.9	3 101.0	32.6	1 590.0	12.8	531.1	11.2	907.4	1.1	72.4
February	54.0	2 785.4	30.8	1 467.0	12.0	499.4	10.2	756.3	1.0	62.7
March	65.8	3 782.2	36.8	1 931.4	15.9	733.2	11.4	984.1	1.8	133.4
April	64.5	3 878.9	37.8	1 982.0	13.5	692.2	11.5	1 072.0	1.7	132.7
May	73.6	4 478.3	42.2	2 174.3	15.9	8 92.1	13.1	1 188.1	2.4	223.9
June	78.2	5 116.5	43.9	2 352.1	17.5	1 082.5	13.6	1 339.5	3.2	342.5
1979 January	58.0	3 171.2	33.1	1 564.2	12.5	554.8	11.1	974.6	1.3	77.6
February	56.2	2 991.0	33.9	1 588.0	10.9	550.3	10.4	787.8	1.1	64.9
March	67.0	3 892.9	40.0	2 050.6	13.6	699.0	11.8	1 021.2	1.6	122.0
April	72.8	4 588.7	43.3	2 316.3	14.9	871.0	12.8	1 230.7	1.9	170.8
May	81.1	4 940.9	47.5	2 471.2	17.1	944.0	13.7	1 266.6	2.8	259.1
June	82.4	5 563.8	46.8	2 600.5	18.4	1 122.8	13.5	1 445.7	3.6	394.8

NOTE: These figures do not include Sumburgh.

Movements at UK Airports by Purpose

Table 4

	Total		Commercial			Non-commercial		
	(000)	Total	Air transport	Other	Total	Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1969	1 399.1	638.8	591.4	47.5	760.3	510.1	160.9	89.4
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977	1 912.3	846.3	759.1	87.2	1 066.0	780.3	169.3	116.3
1978	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
1979 1st quarter	405.6	196.8	181.2	15.6	208.8	147.1	34.9	26.8
2nd quarter	593.8	258.7	236.3	22.3	335.1	266.8	36.3	32.1
1978 January	128.9	63.8	57.9	6.0	65.0	43.5	12.7	8.8
February	124.5	59.8	54.0	5.8	64.7	41.5	13.5	9.7
March	160.4	73.0	65.8	7.2	87.4	64.8	13.5	9.1
April	172.0	70.8	64.5	6.3	101.3	72.0	17.4	11.9
May	192.3	81.2	73.6	7.6	111.2	83.2	17.1	10.9
June	186.7	86.0	78.2	7.8	100.7	80.0	11.9	8.8
1979 January	119.4	63.7	62.4	1.3	56.2	39.5	9.7	7.0
February	129.5	60.4	56.2	4.2	69.1	49.1	11.2	8.8
March	156.2	72.7	67.0	5.8	83.5	58.6	14.0	10.9
April	184.6	79.2	72.8	6.4	105.3	85.0	10.8	9.5
May	202.0	89.2	81.1	8.0	112.8	88.7	12.0	12.1
June	207.3	90.2	82.4	7.9	117.0	93.0	13.5	10.4

Note: These figures do not include Sumburgh.

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 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
1979 1st quarter	90.9	3.0	5.2	9.7	30.4	7.8	20.8	2.0	4.6	6.9	15.2
2nd quarter	116.6	4.6	7.1	13.0	36.8	8.7	28.1	2.8	9.2	9.5	27.4
1978 January	28.5	0.9	1.5	3.0	9.3	4.8	5.8	0.6	1.2	2.2	4.7
February	26.0	0.8	1.6	2.8	8.6	4.9	5.8	0.4	1.1	2.0	4.6
March	31.3	1.2	1.9	3.5	10.3	5.9	6.8	0.6	2.0	2.4	7.1
April	32.1	1.3	2.0	3.6	10.1	2.6	7.3	0.5	2.4	2.5	8.3
May	35.8	1.5	2.3	4.5	11.6	2.8	8.7	0.7	2.9	2.9	10.0
June	38.2	1.7	2.3	4.6	12.0	2.8	9.7	0.8	2.9	3.2	9.2
1979 January	29.5	0.9	1.7	3.2	9.9	2.5	6.2	0.7	1.3	2.1	4.5
February	28.1	0.9	1.5	2.9	9.5	2.4	6.8	0.6	1.3	2.2	4.5
March	33.3	1.2	1.9	3.6	11.0	2.9	7.8	0.7	2.0	2.5	6.2
April	37.1	1.4	2.1	3.9	11.2	2.8	7.8	0.8	2.9	2.8	8.6
May	39.6	1.6	2.5	4.5	12.9	2.9	9.9	1.0	3.2	3.1	9.6
June	39.9	1.6	2.6	4.5	12.7	2.9	10.4	1.0	3.1	3.6	9.2

Note: These figures do not include Sumburgh.

Terminal Passengers by Airports

Table 6

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Cardiff Swansea (000)	B'mouth Bristol Exeter Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1969	19 188·2	540·3	206·0	722·6	2 632·4	273·2	2 692·0	116·8	306·3	1 386·2	1 519·6
1970	21 977·1	495·0	231·3	752·5	2 810·4	292·3	3 035·5	172·0	342·0	1 498·2	1 560·2
1971	24 452·9	432·4	340·4	811·9	2 887·3	311·4	3 565·6	213·7	412·0	1 505·8	1 650·9
1972	27 330·6	483·1	414·5	930·6	3 278·6	364·4	3 955·6	240·6	504·4	1 623·0	1 808·6
1973	29 799·8	459·2	587·8	1 088·6	3 666·1	406·6	4 413·3	285·9	639·5	1 777·8	1 997·1
1974	27 677·6	396·4	541·9	1 051·7	3 515·8	485·3	3 973·8	235·1	549·2	1 655·6	1 961·5
1975	28 951·5	414·2	669·9	1 053·1	3 677·2	506·5	4 224·4	212·3	558·1	1 578·5	2 012·8
1976	31 255·1	354·7	628·8	1 133·8	4 187·0	588·2	4 332·1	196·8	562·8	1 426·4	1 950·1
1977	32 472·6	380·5	662·1	1 146·8	4 105·3	740·1	4 233·8	214·2	606·7	1 365·3	1 957·4
1978	36 869·6	358·1	736·7	1 431·7	4 853·6	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	12 191·7	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
1979 1st quarter	7 181·7	55·8	128·1	255·2	998·3	81·5	933·4	52·4	79·2	289·5	226·4
2nd quarter	10 495·6	115·6	229·3	436·3	1 406·8	106·1	1 549·4	66·7	218·8	468·9	629·7
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
February	1 956·0	15·5	35·2	74·5	280·6	72·8	245·5	8·3	18·1	78·8	66·9
March	2 670·7	27·1	51·3	103·0	346·4	91·5	315·3	20·6	46·4	109·9	125·0
April	2 791·7	27·8	52·7	102·2	351·3	28·7	352·2	14·8	53·1	104·3	149·0
May	3 129·2	32·0	69·6	133·5	416·6	29·5	458·7	19·9	69·9	119·3	207·1
June	3 544·7	32·8	74·9	154·1	480·5	32·7	550·1	23·3	73·0	150·5	207·5
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
February	2 102·0	15·1	39·5	75·3	305·3	24·8	300·4	18·3	19·9	90·4	63·2
March	2 745·3	27·1	53·6	102·5	395·0	32·4	370·6	15·1	38·0	113·2	106·5
April	3 310·1	38·7	66·3	119·1	403·1	33·1	393·7	19·1	64·6	141·1	174·8
May	3 388·0	37·6	76·1	149·8	476·0	34·8	536·0	21·3	74·8	146·6	218·0
June	3 797·4	39·4	87·0	167·4	527·8	38·2	619·7	26·2	79·4	181·2	236·9

Note: These figures do not include Sumburgh.

Cargo Taken Up and Set Down by Airports

Table 7
Tonnes

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall 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
1979 1st quarter	166.2	1.5	3.0	2.0	12.1	0.4	13.3	0.1	2.7	4.2	3.9
2nd quarter	161.8	1.6	2.3	0.6	11.6	0.4	12.6	0.1	3.3	4.0	4.9
1978 January	45.3	0.5	0.6	0.1	3.0	0.3	3.5	—	0.6	1.2	1.2
February	48.7	0.4	0.4	0.1	3.3	0.3	3.7	—	0.6	1.2	1.3
March	53.9	0.6	0.5	0.1	3.6	0.3	3.8	—	1.2	1.6	2.0
April	52.9	0.5	0.5	0.1	3.5	0.1	3.3	—	1.0	1.8	1.6
May	50.7	0.4	0.5	0.2	3.7	0.2	3.7	—	1.0	1.5	1.7
June	50.1	0.5	0.7	0.2	3.7	0.2	3.8	—	0.8	0.9	1.7
1979 January	53.4	0.5	1.7	1.5	4.3	0.1	4.8	—	0.9	1.5	1.0
February	53.1	0.4	0.7	0.3	3.7	0.1	4.1	—	0.7	1.3	1.2
March	59.7	0.6	0.6	0.2	4.1	0.2	4.4	—	1.1	1.4	1.6
April	53.4	0.5	0.8	0.2	3.5	0.1	3.5	—	1.2	1.1	1.8
May	55.8	0.5	0.9	0.2	4.1	0.1	4.4	—	1.1	1.4	1.6
June	52.6	0.5	0.6	0.2	4.0	0.1	4.7	—	0.9	1.5	1.5

NOTE: These figures do not include Sumburgh.

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
1979	1st quarter	1 854.1	1 071.9	40.5	223.9	807.4	57.8	14 790.8	8 833.3	59.7
	2nd quarter	2 271.5	1 408.7	43.5	275.0	1 090.0	62.0	18 410.1	11 938.3	64.8
1978	January	545.3	313.3	11.9	65.7	235.7	57.4	4 293.5	2 556.8	59.6
	February	539.5	298.7	12.8	78.2	207.7	55.4	4 202.1	2 246.9	53.5
	March	661.6	375.7	15.0	85.1	275.6	56.8	5 157.6	2 984.5	57.9
	April	637.3	367.7	13.9	82.9	270.9	57.7	5 002.3	2 935.0	58.7
	May	707.9	401.7	15.2	88.0	298.5	56.8	5 611.6	3 253.2	58.0
	June	719.4	434.0	14.2	85.6	334.2	60.3	5 731.4	3 654.2	63.8
1979	January	601.3	343.0	12.1	61.2	269.6	57.0	4 785.1	2 939.8	61.4
	February	589.2	330.9	13.2	77.2	240.5	56.2	4 674.3	2 627.1	56.2
	March	663.6	398.0	15.2	85.5	297.3	60.0	5 331.4	3 266.4	61.3
	April	721.1	441.6	13.5	87.8	340.2	61.2	5 822.0	3 730.8	64.1
	May	796.3	464.5	15.0	94.4	355.1	58.3	6 478.1	3 897.4	60.2
	June	754.1	502.6	15.0	92.8	394.7	66.6	6 110.0	4 310.1	70.5

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	2.7	11.4	206.4	58.1	3 935.4	2 444.7	62.1
1977 1st quarter	83.1	43.9	0.7	3.1	40.2	52.8	811.1	476.1	58.7
2nd quarter	84.2	49.7	0.7	2.7	46.3	59.0	889.5	550.0	61.8
3rd quarter	88.7	56.4	0.6	2.8	53.0	63.6	934.5	627.4	67.1
4th quarter	69.5	39.7	0.6	2.6	36.3	57.1	719.6	427.7	59.4
1978 1st quarter	78.9	42.8	0.7	2.6	39.4	54.2	819.4	466.4	56.9
2nd quarter	101.6	57.8	0.6	3.0	54.1	56.9	1 045.1	641.4	61.4
3rd quarter	109.4	68.1	0.6	3.0	64.4	62.2	1 141.1	761.8	66.8
4th quarter	90.0	52.1	0.8	2.8	48.5	57.9	929.8	575.1	61.9
1979 1st quarter	83.6	46.2	0.9	2.7	42.7	55.3	867.7	505.3	58.2
2nd quarter	110.8	67.4	0.7	2.8	63.9	60.8	1 161.6	747.5	64.4
1978 January	25.5	13.3	0.2	0.8	12.3	52.1	265.4	144.6	54.5
February	24.6	12.9	0.2	0.8	11.8	52.3	255.4	140.3	55.0
March	28.8	16.6	0.3	1.0	15.3	57.6	298.6	181.5	60.8
April	30.0	16.9	0.2	0.9	15.8	56.3	311.6	186.7	59.9
May	34.3	19.4	0.2	1.0	18.1	56.7	354.5	214.9	60.6
June	37.3	21.5	0.2	1.1	20.2	57.8	379.0	239.8	63.3
1979 January	24.7	13.3	0.3	0.9	12.2	53.8	256.5	143.3	55.9
February	27.5	14.6	0.3	0.9	13.4	53.1	285.0	159.4	55.9
March	31.4	18.3	0.3	0.9	17.1	58.3	326.2	202.6	62.1
April	34.1	20.3	0.2	0.9	19.2	59.5	357.3	223.0	62.4
May	38.7	23.1	0.3	1.0	21.9	59.7	405.4	257.0	63.4
June	38.0	24.0	0.2	0.9	22.8	63.1	398.9	267.5	67.1

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
1979	1st quarter	1 770.5	1 025.7	39.6	221.2	764.8	57.9	13 922.9	8 328.1	59.8
	2nd quarter	2 160.6	1 341.3	42.8	272.4	1 026.1	62.1	17 248.4	11 190.9	64.9
1978	January	519.8	300.0	11.7	64.9	223.4	57.7	4 028.1	2 412.3	59.9
	February	514.8	285.9	12.6	77.4	195.9	55.5	3 946.7	2 106.5	53.4
	March	632.8	359.1	14.7	84.1	260.3	56.7	4 859.0	2 803.0	57.7
	April	607.3	350.8	13.7	82.0	255.1	57.8	4 690.7	2 748.3	58.6
	May	673.6	382.3	14.9	87.0	280.4	56.8	5 257.1	3 038.3	57.8
	June	682.1	412.4	13.9	84.5	314.0	60.5	5 352.4	3 414.4	63.8
1979	January	576.6	329.7	11.8	60.4	257.5	57.2	4 528.5	2 796.5	61.8
	February	561.7	316.3	12.9	76.3	227.1	56.3	4 389.3	2 467.7	56.2
	March	632.2	379.7	14.9	84.5	280.2	60.1	5 005.1	3 063.9	61.2
	April	686.9	421.3	13.3	87.0	321.0	61.3	5 464.6	3 507.8	64.2
	May	757.6	441.4	14.7	93.5	333.2	58.3	6 072.7	3 640.5	59.9
	June	716.1	478.6	14.8	91.9	371.9	66.8	5 711.1	4 042.6	70.8

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
1979 1st quarter	777.8	29.6	244.1	9.3	51.2	2.0	482.6	18.3
2nd quarter	1 053.7	31.7	429.9	12.9	94.4	2.8	529.4	15.9
1978 January	259.5	32.2	58.4	7.3	41.6	5.2	159.5	19.8
February	224.8	29.4	54.7	7.2	21.8	2.9	148.3	19.4
March	288.2	30.3	79.7	8.4	41.1	4.3	167.4	17.6
April	310.2	32.7	88.9	9.4	45.3	4.8	176.1	18.6
May	323.2	31.3	112.7	10.9	59.0	5.7	151.4	14.7
June	360.4	33.4	137.7	12.8	78.1	7.2	144.6	13.4
1979 January	249.6	29.3	77.8	9.1	20.9	2.5	150.9	17.7
February	234.7	28.5	76.0	9.2	11.8	1.4	146.9	17.8
March	293.5	30.7	90.3	9.4	18.5	1.9	184.8	19.3
April	311.7	30.2	114.7	11.1	28.7	2.8	168.3	16.3
May	376.1	32.1	150.3	12.8	33.3	2.8	192.5	16.4
June	365.9	32.7	164.9	14.7	32.4	2.9	168.6	15.1

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

		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	12 571.3	88.3	7 673.3	68 608	107 816	1 571	1 638
1977	1st quarter	2 043.4	1 698.5	83.1	1 105.8	10 634	15 523	1 460	1 536
	2nd quarter	3 578.9	2 863.0	80.0	1 843.3	18 312	27 177	1 484	1 553
	3rd quarter	4 677.2	4 145.8	88.6	2 594.8	23 117	35 230	1 524	1 598
	4th quarter	2 519.4	2 088.7	82.9	1 281.6	12 615	19 469	1 543	1 630
1978	1st quarter	2 223.2	1 913.7	86.1	1 235.6	11 775	17 327	1 472	1 549
	2nd quarter	3 905.8	3 342.4	85.6	2 048.9	18 633	29 301	1 573	1 631
	3rd quarter	4 904.9	4 603.7	93.9	2 813.2	23 385	36 869	1 577	1 636
	4th quarter	3 195.4	2 711.5	84.9	1 575.6	14 815	24 319	1 642	1 721
1979	1st quarter	2 825.6	2 413.7	85.4	1 445.1	13 729	21 508	1 567	1 670
	2nd quarter	4 844.5	4 010.8	82.8	2 396.0	2 2586	3 6267	1 606	1 674
1978	January	674.5	545.2	80.8	353.7	3 624	5 308	1 465	1 541
	February	631.8	556.2	88.0	355.2	3 325	4 921	1 480	1 566
	March	916.9	812.3	88.6	526.7	4 826	7 098	1 471	1 542
	April	1 023.5	871.5	85.2	538.1	4 989	7 741	1 552	1 620
	May	1 295.5	1 071.1	82.7	658.9	6 136	9 659	1 574	1 626
	June	1 586.8	1 399.8	88.2	851.9	7 508	11 901	1 585	1 643
1979	January	902.7	720.4	79.8	422.0	4 391	6 918	1 576	1 707
	February	880.4	766.8	87.1	457.4	4 226	6 647	1 573	1 676
	March	1 042.5	926.5	88.9	565.7	5 112	7 943	1 554	1 638
	April	1 321.4	1 147.0	86.8	698.9	6 348	9 945	1 567	1 641
	May	1 711.6	1 312.5	76.7	769.1	7 638	12 521	1 639	1 707
	June	1 811.5	1 551.3	82.5	928.0	8 600	13 801	1 605	1 672

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	5 068.3	80.3	1 534.8	15 143	33 210	2 193	3 302
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
1979 1st quarter	555.2	424.1	76.4	154.3	1 783	3 629	2 035	2 748
2nd quarter	1 014.8	784.3	77.3	300.1	3 423	6 091	1 779	2 614
1978 January	419.9	329.6	78.5	81.7	789	2 133	2 703	4 034
February	225.9	169.8	75.2	49.9	525	1 286	2 450	3 403
March	423.3	355.3	83.9	105.3	1 066	2 318	2 174	3 374
April	460.8	348.7	75.7	102.6	951	2 240	2 355	3 399
May	607.9	444.9	73.2	137.4	1 536	3 183	2 072	3 238
June	790.4	606.8	76.8	169.6	1 731	3 853	2 226	3 578
1979 January	222.2	169.3	76.2	57.7	690	1 424	2 064	2 934
February	132.1	94.9	71.8	34.8	416	898	2 159	2 727
March	200.9	159.9	79.6	61.8	677	1 307	1 931	2 587
April	306.0	250.4	81.8	98.2	1 031	1 821	1 766	2 550
May	350.9	262.6	74.8	92.6	1 085	1 930	1 779	2 836
June	357.9	271.3	75.8	109.3	1 307	2 340	1 790	2 482

UK Passenger Movement by Air^(a) for June 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	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
	June	2 582	77	61	285	253	145	222	165	174	45	59	49	41	637	57	118
1979	1st quarter	4 752	187	119	636	624	110	475	337	391	119	106	81	73	806	87	311
	2nd quarter	7 526	234	173	872	841	462	694	392	537	153	151	164	137	1 591	141	376
	June	2 803	79	66	296	275	194	260	142	175	53	58	63	66	639	55	125

Rest of World		Yugoslavia (000)	Others(e) (000)	Total (000)	Australia and New Zealand (000)	Canada (000)	Caribbean(f) (000)	Central Africa(g) (000)	East Africa(h) (000)	Far East(i) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa(k) (000)	South America(l) (000)	United States of America (000)	West Africa(m) (000)	Others (000)
1969		132	616	3 941	92	796	175	35	122	102	161	32	122	53	2 020	74	157
1970		192	653	4 721	113	904	160	40	144	129	162	45	155	50	2 511	87	221
1971		291	746	5 210	108	933	174	44	156	162	141	71	163	54	2 814	91	299
1972		291	701	6 157	146	1 102	222	49	190	302	169	80	179	67	3 203	94	354
1973		394	903	6 735	207	1 289	246	53	171	336	227	114	198	75	3 320	117	382
1974		323	927	6 623	257	1 303	259	59	162	344	278	126	248	62	2 926	135	469
1975		410	970	7 235	328	1 407	276	71	189	382	346	181	307	89	2 939	173	547
1976		414	1 054	8 271	374	1 448	297	69	218	465	388	171	342	89	3 518	221	671
1977		285	1 161	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	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
	June	60	135	1 055	28	197	20	5	17	39	34	16	24	10	568	30	68
1979	1st quarter	35	256	2 062	139	163	73	14	56	134	140	64	90	29	836	72	253
	2nd quarter	158	451	2 977	156	456	83	16	51	138	129	57	88	29	1 479	83	213
	June	77	179	1 142	52	222	27	6	19	50	44	21	32	10	572	25	64

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

NOTE: SUMBURGH NOT INCLUDED

(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 June 1979

Table 11

	Total	Commercial Movements					Other flights by air transport operators	Non-Commercial Movements			
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training		Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	13 830	11 170	—	740	3	137	25	—	1 727	—	28
+ Heathrow	25 812	23 765	—	10	2	17	330	—	1 582	15	91
+ Luton	5 841	2 489	8	561	36	370	62	782	1 497	—	36
+ Southend	7 621	1 480	—	—	—	573	—	3 176	2 382	10	—
+ Stansted	3 822	521	—	86	2	1 657	27	33	1 418	74	4
Total (London Area)	56 926	39 425	8	1 397	43	2 754	444	3 991	8 606	99	159
Westland Heliport (Battersea)	1 329	482	10	445	—	—	—	—	231	—	161
Other UK Airports											
+ Aberdeen	8 612	4 880	—	781	—	791	17	2 090	27	—	26
+ Belfast	6 708	2 219	43	91	74	152	—	1 336	446	—	2 347
Benbecula	370	214	—	—	2	—	23	—	13	—	118
+ Birmingham	6 764	3 089	—	67	18	100	56	2 106	1 304	—	24
+ Blackpool	9 891	730	206	131	24	618	—	6 931	1 207	—	44
+ Bournemouth	6 817	681	56	74	—	315	—	2 963	1 477	4	1 247
+ Bristol	3 928	649	—	52	2	8	23	2 419	753	—	22
+ Cambridge	4 836	142	—	28	11	236	3	2 500	528	—	1 388
+ Cardiff	4 413	808	—	58	—	386	—	2 828	325	—	8
+ Coventry	6 448	81	62	43	2	648	—	4 647	949	—	16
+ East Midlands	5 803	1 316	4	218	53	653	81	2 003	1 408	—	67
+ Edinburgh	7 055	2 299	—	46	—	226	62	1 911	795	4	1 712
+ Exeter	4 367	589	—	4	121	110	18	2 173	863	—	489
+ Glasgow	7 462	4 576	—	121	1	255	109	1 401	955	4	40
Gloucester/Cheltenham	4 867	130	6	—	130	1 488	—	2 293	778	—	42
Hawarden	2 199	76	—	—	—	80	—	1 736	287	—	20
Humberside	2 249	520	—	197	80	73	—	1 324	55	—	—
Inverness	2 207	643	—	8	388	371	—	720	70	1	6
Islay	311	183	—	9	53	—	—	—	63	1	2
+ Isle of Man	4 478	1 369	2	178	452	921	—	1 269	141	8	138
Isles of Scilly	649	602	—	—	4	—	—	—	37	—	6
+ Kirkwall	1 369	969	—	124	104	—	11	96	61	—	4
+ Leeds/Bradford	5 346	1 147	12	85	50	152	42	2 667	1 181	—	10
+ Liverpool	6 785	1 353	—	141	2	580	—	2 536	2 113	2	58
+ Lydd	4 977	294	120	73	264	80	—	2 742	1 349	10	45
+ Manchester	8 006	5 047	62	298	21	45	237	1 308	904	—	84
+ Manston	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	4 028	1 713	42	49	24	420	—	914	823	—	43
+ Norwich	3 063	1 110	4	35	116	1 017	51	—	716	—	14
Penzance Heliport	484	468	—	—	16	—	—	—	—	—	—
+ Prestwick	3 311	950	—	11	14	567	32	883	506	—	348
+ Southampton	4 248	1 318	—	70	24	168	21	1 758	845	—	44
Stornoway	562	428	—	52	—	4	—	38	16	2	22
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
Swansea	2 015	214	2	16	16	2	—	1 263	484	—	18
+ Tees-side	3 769	1 169	—	153	18	323	21	1 055	772	—	258
Tiree	88	58	—	2	—	—	2	—	2	—	4
Wick	548	432	—	43	3	—	4	47	11	—	8
Total (Incl. London Area)	207 268	82 373	639	5 100	2 130	13 543	1 257	61 948	31 101	135	9 042
Channel Islands Airports											
Alderney	826	826	—	—	—	—	—	—	—	—	—
Guernsey	3 073	3 073	—	—	—	—	—	—	—	—	—
Jersey	6 807	5 338	—	—	—	—	—	—	1 445	—	24
Total (Channel Islands Airports)	10 706	9 237	—	—	—	—	—	—	1 445	—	24

xx Not supplied

Air Transport Movements by Type and Nationality of Operator for June 1979

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	11 170	499	4 244	583	791	3 734	1 319
+ Heathrow	23 765	11 268	1 530	10 942	—	4	21
+ Luton	2 489	—	48	3	4	2 161	273
+ Southend	1 480	—	821	—	—	619	40
+ Stansted	521	—	161	9	—	83	268
TOTAL (London Area)	39 425	11 767	6 804	11 537	795	6 601	1 921
Westland Heliport (Battersea)	482	—	—	—	38	444	—
Other UK Airports							
+ Aberdeen	4 880	960	534	—	613	2 703	70
+ Belfast	2 219	1 234	677	57	—	138	113
Benbecula	214	52	162	—	—	—	—
+ Birmingham	3 089	1 130	989	228	28	530	184
+ Blackpool	730	—	569	—	—	158	3
+ Bournemouth	681	2	618	—	—	56	5
Bristol	649	206	206	42	—	100	95
+ Cambridge	142	—	86	—	—	42	14
+ Cardiff	808	206	452	2	—	62	86
+ Coventry	81	—	10	—	—	65	6
+ East Midlands	1 316	—	739	—	1	518	58
+ Edinburgh	2 299	912	989	66	—	273	59
+ Exeter	589	—	551	—	—	28	10
+ Glasgow	4 576	1 615	1 297	389	6	1 155	114
Gloucester/Cheltenham	130	—	94	—	—	36	—
Hawarden	76	—	76	—	—	—	—
Humberside	520	—	400	—	—	116	4
Inverness	643	303	185	—	—	144	11
Islay	183	—	154	—	—	29	—
+ Isle of Man	1 369	202	1 159	—	—	6	2
Isles of Scilly	602	468	134	—	—	—	—
+ Kirkwall	969	236	565	—	16	152	—
+ Leeds/Bradford	1 147	393	534	—	—	212	8
+ Liverpool	1 353	2	695	267	17	323	49
+ Lydd	292	—	292	—	—	—	—
+ Manchester	5 047	1 836	544	671	141	1 466	389
Manston	..	..	..	..	..	..	..
+ Newcastle	1 713	336	844	—	—	394	139
Norwich	1 110	—	940	—	—	154	16
Penzance Heliport	468	468	—	—	—	—	—
+ Prestwick	950	378	40	249	—	55	228
+ Southampton	1 318	141	1 081	—	—	84	12
Stornoway	428	101	136	6	3	182	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx
Swansea	214	—	163	—	—	51	—
+ Tees-side	1 169	—	741	—	—	378	50
Tiree	58	—	50	—	—	8	—
Wick	432	94	254	—	—	84	—
TOTAL (Incl. London Area)	82 371	23 042	23 764	13 514	1 658	16 747	3 646
Channel Islands Airports							
Alderney	826	—	816	—	—	10	—
Guernsey	3 073	288	2 539	149	—	84	13
Jersey	5 338	869	3 823	100	—	397	149
TOTAL (Channel Islands Airports)	9 237	1 157	7 178	249	—	491	162

Air Transport Movements June 1979

Table 13

Comparison with a Year Earlier

	International				Domestic				1979				1978				Percentage Change	
	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Scheduled Aircraft	Cargo	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Scheduled Aircraft	Cargo
London Area Airports																		
+ Gatwick	2 790	72	5 573	209	2 279	185	36	26	10 678	492	9 336	538	14.4	—8.6				
+ Heathrow	17 166	1 129	16	7	5 390	55	2	—	22 574	1 191	22 650	1 299	—0.3	—8.3				
+ Luton	—	3	2 126	132	48	—	129	51	2 303	186	2 056	81	12.0	129.6				
+ Southend	657	—	312	—	164	—	347	—	1 480	—	1 438	—	2.9	—				
+ Stansted	31	—	267	72	139	—	11	1	448	73	298	91	60.3	—19.8				
TOTAL (London Area)	20 644	1 204	8 294	420	8 020	240	525	78	37 483	1 942	35 778	2 009	4.8	—3.3				
Westland Heliport (Battersea)	—	—	—	—	—	—	482	—	482	—	387	—	24.5	—				
OTHER UK Airports																		
+ Aberdeen	260	—	1 811	35	1 231	3	1 504	36	4 806	74	5 066	82	—5.1	—9.8				
+ Belfast	56	1	128	—	1 786	125	30	93	2 000	219	1 864	104	7.3	110.6				
Benbecula	—	—	—	—	214	—	—	—	214	—	218	—	—1.8	—				
+ Birmingham	736	—	706	1	1 609	2	35	—	3 086	3	2 765	10	11.6	—70.0				
+ Blackpool	182	—	8	—	357	30	44	109	591	139	537	96	10.1	44.8				
+ Bournemouth	3	—	31	1	412	205	17	12	463	218	410	136	12.9	60.3				
+ Bristol	204	1	177	1	249	—	17	—	647	2	669	5	—3.3	—60.0				
+ Cambridge	—	—	29	—	86	—	27	—	142	—	82	—	73.2	—				
+ Cardiff	218	—	144	—	442	—	4	—	808	—	805	2	0.4	—				
+ Coventry	—	—	48	3	10	—	18	2	76	5	72	4	5.6	25.0				
+ East Midlands	242	38	343	46	459	—	142	46	1 186	130	1 197	105	—0.9	23.8				
+ Edinburgh	417	—	143	1	1 513	37	112	76	2 185	114	1 932	45	13.1	153.3				
+ Exeter	96	—	17	2	455	—	19	—	587	2	554	2	6.0	—				
+ Glasgow	520	115	515	1	2 614	52	746	13	4 395	181	3 925	208	12.0	—13.0				
Gloucester/Cheltenham	—	—	—	—	94	—	36	—	130	—	118	—	10.2	—				
Hawarden	—	—	—	—	76	—	—	—	76	—	96	—	—20.8	—				
Humberside	41	—	33	2	359	—	85	—	518	2	475	—	9.1	—				
Inverness	—	—	85	—	488	—	70	—	643	—	710	—	—9.4	—				
Islay	—	—	—	—	154	—	29	—	183	—	126	—	45.2	—				
+ Isle of Man	82	—	2	—	1 249	30	6	—	1 339	30	1 222	27	9.6	11.1				
Isles of Scilly	—	—	—	—	602	—	—	—	602	—	550	—	9.5	—				
+ Kirkwall	—	—	9	—	793	8	159	—	961	8	945	6	1.7	33.3				
+ Leeds/Bradford	205	—	68	8	722	—	122	22	1 117	30	1 049	9	6.5	233.3				
+ Liverpool	167	206	229	7	590	1	79	74	1 065	288	859	253	24.0	13.8				
+ Lydd	154	138	—	—	—	—	—	—	154	138	196	186	—21.4	—25.8				
+ Manchester	1 430	82	1 900	6	1 539	—	90	—	4 959	88	4 667	316	6.3	—72.2				
+ Manston	—	—	—	—	—	—	—	—	—	—	140	—	—	—				
+ Newcastle	329	1	393	—	832	18	127	13	1 681	32	1 719	—	—2.2	—				
+ Norwich	252	—	69	4	688	—	97	—	1 106	4	925	4	19.6	—				
Penzance Heliport	—	—	—	—	468	—	—	—	468	—	452	—	3.5	—				
+ Prestwick	334	82	208	2	211	40	72	1	825	125	607	148	35.9	—15.5				
+ Southampton	224	1	41	10	993	4	45	—	1 303	15	1 164	3	11.9	400.0				
Stornoway	6	—	—	—	237	—	182	3	425	3	292	1	45.5	200.0				
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	—	—				
Swansea	—	—	—	—	163	—	51	—	214	—	—	—	—	—				
+ Tees-side	82	—	162	—	659	—	263	3	1 166	3	1 378	3	—15.4	—				
Tiree	—	—	—	—	50	—	8	—	58	—	62	—	—6.5	—				
Wick	—	—	11	—	348	—	71	2	430	2	419	3	2.6	—33.3				
TOTAL (Incl. London Area)	26 884	1 869	15 604	550	30 772	795	5 314	583	78 574	3 797	74 432	3 767	6.0	—3.0				
Channel Islands Airports																		
Alderney	—	—	—	—	—	—	—	—	826	—	841	—	—1.8	—				
Guernsey	—	—	—	—	—	—	—	—	3 073	—	3 088	—	—0.5	—				
Jersey	—	—	—	—	—	—	—	—	5 338	—	5 319	—	0.4	—				
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	9 237	—	9 248	—	—0.1	—				

xx Not supplied

Air Transport Landings Diverted from/to UK Reporting Airports

June 1979

Table 14

Airport of Intended landing	Total number of diversions	Airport of actual arrival Date of diversions																														Table	
		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	22			1Ma	3St				1He				6He 2St 2Lu		1Bo						3Bl		2Bo	1St									
Heathrow	10														1Sh		1Ma						1Pr 7Ga										
Luton	27			3Ma 1He 1Ga 8Em 3Bl 4Ga	3St 2Em							1He									4Em						1St						
Stansted	4																																
Aberdeen	5				1Pr 3Gl	1Wi																											
Birmingham	1			1Ma																													
Bristol	2				2Cd																												
Coventry	1																																
East Midlands	2	1Bl			1Bl																											1Bl	
Edinburgh	8				5Gl						2He 1Pr						1Gl 2Pr																
Glasgow	11							1Pr 1Gl 1Wi														1Ed 4Ne						1Ma			1Ga		
Inverness	1																																
Kirkwall	1																																
Leeds	4			1Ma	2Ma																				1Em								
Liverpool	1																																
Manchester	7				1Em						1He 1Ga					1Lu		1He 1Bl 1Ma			2Bl												
Newcastle	10			2Te 1Em	1Pr 1Ed 1Te		2Li								1Em																		
Southampton	1																1Ga																
Stornoway	1																																
Sumburgh	15				1Gl	1Ed						4Ki			2Ki						1Ed						2Ki						
Tees-side	1			1Lb																													
Wick	1												1Ki																				
Other Internal	28	1He	3Sh 1Bo	2Bo	2Sh			2Wi	1Ex 1Ki 1Wi		3Sh 7Bo			2Ex								1Gl 1Ki											
Overseas	9		1Em						1He		1Ga	1Im		1He		1Ga					1Sw					1He 1Em							
All Aerodromes	173	2	5	29	29	2	5	2	5	—	16	6	11	4	3	3	4	4	5	—	13	1	14	2	2	2	1	1	—	—	2	—	

Aerodrome of actual landing: letter code

Ab	Aberdeen	Ca	Cambridge	Go	Gloucester/Cheltenham	Lb	Leeds/Bradford	Po	Portsmouth	Te	Tees-side
As	Ashford	Cd	Cardiff	Ha	Hawarden	Li	Liverpool	Pr	Prestwick	Ti	Tiree
Be	Belfast	Co	Coventry	He	Heathrow	Lu	Luton	Sh	Southampton	Wi	Wick
Bb	Benbecula	Em	East Midlands	Hu	Humberside	Ld	Lydd	So	Southend	Xi	Other Internal
BI	Birmingham	Ed	Edinburgh	In	Inverness	Ma	Manchester	St	Stansted	Xo	Overseas
Bl	Blackpool	Ex	Exeter	Is	Islay	Mt	Manston	Sw	Stornoway		
Bo	Bournemouth	Ga	Gatwick	Im	Isle of Man	Ne	Newcastle	Su	Sumburgh		
Br	Bristol	GI	Glasgow	Ki	Kirkwall	No	Norwich	Ss	Swansea		

Air Passengers by Type and Nationality of Operator June 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		United Kingdom 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	903 685	893 101	10 584	29 079	—	184 861	150	51 554	—	123 151	135	335 103	1 855	169 353	8 444
+ Heathrow	2 669 472	2 626 674	42 798	1 280 047	549	43 347	112	1 301 768	41 704	—	—	151	—	1 361	433
+ Luton	222 926	222 747	179	—	—	2 909	9	—	—	360	—	195 238	150	24 240	20
+ Southend	21 143	21 143	—	—	—	20 130	—	—	—	—	—	365	—	648	—
+ Stansted	33 293	32 279	1 014	—	—	831	216	1 056	—	—	—	739	206	29 653	592
TOTAL (London Area)	3 850 519	3 795 944	54 575	1 309 126	549	252 078	487	1 354 378	41 704	123 511	135	531 596	2 211	225 255	9 489
Westland Heliport (Battersea)	1 499	1 499	—	—	—	—	—	—	—	74	—	1 425	—	—	—
Other UK Airports															
+ Aberdeen	115 062	113 889	1 173	46 729	297	16 327	213	—	—	6 777	—	41 961	390	2 095	273
+ Belfast	129 579	129 493	86	86 606	—	25 165	32	3 988	—	—	—	1 783	54	11 951	—
+ Benbecula	2 296	2 216	80	1 449	—	767	80	—	—	—	—	—	—	—	—
+ Birmingham	153 662	149 932	3 730	47 869	1 404	18 270	1 566	11 679	555	1 371	—	53 945	135	16 798	70
+ Blackpool	13 453	13 429	24	—	—	13 246	24	—	—	—	—	173	—	10	—
+ Bournemouth	15 332	14 297	1 035	2	76	12 210	654	—	—	—	—	1 919	305	166	—
+ Bristol	29 492	27 611	1 881	4 084	1 840	4 802	23	2 358	—	—	—	8 096	18	8 271	—
+ Cambridge	4 480	4 480	—	—	—	4 079	—	—	—	—	—	194	—	207	—
+ Cardiff	28 838	24 880	3 958	6 078	614	4 055	3 309	107	—	—	—	6 730	35	7 910	—
+ Coventry	663	663	—	—	—	352	—	—	—	—	—	265	—	46	—
+ East Midlands	65 297	65 073	224	—	—	30 284	76	—	—	32	—	30 411	148	4 346	—
+ Edinburgh	127 272	124 633	2 639	75 149	186	29 278	2 151	4 358	46	—	—	10 851	141	4 997	115
+ Exeter	9 509	8 741	768	—	—	7 737	755	—	—	—	—	173	13	831	—
+ Glasgow	232 263	230 349	1 914	108 258	149	36 053	—	15 046	1 232	373	—	57 802	494	12 817	39
+ Gloucester/Cheltenham	2 737	2 737	—	—	—	2 609	—	—	—	—	—	128	—	—	—
+ Hawarden	244	244	—	—	—	244	—	—	—	—	—	—	—	—	—
+ Humberside	5 462	5 462	—	—	—	4 885	—	—	—	—	—	569	—	8	—
+ Inverness	15 674	14 635	1 039	11 628	1 039	1 314	—	—	—	—	—	657	—	1 036	—
+ Islay	1 321	1 321	—	—	—	1 269	—	—	—	—	—	52	—	—	—
+ Isle of Man	52 544	51 714	830	11 013	—	40 252	830	—	—	—	—	260	—	189	—
+ Isles of Scilly	13 659	13 659	—	12 395	—	1 264	—	—	—	—	—	—	—	—	—
+ Kirkwall	11 147	8 969	2 178	4 864	1 542	2 798	—	—	—	—	124	1 307	512	—	—
+ Leeds/Bradford	41 665	39 222	2 443	19 420	—	12 088	2 432	—	—	—	—	7 670	11	44	—
+ Liverpool	55 795	55 482	313	170	—	26 629	130	2 885	—	2 101	178	19 009	5	4 688	—
+ Lydd	6 280	6 280	—	—	—	6 280	—	—	—	—	—	—	—	—	—
+ Manchester	409 976	399 978	9 998	131 120	597	12 422	2 218	37 774	1 025	16 998	62	150 362	1 114	51 302	4 982
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	100 178	95 102	5 076	25 902	—	22 707	5 025	—	—	—	—	30 073	51	16 420	—
+ Norwich	18 605	17 400	1 205	—	—	15 904	1 162	—	—	—	—	1 254	—	242	43
+ Penzance Heliport	12 395	12 395	—	12 395	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	95 990	58 911	37 079	18 306	11 121	1 036	—	12 741	10 156	—	—	5 879	1 025	20 949	14 777
+ Southampton	33 291	33 089	202	6 275	151	26 214	51	—	—	—	—	471	—	129	—
+ Stornoway	7 171	7 171	—	4 328	—	825	—	434	—	141	—	1 443	—	—	—
+ Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx
+ Swansea	1 621	1 357	164	—	—	1 103	145	—	—	—	—	254	19	—	—
+ Tees-side	29 031	27 640	1 391	—	—	19 826	1 366	—	—	—	—	3 757	25	4 057	—
+ Tiree	386	384	2	—	—	355	—	—	—	—	—	29	2	—	—
+ Wick	4 379	3 528	851	1 239	846	1 411	—	—	—	—	—	878	5	—	—
TOTAL (Incl. London Area)	5 698 667	5 563 809	134 858	1 944 405	20 411	656 138	22 729	1 445 748	54 718	151 378	499	971 376	6 713	394 764	29 788
Channel Islands Airports															
+ Alderney	7 201	7 185	16	—	—	7 169	16	—	—	—	—	16	—	—	—
+ Guernsey	61 416	59 812	1 604	15 247	86	41 454	1 410	2 215	84	—	—	514	5	382	19
+ Jersey	171 060	169 926	1 134	50 768	30	107 958	1 101	6 176	—	—	—	1 348	3	3 676	—
TOTAL (Channel Is. Airports)	239 677	236 923	2 754	66 015	116	156 581	2 527	8 391	84	—	—	1 878	8	4 058	19

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

xx Not supplied

Terminal Air Passengers for June 1979

Table 16

Comparison with a Year Earlier

	1979	1978	Percentage change
London Area Airports			
+ Gatwick	893 101	847 450	5.4
+ Heathrow	2 626 674	2 428 463	8.2
+ Luton	222 747	212 273	4.9
+ Southend	21 143	23 802	-11.2
+ Stansted	32 279	31 376	2.9
TOTAL (London Area)	3 795 944	3 543 364	7.1
Westland Heliport (Battersea)	1 499	1 338	12.0
Other UK Airports			
+ Aberdeen	113 889	112 395	1.3
+ Belfast	129 493	102 993	25.7
Benbecula	2 216	2 061	7.5
+ Birmingham	149 932	134 922	11.1
+ Blackpool	13 429	13 585	-1.1
+ Bournemouth	14 297	12 098	18.2
+ Bristol	27 611	25 883	6.7
+ Cambridge	4 480	2 573	74.1
+ Cardiff	24 880	23 261	7.0
+ Coventry	663	403	64.5
+ East Midlands	65 073	57 515	13.1
+ Edinburgh	124 633	112 163	11.1
+ Exeter	8 741	7 860	11.2
+ Glasgow	230 349	207 796	10.9
Gloucester/Cheltenham	2 737	2 417	13.2
Hawarden	244	410	-40.5
Humberside	5 462	4 188	30.4
Inverness	14 635	12 951	13.0
Islay	1 321	982	34.5
+ Isle of Man	51 714	47 522	8.8
Isles of Scilly	13 659	12 765	7.0
+ Kirkwall	8 969	8 523	5.2
+ Leeds/Bradford	39 222	34 591	13.4
+ Liverpool	55 482	31 078	78.5
+ Lydd	6 280	6 982	-10.1
+ Manchester	399 978	369 725	8.2
+ Manston	..	430	—
+ Newcastle	95 102	84 896	12.0
+ Norwich	17 400	14 798	17.6
Penzance Heliport	12 395	11 982	3.4
+ Prestwick	58 911	48 137	22.4
+ Southampton	33 089	25 375	30.4
Stornoway	7 171	5 140	39.5
+ Sumburgh	xx	xx	—
Swansea	1 357	xx	—
+ Tees-side	27 640	30 380	-9.0
Tiree	384	390	-1.5
Wick	3 528	2 669	32.2
TOTAL (Incl. London Area)	5 563 809	5 116 541	8.7
Channel Islands Airports			
Alderney	7 185	7 311	-1.7
Guernsey	59 812	51 974	15.1
Jersey	169 926	148 260	14.6
TOTAL (Channel Islands Airports)	236 923	207 545	14.2

xx Not supplied.

International and Domestic Passenger Traffic for June 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	893 101	808 555	773 152	5	84 546	74 298	14
+ Heathrow	2 626 674	2 252 257	2 087 156	8	374 417	341 307	10
+ Luton	222 747	218 747	208 714	5	4 000	3 559	12
+ Southend	21 143	12 894	16 665	-23	8 249	7 137	16
+ Stansted	32 279	31 296	31 268	—	983	108	810
TOTAL (London Area)	3 795 944	3 323 749	3 116 955	7	472 195	426 409	11
Westland Heliport (Battersea)	1 499	—	6	—	1 499	1 332	13
Other UK Airports							
+ Aberdeen	113 889	30 582	31 227	-2	83 307	81 168	3
+ Belfast	129 493	16 555	10 761	54	112 938	92 232	22
Benbecula	2 216	—	—	—	2 216	2 061	8
+ Birmingham	149 932	104 588	95 370	10	45 344	39 552	15
+ Blackpool	13 429	865	1 015	-15	12 564	12 570	—
+ Bournemouth	14 297	2 310	2 401	-4	11 987	9 697	24
+ Bristol	27 611	22 116	21 165	4	5 495	4 718	16
+ Cambridge	4 480	316	81	290	4 164	2 492	67
+ Cardiff	24 880	17 853	16 920	6	7 027	6 341	11
+ Coventry	663	245	301	-19	418	102	310
+ East Midlands	65 073	40 971	37 213	10	24 102	20 302	19
+ Edinburgh	124 633	26 252	23 374	12	98 381	88 789	11
+ Exeter	8 741	2 275	2 454	-7	6 466	5 406	20
+ Glasgow	230 349	75 683	67 636	12	154 666	140 160	10
Gloucester/Cheltenham	2 737	—	—	—	2 737	2 417	13
Hawarden	244	—	—	—	244	410	-40
Humberside	5 462	676	1 084	-38	4 786	3 104	54
Inverness	14 635	1 433	1 480	-3	13 202	11 471	15
Islay	1 321	—	—	—	1 321	982	35
+ Isle of Man	51 714	2 706	2 921	-7	49 008	44 601	10
Isles of Scilly	13 659	—	—	—	13 659	12 765	7
+ Kirkwall	8 969	28	64	-56	8 941	8 459	6
+ Leeds/Bradford	39 222	13 288	12 154	9	25 934	22 437	16
+ Liverpool	55 482	30 393	10 000	204	25 089	21 078	19
+ Lydd	6 280	6 280	6 982	-10	—	—	—
+ Manchester	399 978	305 947	280 220	9	94 031	89 505	5
+ Manston	xx	xx	430	xx	xx	—	—
+ Newcastle	95 102	55 356	48 157	15	39 746	36 739	8
+ Norwich	17 400	7 135	6 346	12	10 265	8 452	21
Penzance	12 395	—	—	—	12 395	11 982	3
+ Prestwick	58 911	56 358	45 721	23	2 553	2 416	6
+ Southampton	33 089	4 240	2 684	58	28 849	22 691	27
Stornoway	7 171	434	860	-50	6 737	4 280	57
+ Sumburgh	xx	xx	xx	—	xx	xx	—
Swansea	1 357	—	xx	—	1 357	xx	—
+ Tees-side	27 640	8 271	8 262	—	19 369	22 118	-12
Tiree	384	—	—	—	384	390	-2
Wick	3 528	144	—	—	3 384	2 669	27
TOTAL (Incl. London Area)	5 563 809	4 157 049	3 854 244	8	1 406 760	1 262 297	11

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

xx Not supplied.

International Air Passenger Traffic to and from Airports for June 1979

Table 18

Comparison with a Year Earlier

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	21 263	15 719	5 544	18 837	13 690	5 147	13
London – Vienna	17 658	13 808	3 850	14 944	11 653	3 291	18
Other Routes	3 605	1 911	1 694	3 893	2 037	1 856	-7
Belgium	79 337	77 230	2 107	76 607	75 155	1 452	4
London – Brussels	55 785	55 785	—	52 524	52 468	56	6
Other S.E. England – Belgium	13 475	12 625	850	15 524	14 988	536	-13
Other Routes	10 077	8 820	1 257	8 559	7 699	860	18
Denmark	65 768	50 134	15 634	60 545	43 478	17 067	9
London – Copenhagen	43 858	36 803	7 055	39 128	34 268	4 860	12
Other Routes	21 910	13 331	8 579	21 417	9 210	12 207	2
Finland	18 650	13 421	5 229	17 036	12 211	4 825	9
France	295 906	276 714	19 192	284 803	269 868	14 935	4
London – Nice	25 424	24 949	475	20 089	19 999	90	27
– Paris	184 357	179 924	4 433	188 404	184 589	3 815	-2
– N. France (a)	9 144	7 887	1 257	8 218	8 067	151	11
– Other France	34 191	29 162	5 029	28 256	24 217	4 039	21
Manchester – Paris	9 547	9 528	19	9 176	9 166	10	4
Other UK – Paris	16 367	15 282	1 085	13 822	12 761	1 061	18
Luton – Other France	1 970	—	1 970	1 380	—	1 380	43
Other S.E. England – France	7 577	7 491	86	8 872	8 829	43	-15
Other Routes	7 329	2 491	4 838	6 586	2 240	4 346	11
Germany (Fed. Republic)	260 171	208 779	51 392	236 983	182 215	54 768	10
London – Dusseldorf	38 749	34 268	4 481	36 316	31 447	4 869	7
– Frankfurt	69 611	63 233	6 378	61 113	53 678	7 435	14
– Hamburg	31 161	27 228	3 933	27 575	23 911	3 664	13
– Munich	35 210	20 848	14 362	31 056	20 048	11 008	13
– Other Germany	57 457	47 752	9 705	49 461	41 299	8 162	16
Luton – Germany	6 153	—	6 153	13 332	—	13 332	-54
Manchester – Germany	12 536	10 096	2 440	10 962	7 952	3 010	14
Other Routes	9 294	5 354	3 940	7 168	3 880	3 288	30
Gibraltar	10 112	4 545	5 567	7 104	4 806	2 298	42
Greece	194 217	45 628	148 589	145 135	41 852	103 283	34
Iceland	4 869	4 721	148	4 024	4 024	—	21
London – Reykjavik	3 427	3 404	23	2 504	2 504	—	37
Glasgow – Reykjavik	1 317	1 317	—	1 520	1 520	—	-13
Other Routes	125	—	125	—	—	—	—

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	638 554	102 858	535 696	637 070	102 165	534 905	—
London – Barcelona	23 462	16 577	6 885	22 328	16 726	5 602	5
– Ibiza	21 611	2 752	18 859	18 088	2 562	15 526	19
– Madrid	38 710	33 694	5 016	38 376	33 922	4 454	1
– Malaga	32 832	14 272	18 560	34 625	14 703	19 922	–5
– Palma	72 369	11 342	61 027	70 068	12 081	57 987	3
– Other Spain	82 659	23 374	59 285	86 759	21 262	65 497	–5
Luton – Alicante	10 791	—	10 791	11 971	—	11 971	–10
– Barcelona	5 552	—	5 552	4 600	—	4 600	21
– Gerona	8 577	—	8 577	8 611	—	8 611	—
– Ibiza	9 979	—	9 979	8 602	—	8 602	16
– Palma	20 465	—	20 465	21 640	—	21 640	–5
– Other Spain	23 662	—	23 662	24 593	—	24 593	–4
Other S.E. England – Spain	—	—	—	214	—	214	—
Manchester – Barcelona	6 653	—	6 653	5 778	—	5 778	15
– Palma	29 726	—	29 726	32 955	—	32 955	–10
Other N. England – Spain	111 047	439	110 608	106 289	600	105 689	4
Scotland – Spain	43 158	292	42 866	41 788	100	41 688	3
Other Routes	97 301	116	97 185	99 785	209	99 576	–2
Sweden	54 935	32 726	22 209	56 524	28 642	27 882	–3
London – Stockholm	33 877	23 237	10 640	30 339	20 444	9 895	12
Other Routes	21 058	9 489	11 569	26 185	8 198	17 987	–20
Switzerland	124 829	98 462	26 367	117 551	92 477	25 074	6
London – Basle	10 839	8 578	2 261	10 764	9 255	1 509	1
– Geneva	44 063	35 828	8 235	38 743	32 146	6 597	14
– Zurich	56 739	44 020	12 719	54 693	41 964	12 729	4
Luton – Switzerland	2 617	—	2 617	3 943	—	3 943	–34
Other Routes	10 571	10 036	535	9 408	9 112	296	12
Yugoslavia	77 257	25 251	52 006	60 044	22 363	37 681	29
London – Dubrovnic	10 166	2 313	7 853	8 735	1 322	7 413	16
– Ljubljana	4 614	3 341	1 273	3 310	2 837	473	39
Luton – Yugoslavia	5 954	—	5 954	3 372	—	3 372	77
Other Routes	56 523	19 597	36 926	44 627	18 204	26 423	27
Other Europe	142 545	70 301	72 244	109 574	64 163	45 411	30
WESTERN HEMISPHERE							
Canada	221 693	124 406	97 287	196 778	112 675	84 103	13
London – Montreal	20 316	20 316	—	21 940	19 582	2 358	–7
– Toronto	74 736	44 555	30 181	61 140	37 750	23 390	22
– Other Canada	55 817	35 438	20 379	59 091	31 425	27 666	–6
Other UK – Montreal	5 017	3 874	1 143	4 323	4 053	270	16
– Toronto	46 333	14 767	31 566	39 428	14 958	24 470	18
Other Routes	19 474	5 456	14 018	10 856	4 907	5 949	79

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	176 873	175 092	1 781	179 402	177 472	1 930	-1
London – Cork	14 343	14 343	—	15 265	15 176	89	-6
– Dublin	84 207	84 132	75	85 405	85 015	390	-1
– Shannon	12 410	12 401	9	12 782	12 717	65	-3
Manchester – Dublin	13 459	13 459	—	13 090	13 082	8	3
Birmingham – Dublin	11 539	11 539	—	11 123	11 028	95	4
Glasgow – Dublin	8 921	8 921	—	9 966	9 966	—	-10
Liverpool – Dublin	4 270	4 270	—	5 047	5 047	—	-15
Leeds/Bradford – Dublin	2 241	2 227	14	3 385	3 385	—	-34
Edinburgh – Dublin	4 408	4 358	50	4 194	4 194	—	5
Bristol – Dublin	2 233	2 175	58	2 464	2 460	4	-9
Other Routes	18 842	17 267	1 575	16 681	15 402	1 279	13
Italy	260 436	103 328	157 108	222 286	94 167	128 119	17
London – Genoa (g)	4 565	—	4 565	2 007	—	2 007	127
– Milan	49 018	34 236	14 782	46 071	31 318	14 753	6
– Rimini (g)	11 403	—	11 403	8 543	—	8 543	33
– Rome	42 695	35 935	6 760	40 564	35 385	5 179	5
– Venice	16 231	6 286	9 945	13 663	5 462	8 201	19
– Other Italy	47 007	21 366	25 641	37 458	17 395	20 063	25
Luton – Rimini	5 482	—	5 482	5 291	—	5 291	4
– Other Italy	39 788	—	39 788	37 087	—	37 087	7
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	20 863	—	20 863	14 422	—	14 422	45
Other Routes	23 384	5 505	17 879	17 180	4 607	12 573	36
Luxembourg	5 823	5 712	111	5 627	5 617	10	3
London – Luxembourg	5 786	5 712	74	5 617	5 617	—	3
Other Routes	37	—	37	10	—	10	270
Netherlands	174 881	173 758	1 123	173 956	172 068	1 888	1
London – Amsterdam	98 420	98 341	79	102 839	102 141	698	-4
– Rotterdam	18 113	18 113	—	17 882	17 834	48	1
Other S.E. England – Netherlands	7 099	6 781	318	9 016	8 575	441	-21
Manchester – Amsterdam	11 314	11 308	6	9 550	9 546	4	18
Other Routes	39 935	39 215	720	34 669	33 972	697	15
Norway	58 221	45 652	12 569		40 339	18 901	-2
London – Oslo	28 275	21 714	6 561		19 432	9 325	-2
Other Routes	29 946	23 938	6 008		20 907	9 576	-2
Portugal	63 328	27 605	35 723	49 009	23 375	25 634	29
London – Lisbon	21 091	17 878	3 213	16 442	14 205	2 237	28
Other Routes	42 237	9 727	32 510	32 567	9 170	23 397	30
Soviet Union and Eastern Europe (b)	66 205	29 715	36 490	40 882	26 376	14 506	62
London – Moscow	9 212	8 549	663	8 937	8 014	923	3
– Prague	3 211	3 211	—	2 698	2 698	—	19
Other Routes	53 782	17 955	35 827	29 247	15 664	13 583	84

Table 18 cont.

	1979			1978			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	571 645	531 101	40 544	568 800	463 072	105 728	1
London – New York	191 106	181 295	9 811	208 559	175 188	33 371	–8
– Other East Coast							
USA	121 256	113 772	7 484	111 845	106 353	5 492	8
– Chicago and Detroit	59 569	55 933	3 636	66 886	48 072	18 814	–11
– West Coast USA	121 016	114 234	6 782	112 902	87 461	25 441	7
– Other USA	51 831	48 231	3 600	45 940	34 974	10 966	13
Other UK – New York	15 228	10 414	4 814	17 533	11 024	6 509	–13
Other Routes	11 639	7 222	4 417	5 135	—	5 135	127
West Atlantic and Caribbean Islands	27 277	27 156	121	20 005	19 535	470	36
Central and South America	12 174	11 968	206	12 035	12 035	—	1
REST OF THE WORLD							
Canary Islands	51 075	2 832	48 243	50 982	3 135	47 847	—
North Africa (c)	39 696	21 491	18 205	33 820	18 546	15 274	17
East Africa (d)	11 554	11 459	95	11 572	10 627	945	—
Central Africa (e)	5 600	5 600	—	6 003	6 003	—	–7
West Africa (d)	22 875	21 864	1 011	28 149	27 852	297	–19
South Africa	31 508	30 508	1 000	22 509	22 509	—	40
Middle East (f)	152 700	150 121	2 579	170 410	166 859	3 551	–10
India	25 652	25 652	—	21 816	21 816	—	18
Pakistan	12 950	12 950	—	9 306	9 306	—	39
Far East	77 443	77 148	295	58 234	56 514	1 720	33
Australia and New Zealand	52 277	52 277	—	27 916	27 916	—	87
Other Routes n.e.i.	32 291	8 468	23 823	37 416	10 638	26 778	–14
ALL ROUTES	4 142 590	2 702 352	1 440 238	3 837 990	2 485 561	1 352 429	8

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

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

NOTE: These figures do not include Sumburgh.

Domestic Passengers by Main Routes for June 1979

Table 19

Comparison with a Year Earlier

Origin/Destination		1979	1978	Percentage change
London (a)	Aberdeen	30 425	27 233	12
	Belfast	59 915	48 317	24
	Birmingham	10 783	10 474	3
	Channel Islands	52 922	47 088	12
	Edinburgh	77 807	69 827	11
	Glasgow	86 743	83 309	4
	Manchester	51 601	50 998	1
	Newcastle	26 137	26 142	—
	Tees-side	13 001	14 741	-12
	Other airports	50 612	37 584	35
Belfast	Birmingham	6 235	5 253	19
	East Midlands	4 012	3 130	28
	Edinburgh	1 824	1 587	15
	Glasgow	8 637	7 507	15
	Isle of Man	4 732	3 934	20
	Manchester	11 009	10 734	3
	Newcastle	1 905	1 560	22
	Other airports	14 669	10 210	44
Channel Islands	Bristol/Glamorgan	6 235	5 306	18
	Leeds/Bradford	3 344	2 664	26
	Liverpool	3 091	1 033	199
	Manchester	10 310	7 399	39
	Other airports	88 446	69 044	28
Edinburgh	Manchester	4 207	4 645	-9
	Other airports	14 543	12 730	14
Glasgow	Birmingham	6 553	5 204	26
	East Midlands	4 225	4 062	4
	Isle of Man	2 896	2 601	11
	Manchester	5 666	5 661	—
	Other Scottish airports	23 108	25 617	-10
	Other airports	14 628	5 172	183
Isle of Man	Manchester	6 696	5 351	25
	Newcastle	1 479	1 196	24
	Other airports	27 538	27 323	1
Penzance	Isles of Scilly	12 395	11 982	3
Other Routes		37 225	40 798	-9
Total		785 554	697 416	13

(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 June 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	8 058.1	15.9	17.2	778.3	1 372.3	146.7	159.6	0.4	1.2	1 789.4	3 470.8	151.9	154.4	
+Heathrow	41 843.7	7 417.1	7 505.6	30.5	256.0	12 310.2	14 115.3	—	—	33.1	—	89.7	86.2	
+Luton	504.6	—	—	0.2	0.2	43.8	—	2.7	—	106.6	194.6	57.0	99.5	
+Southend	647.0	—	—	187.0	142.0	—	—	—	—	43.0	275.0	—	—	
+Stansted	1 581.2	—	—	0.7	0.2	—	—	—	—	512.9	1 027.7	16.0	23.7	
TOTAL (London Area)	52 634.6	7 433.0	7 522.8	996.7	1 770.7	12 500.7	14 274.9	3.1	1.2	2 485.0	4 968.1	314.6	363.8	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+Aberdeen	617.0	62.8	121.6	33.7	44.3	—	—	19.7	43.9	67.9	221.0	0.7	1.4	
+Belfast	1 234.0	77.8	134.0	307.1	26.9	6.3	3.5	—	—	491.3	187.1	—	—	
Benbecula	14.7	11.5	2.2	0.8	0.2	—	—	—	—	—	—	—	—	
+Birmingham	302.4	134.9	82.9	13.2	1.4	28.5	26.4	—	—	15.1	—	—	—	
+Blackpool	486.5	—	—	3.7	47.5	—	—	—	—	—	435.3	—	—	
+Bournemouth	795.7	—	—	434.9	321.9	—	—	—	—	20.2	16.7	—	2.0	
+Bristol	48.2	2.9	2.7	10.9	4.4	10.2	12.8	—	—	—	2.4	—	1.9	
+Cambridge	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Cardiff	19.3	4.6	7.9	5.0	1.8	—	—	—	—	—	—	—	—	
+Coventry	2.6	—	—	—	—	—	—	—	—	—	—	—	—	
+East Midlands	581.6	—	—	77.8	103.5	—	—	—	—	0.3	2.3	—	—	
+Edinburgh	129.6	26.4	36.8	32.9	27.1	1.3	0.9	—	—	82.9	293.2	—	24.2	
+Exeter	49.1	—	—	7.0	12.1	—	—	—	—	2.2	2.0	—	—	
+Glasgow	1 534.9	524.4	253.4	70.5	33.9	298.2	326.7	—	—	—	30.0	—	—	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	8.8	8.9	10.1	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Humberside	27.9	—	—	3.0	1.9	—	—	—	—	—	—	23.0	—	
Inverness	23.9	7.7	16.2	—	—	—	—	—	—	—	—	—	—	
Islay	10.9	—	—	6.4	4.5	—	—	—	—	—	—	—	—	
+Isle of Man	229.2	9.5	5.4	192.4	21.9	—	—	—	—	—	—	—	—	
Isles of Scilly	8.6	7.5	1.1	—	—	—	—	—	—	—	—	—	—	
+Kirkwall	43.0	27.0	14.3	0.8	0.9	—	—	—	—	—	—	—	—	
+Leeds/Bradford	36.9	7.0	10.0	9.7	6.2	—	—	—	—	—	3.2	0.8	—	
+Liverpool	2 409.6	—	—	30.8	42.3	593.6	1 106.2	—	—	194.3	395.3	5.3	41.8	
+Lydd	409.2	—	—	159.4	249.8	—	—	—	—	—	—	—	—	
+Manchester	1 449.8	293.7	263.5	48.9	21.3	317.1	413.1	—	0.1	0.6	50.8	0.4	40.3	
+Manston	..	..	..	..	..	..	..	..	..	..	..	..	..
+Newcastle	90.4	15.7	17.4	25.6	28.2	—	—	—	—	1.3	2.0	—	0.2	
+Norwich	61.5	—	—	32.0	27.0	—	—	—	—	1.0	0.9	0.5	0.1	
Penzance Heliport	8.6	1.1	7.5	—	—	—	—	—	—	—	—	—	—	
+Prestwick	1 721.8	484.2	230.4	41.5	2.4	685.9	244.6	—	—	3.8	8.1	—	20.9	
+Southampton	108.9	7.3	13.6	15.6	66.1	—	—	—	—	—	6.1	0.2	—	
Stornoway	39.5	33.1	4.0	0.1	0.8	—	—	0.3	0.1	1.1	—	—	—	
+Sumburgh	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	xx	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Tees-side	14.3	—	—	9.1	3.9	—	—	—	—	0.6	0.7	—	—	
Tiree	1.2	—	—	1.1	0.1	—	—	—	—	—	—	—	—	
Wick	12.9	2.4	1.0	0.7	0.8	—	—	—	—	8.0	—	—	—	
TOTAL (Incl. London Area)	65 158.3	9 174.5	8 748.7	2 571.3	2 873.8	14 441.8	16 409.1	23.1	45.3	3 384.4	6 634.1	355.6	496.6	
Channel Islands Airports														
Alderney	31.4	—	—	25.8	5.6	—	—	—	—	—	—	—	—	
Guernsey	796.0	8.0	2.0	285.0	497.0	3.0	1.0	—	—	—	—	—	—	
Jersey	707.1	50.9	21.4	413.0	162.1	1.5	—	—	—	44.6	13.5	—	0.1	
TOTAL (Channel Islands Airports)	1 534.5	58.9	23.4	723.8	664.7	4.5	1.0	—	—	44.6	13.5	—	0.1	

xx Not supplied

Cargo June 1979

Table 21

Comparison with a Year Earlier

	International						Domestic						1979			1978			Percentage change		
	Scheduled			Charter			Scheduled			Charter			Total			Total			Percentage change		
	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo
London Area Airports																					
+ Gatwick	1 398		487	72		5 366	262		343	—		130	1 732		6 326	1 243		6 978	39.3		−9.3
+ Heathrow	25 325		15 359	2		207	384		566	—		—	25 711		16 132	23 071		1 5391	11.4		4.8
+ Luton	—		44	82		336	—		—	—		42	82		422	143		413	−42.7		2.2
+ Southend	327		—	297		—	2		—	21		—	647		—	731		—	−11.5		—
+ Stansted	—		—	—		1 578	—		—	—		3	—		1 581	402		1 780	—		−11.2
TOTAL (London Area)	27 050		15 890	453		7 487	648		909	21		175	28 172		24 461	25 590		24 562	10.1		−0.4
Westland Heliport (Battersea)	—		—	—		—	—		—	—		—	—		—	—		—	—		—
Other UK Airports																					
+ Aberdeen	58		—	261		17	201		3	67		10	587		30	549		36	6.9		−16.7
+ Belfast	9		1	—		—	334		212	—		678	343		891	403		264	−14.9		237.5
+ Benbecula	—		—	—		—	14		—	—		—	14		—	18		—	−22.2		—
+ Birmingham	229		—	—		15	57		—	—		—	286		15	262		11	9.2		36.4
+ Blackpool	12		—	—		—	39		—	—		435	51		435	57		300	−10.5		45.0
+ Bournemouth	—		—	—		2	2		755	—		37	2		794	3		700	−33.3		13.4
+ Bristol	38		1	2		2	6		—	—		—	46		3	34		18	35.3		−83.3
+ Cambridge	—		—	—		—	—		—	—		—	—		—	9		—	—		—
+ Cardiff	14		—	—		—	5		—	—		—	19		—	19		9	—		—
+ Coventry	—		—	—		2	—		—	—		—	—		2	—		8	—		−75.0
+ East Midlands	35		101	2		378	45		—	—		21	82		500	69		550	18.8		−9.1
+ Edinburgh	26		—	—		2	100		—	—		2	126		4	120		—	5.0		—
+ Exeter	3		—	—		30	16		—	—		—	19		30	19		13	—		130.8
+ Glasgow	165		520	—		10	266		557	9		8	440		1 095	428		1 079	2.8		1.5
+ Gloucester/Cheltenham	—		—	—		—	—		—	—		—	—		—	—		—	—		—
+ Hawarden	—		—	—		—	—		—	—		—	—		—	—		—	—		—
+ Humberside	3		—	—		23	2		—	—		—	5		23	—		—	—		—
+ Inverness	—		—	—		—	24		—	—		—	24		—	33		—	−27.3		—
+ Islay	—		—	—		—	10		—	—		—	10		—	9		—	11.1		—
+ Isle of Man	—		—	—		—	113		116	—		—	113		116	131		109	−13.7		6.4
+ Isle of Scilly	—		—	—		—	9		—	—		—	9		—	9		—	—		—
+ Kirkwall	—		—	—		—	43		—	—		—	43		—	45		4	−4.4		—
+ Leeds/Bradford	14		—	—		3	18		—	—		2	32		5	33		2	−3.0		150.0
+ Liverpool	11		1 695	5		66	67		—	—		566	83		2 327	74		492	12.2		373.0
+ Lydd	—		409	—		—	—		—	—		—	—		409	—		388	—		5.4
+ Manchester	736		426	—		91	194		—	1		—	931		517	863		1 683	7.9		−69.3
+ Manston	..		..	..		..	..		..	..		..	..		..	—		—	—		—
+ Newcastle	48		—	—		—	40		—	—		3	88		3	92		—	−4.3		—
+ Norwich	35		—	1		1	24		—	—		—	60		1	41		1	46.3		—
+ Penzance Heliport	—		—	—		—	9		—	—		—	9		—	9		—	—		—
+ Prestwick	307		1 234	—		29	15		133	—		4	322		1 400	192		1 264	67.7		10.8
+ Southampton	10		—	1		5	91		1	—		—	102		6	108		21	−5.6		−17.4
+ Stornoway	—		—	—		—	38		—	1		1	39		1	37		—	5.4		—
+ Sumburgh	xx		xx	xx		xx	xx		xx	xx		xx	xx		xx	xx		xx	—		—
+ Swansea	—		—	—		—	—		—	—		—	—		—	xx		xx	—		—
+ Tees-side	4		—	—		—	9		—	—		1	13		1	27		2	−51.9		−50.0
+ Tiree	—		—	—		—	1		—	—		—	1		—	1		—	—		—
+ Wick	—		—	—		—	5		—	—		8	5		8	4		9	25.0		−11.1
TOTAL (Incl. London Area)	28 807		20 277	725		8 163	2 445		2 686	99		1 951	32 076		33 077	29 288		31 525	9.5		4.9
Channel Islands Airports																					
Alderney	—		—	—		—	—		—	—		—	31		—	31		—	—		—
+ Guernsey	—		—	—		—	—		—	—		—	796		—	860		—	−7.4		—
+ Jersey	—		—	—		—	—		—	—		—	707		—	802		—	−11.8		—
TOTAL (Channel Is. Airports)	—		—	—		—	—		—	—		—	1 534		—	1 693		—	−9.4		—

xx Not supplied.

All Scheduled Services June 1979

Table 22.1

												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	24 113	19 155	38 366	1 623 708	5 473 432	3 935 650	71.9	15 124	647 104	439 120	13 951	63 861	361 306	67.9	
British Airways Helicopters	29	468	155	11 953	860	729	84.8	9	70	54	—	1	54	77.2	
British Caledonian Airways	3 016	3 364	5 190	140 587	394 910	244 675	62.0	1 640	46 426	28 062	496	5 064	22 501	60.4	
Air Anglia	838	2 555	2 336	40 543	41 989	19 538	46.5	162	4 240	2 028	—	84	1 944	47.8	
Air Wales	15	76	63	246	137	49	36.0	—	11	4	—	—	4	35.9	
Aurigny Air Services	115	1 902	560	19 661	1 627	1 196	73.5	94	152	101	—	5	96	66.3	
British Island Airways	802	3 368	3 232	83 304	36 344	18 811	51.8	523	3 351	1 745	1	146	1 598	52.1	
British Midland Airways	732	2 290	2 360	94 582	54 667	31 921	58.4	232	4 659	2 574	—	85	2 490	55.3	
Brymon Airways	191	849	832	8 220	5 061	2 279	45.0	4	478	188	—	1	187	39.3	
Dan-Air Services	654	1 990	2 029	62 183	44 302	25 770	58.2	48	3 761	2 219	—	28	2 192	59.0	
Haywards Aviation	24	132	111	410	171	81	47.6	2	17	7	—	—	6	39.8	
Intra Airways	76	302	284	10 776	4 605	3 359	72.9	—	387	251	—	—	251	65.0	
Laker Airways	144	20	191	3 839	49 580	24 765	50.0	—	5 030	1 981	—	—	1 981	39.4	
Loganair	188	1 909	944	10 844	2 291	1 368	59.7	—	209	124	—	—	124	67.9	
TOTAL Passenger Services	30 936	38 380	56 653	2 110 856	6 109 977	4 310 093	70.5	17 838	715 895	478 457	14 449	69 276	394 733	66.8	
Cargo Services															
British Airways	1 313	811	1 900	—	—	—	—	5 098	29 736	19 150	355	18 794	—	64.4	
British Caledonian Airways	244	100	338	—	—	—	—	1 113	7 982	4 709	176	4 533	—	59.0	
Air Freight	27	115	112	—	—	—	—	307	115	68	—	68	—	59.5	
Air-Bridge Carriers	1	2	3	—	—	—	—	9	9	3	—	3	—	36.3	
British Island Airways	69	289	265	—	—	—	—	628	319	172	19	153	—	53.8	
TOTAL Cargo Services	1 653	1 317	2 618	—	—	—	—	7 155	38 162	24 102	550	23 552	—	63.2	
GRAND TOTAL	32 589	39 697	59 271	2 110 856	6 109 977	4 310 093	70.5	24 993	754 057	502 559	14 999	92 827	394 733	66.6	

International Scheduled Services June 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	21 509	12 297	31 483	1 190 056	5 205 838	3 751 649	72.1	14 197	622 165	422 913	13 879	63 578	345 456	68.0
British Caledonian Airways	2 589	1 782	3 979	86 329	361 404	222 338	61.5	1 178	43 163	26 085	479	4 982	20 625	60.4
Air Anglia	485	943	1 133	24 091	31 079	13 315	42.8	116	3 126	1 390	—	66	1 325	44.5
Aurigny Air Services	115	1 902	560	19 661	1 627	1 196	73.5	94	152	101	—	5	96	66.3
British Island Airways	478	1 696	1 879	37 581	22 452	9 736	43.4	386	2 069	953	—	126	827	46.1
British Midland Airways	129	340	433	8 938	9 612	3 650	38.0	41	748	301	—	17	285	40.3
Brymon Airways	35	159	158	818	542	250	46.1	1	47	21	—	—	21	44.4
Dan-Air Services	360	765	949	24 551	27 343	14 822	54.2	37	2 321	1 285	—	23	1 262	55.4
Haywards Aviation	10	70	47	121	70	17	24.8	2	7	1	—	—	1	19.9
Intra Airways	26	169	107	4 511	1 575	857	54.4	—	132	64	—	—	64	48.5
Laker Airways	144	20	191	3 839	49 580	24 765	50.0	—	5 030	1 981	—	—	1 981	39.4
TOTAL Passenger Services	25 881	20 143	40 919	1 400 496	5 711 123	4 042 596	70.8	16 051	678 959	455 096	14 358	68 796	371 941	67.0
Cargo Services														
British Airways	1 273	720	1 815	—	—	—	—	4 526	29180	18 847	354	18 493	—	64.6
British Caledonian Airways	223	63	293	—	—	—	—	878	7 808	4 577	44	4 533	—	58.6
Air Freight	27	115	112	—	—	—	—	307	115	68	—	68	—	59.5
British Island Airways	4	9	14	—	—	—	—	20	20	10	—	10	—	47.6
TOTAL Cargo Services	1 527	907	2 234	—	—	—	—	5 730	37 122	23 501	398	23 104	—	63.3
GRAND TOTAL	27 408	21 050	43 153	1 400 496	5 711 123	4 042 596	70.8	21 781	716 081	478 597	14 756	91 900	371 941	66.8

Domestic Scheduled Services June 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	2 605	6 858	6 883	433 652	267 594	183 900	68.7	927	24 939	16 207	72	284	15 851	65.0	
British Airways Helicopters	29	468	155	11 953	860	729	84.8	9	70	54	—	1	54	77.2	
British Caledonian Airways	427	1 582	1 211	54 258	33 506	22 338	66.7	462	3 263	1 976	18	82	1 877	60.6	
Air Anglia	353	1 612	1 203	16 452	10 910	6 223	57.0	46	1 114	637	—	18	619	57.2	
Air Wales	15	76	63	246	137	49	36.0	—	11	4	—	—	4	35.9	
British Island Airways	323	16 72	1 353	45 723	13 892	9 075	65.3	137	1 283	793	1	21	771	61.8	
British Midland Airways	603	1 950	1 927	85 644	45 056	28 270	62.7	191	3 911	2 273	—	68	2 205	58.1	
Brymon Airways	156	690	674	7 402	4 519	2 029	44.9	4	432	167	—	1	166	38.7	
Dan-Air Services	294	1 225	1 080	37 632	16 959	10 949	64.6	11	1 440	934	—	4	930	64.9	
Haywards Aviation	14	62	64	289	101	64	63.6	1	10	6	—	—	5	53.7	
Intra Airways	50	133	177	6 265	3 030	2 502	82.6	—	255	187	—	—	187	73.5	
Loganair	188	1 909	944	10 844	2 291	1 368	59.7	—	209	124	—	—	124	67.9	
TOTAL Passenger Services	5 055	18 237	15 734	710 360	398 855	267 497	67.1	1 787	36 936	23 361	91	479	22 792	63.3	
Cargo Services															
British Airways	39	91	86	—	—	—	—	572	557	303	1	302	—	54.4	
British Caledonian Airways	21	37	45	—	—	—	—	235	175	132	132	—	—	75.5	
Air-Bridge Carriers	1	2	3	—	—	—	—	9	9	3	—	3	—	36.3	
British Island Airways	64	280	251	—	—	—	—	608	299	162	19	143	—	54.3	
TOTAL Cargo Service	126	410	384	—	—	—	—	1 424	1 040	600	152	448	—	57.7	
GRAND TOTAL	5 181	18 647	16 118	710 360	398 855	267 497	67.1	3 211	37 976	23 961	243	927	22 792	63.1	

All Non-scheduled Services June 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	277	177	801	12 944	38 456	25 774	67.0	966	6 112	3 443	1 111	2 332	56.3
British Airtours	1 823	959	2 819	142 862	347 532	270 203	77.7	—	31 390	22 939	—	22 939	73.1
British Airways Helicopters	441	2 968	2 193	29 493	9 478	4 740	50.0	174	920	405	29	377	44.0
British Caledonian Airways	1 052	739	1 778	57 516	100 815	73 688	73.1	747	16 609	11 964	5 614	6 350	72.0
Air Anglia	6	23	21	82	44	22	49.0	—	5	2	—	2	48.4
Air Europe	686	407	1 121	42 393	89 096	72 127	81.0	—	8 430	5 770	—	5 770	68.4
Air Freight	33	96	116	—	—	—	—	89	179	89	89	—	49.9
Air-Bridge Carriers	186	552	793	11 612	16 129	6 366	39.5	868	2 933	1 184	675	509	40.4
Alidair	108	247	297	10 783	6 970	5 114	73.4	13	670	390	7	384	58.3
Bristow Helicopters	549	3 217	3 201	29 572	9 555	5 838	61.1	193	812	565	39	526	69.6
Britannia Airways	4 918	2 892	7 817	325 123	638 991	555 291	86.9	—	54 354	47 199	—	47 199	86.8
British Air Ferries	49	123	177	1 574	1 213	799	65.8	43	213	96	22	73	44.8
British Executive Air Services	98	3 656	655	17 364	1 078	465	43.1	46	98	43	1	42	43.9
British Island Airways	651	676	1 368	26 912	47 215	37 182	78.8	449	4 782	3 417	263	3 153	71.5
British Midland Airways	1 132	864	1 824	68 926	139 064	90 753	65.3	1 823	30 566	12 741	5 598	7 144	41.7
Dan-Air Services	4 488	3 703	8 223	278 985	514 655	401 217	78.0	47	41 250	32 193	19	32 174	78.0
Express Air Services CI	68	329	271	5 737	2 100	1 353	64.4	623	324	213	105	108	65.7
General Aviation Services	21	53	105	—	—	—	—	21	73	16	16	—	21.9
Gleneagle Helicopters	12	81	67	290	187	45	24.1	3	59	4	1	4	6.8
I.A.S. Cargo Airlines	856	276	1 189	—	—	—	—	3 145	33 720	23 767	23 767	—	70.5
Intra Airways	85	167	247	6 438	4 758	3 362	70.7	144	524	348	82	265	66.3
Invicta International Airlines	30	26	74	—	—	—	—	76	926	332	332	—	35.9
Laker Airways	1 985	836	2 938	91 994	371 805	286 325	77.0	—	34 935	22 910	—	22 910	65.6
Loganair	147	665	650	4 056	1 938	1 115	57.5	—	175	101	—	101	57.7
Management Aviation	69	1 288	355	4 034	371	250	67.4	22	32	20	1	19	62.5
Monarch Airlines	1 738	1 095	2 734	125 560	269 562	211 887	78.6	—	26 267	19 219	—	19 219	73.2
North Scottish Helicopters	191	2 813	924	10 663	975	699	71.7	—	76	54	—	54	71.1
Pelican Air Transport	169	59	230	—	—	—	—	672	7 111	5 183	5 183	—	72.9
Redcoat Air Cargo	135	51	287	—	—	—	—	311	2 369	1 583	1 583	—	66.8
Scimitar Airlines	252	91	359	—	—	—	—	144	10 488	7 390	7 390	—	70.5
Southern Int-Air Transport	71	253	241	10 048	5 399	3 088	57.2	—	428	243	—	243	56.7
Tradewinds Airways	652	218	1 009	—	—	—	—	2 050	24 495	13 735	13 735	—	56.1
Transmeridian Air Cargo	770	267	1 375	—	—	—	—	1 888	24 549	14 005	14 005	—	57.0
TOTAL	23 750	29 867	46 260	1 314 961	2 617 386	2 057 700	78.6	14 568	365 873	251 562	79 667	171 895	68.8
Class 5A Licence TOTAL	712	1 146	1 774	39 080	47 578	28 693	60.3	..	16 772	10 865	8 518	2 347	64.8
TOTAL Excludes 5A Licence	23 038	28 721	44 486	1 275 881	2 569 808	2 029 007	79.0	14 568	349 101	240 697	71 149	169 548	68.9

*Does not include cargo carried under Class 5 Licences.

International Non-scheduled Services June 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	276	175	800	12 804	38 439	25 758	67.0	966	6 111	3 441	1 111	2 331	56.3
British Airtours	1 823	959	2 819	142 862	347 532	270 203	77.7	—	31 390	22 939	—	22 939	73.1
British Airways Helicopters	438	2 957	2 180	29 442	9 419	4 728	50.2	173	920	405	29	377	44.0
British Caledonian Airways	1 052	739	1 778	57 516	100 815	73 688	73.1	747	16 609	11 964	5 614	6 350	72.0
Air Anglia	2	8	8	12	16	3	20.3	—	2	—	—	—	19.6
Air Europe	686	407	1 121	42 393	89 096	72 127	81.0	—	8 430	5 770	—	5 770	68.4
Air Freight	33	96	116	—	—	—	—	89	179	89	89	—	49.9
Air-Bridge Carriers	100	270	570	4 118	11 285	3 905	34.6	495	2 275	889	577	312	39.1
Aldair	53	58	107	2 504	3 186	2 634	82.7	—	320	199	1	198	62.0
Bristow Helicopters	549	3 217	3 201	29 572	9 555	5 838	61.1	193	812	565	39	526	69.6
Britannia Airways	4 918	2 892	7 817	325 123	638 991	555 291	86.9	—	54 354	47 199	—	47 199	86.8
British Air Ferries	42	99	151	1 105	944	568	60.2	35	186	70	18	52	37.6
British Executive Air Services	98	3 656	655	17 364	1 078	465	43.1	46	98	43	1	42	43.9
British Island Airways	603	580	1 212	26 912	47 215	37 182	78.8	256	4 561	3 321	168	3 153	72.8
British Midland Airways	1 070	648	1 658	60 045	133 190	88 048	66.1	1 807	29 980	12 526	5 594	6 933	41.8
Dan-Air Services	4 155	2 850	7 004	252 650	499 888	390 542	78.1	3	39 996	31 271	4	31 266	78.2
Express Air Services C.I.	1	1	2	—	—	—	—	4	3	2	2	—	86.5
General Aviation Services	6	9	27	—	—	—	—	18	22	14	14	—	62.7
Gleneagle Helicopters	12	81	67	290	187	45	24.1	3	59	4	1	4	6.8
I.A.S. Cargo Airlines	856	276	1 189	—	—	—	—	3 145	33 720	23 767	23 767	—	70.5
Intra Airways	48	91	143	3 982	3 037	2 026	66.7	10	292	173	7	165	59.1
Invicta International Airlines	30	26	74	—	—	—	—	76	926	332	332	—	35.9
Laker Airways	1 985	836	2 938	91 994	371 805	286 325	77.0	—	34 935	22 910	—	22 910	65.6
Management Aviation	69	1 288	355	4 034	371	250	67.4	22	32	20	1	19	62.5
Monarch Airlines	1 738	1 095	2 734	125 560	269 562	211 887	78.6	—	26 267	19 219	—	19 219	73.2
North Scottish Helicopters	191	2 813	924	10 663	975	699	71.7	—	76	54	—	54	71.1
Pelican Air Transport	169	59	230	—	—	—	—	672	7 111	5 183	5 183	—	72.9
Redcoat Air Cargo	135	51	287	—	—	—	—	311	2 369	1 583	1 583	—	66.8
Scimitar Airlines	252	91	359	—	—	—	—	144	10 488	7 390	7 390	—	70.5
Southern Int-Air Transport	71	240	236	9 899	5 333	3 082	57.8	—	423	242	—	242	57.2
Tradewinds Airways	652	218	1 009	—	—	—	—	2 050	24 495	13 735	13 735	—	56.1
Transmeridian Air Cargo	770	267	1 376	—	—	—	—	1 888	24 549	14 005	14 005	—	57.0
TOTAL	22 884	27 053	43 146	1 250 844	2 581 919	2 035 293	78.8	13 164	361 989	249 323	79 264	170 059	68.9
Class 5A Licence TOTAL	581	685	1 365	24 525	40 065	24 523	61.2	..	16 049	10 529	8 516	2 013	65.6
TOTAL Excludes 5A Licence	22 303	26 368	41 782	1 226 319	2 541 854	2 010 770	79.1	13 164	345 940	238 794	70 748	168 046	69.0

*Does not include cargo carried under Class 5 licences.

Domestic Non-scheduled Services June 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			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	—	2	1	140	16	16	98.6	—	1	1	—	1	93.7
British Airways Helicopters	3	11	13	51	59	12	20.3	1	—	—	—	—	—
Air Anglia	4	15	13	70	28	18	65.0	—	3	2	—	2	65.0
Air-Bridge Carriers	87	282	223	7 494	4 844	2 461	50.8	372	658	295	98	197	44.9
Alldair	55	189	190	8 279	3 784	2 480	65.5	12	350	192	5	186	54.9
British Air Ferries	7	24	26	469	269	230	85.6	8	28	26	5	21	92.7
British Island Airways	48	96	156	—	—	—	—	193	220	96	96	—	43.5
British Midland Airways	62	216	166	8 881	5 875	2 705	46.0	15	586	215	4	211	36.7
Dan-Air Services	334	853	1 219	26 335	14 767	10 675	72.3	44	1 254	923	15	908	73.6
Express Air Services C.I.	67	328	269	5 737	2 100	1 353	64.4	619	321	211	103	108	65.5
General Aviation Services	14	44	78	—	—	—	—	2	50	2	2	—	4.0
Intra Airways	38	76	104	2 456	1 721	1 336	77.6	134	233	175	75	100	75.3
Loganair	147	665	650	4 056	1 938	1 115	57.5	—	175	101	—	101	57.7
Southern Int-Air Transport	—	13	5	149	66	6	9.6	—	6	1	—	1	20.0
TOTAL	866	2 814	3 113	64 117	35 467	22 408	63.2	1 404	3 884	2 239	403	1 836	57.5
Class 5A Licence TOTAL	131	461	409	14 555	7 513	4 170	55.5	..	723	336	2	334	46.5
TOTAL Excludes 5A Licence	735	2 353	2 704	49 562	27 954	18 238	65.2	1 404	3 161	1 903	401	1 502	60.0

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations June 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											
Laker Airways	742	141	984	21 507	1 402	177 045	143 549	81.1	16 620	11 485	69.1
TOTAL	742	141	984	21 507	1 402	177 045	143 549	81.1	16 620	11 485	69.1

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

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Available (000)	Used (000)	Percentage of available	Number of passengers uplifted	
											Class 2	Class 4
International Services												
British Airways	131	97	224	5 667	12 621	8 087	64.1	1 288	697	54.1	—	—
British Airtours	1 545	822	2 381	126 730	295 015	239 662	81.2	26 573	20 201	76.0	—	—
British Caledonian Airways	742	591	1 310	50 785	84 120	65 675	78.1	7 893	5 649	71.6	—	—
Air Europe	659	395	1 081	40 958	85 647	68 962	80.5	8 104	5 517	68.1	—	—
Alidair	9	9	28	414	562	388	69.1	56	29	51.5	—	—
Britannia Airways	4 842	2 775	7 687	313 759	629 172	548 153	87.1	53 519	46 593	87.1	—	—
British Island Airways	499	349	881	24 818	44 365	35 433	79.9	3 988	3 013	75.5	—	—
British Midland Airways	60	47	136	2 562	4 543	3 295	72.5	374	258	69.1	—	—
Dan-Air Services	3 256	2 230	5 405	209 876	396 655	317 906	80.1	31 731	25 446	80.2	—	—
Intra Airways	25	49	76	2 504	1 657	1 274	76.9	138	95	68.8	—	—
Laker Airways	502	292	770	37 221	84 955	68 935	81.1	7 676	5 516	71.9	—	—
Monarch Airlines	1 506	906	2 326	110 537	240 401	192 173	79.9	23 406	17 431	74.5	—	—
TOTAL International Services	13 776	8 562	22 305	925 831	1 879 714	1 549 941	82.5	164 745	130 445	79.2	—	—
Domestic Services												
British Air Ferries	2	6	8	288	96	96	100.0	9	9	99.2	—	—
Intra Airways	22	32	58	1 839	1 640	1 285	78.3	135	96	71.3	—	—
TOTAL Domestic Services	24	38	65	2 127	1 736	1 381	79.5	144	105	73.1	—	—
GRAND TOTAL	13 801	8 600	22 370	927 958	1 881 450	1 551 322	82.5	164 888	130 550	79.2	—	—

All Class 4 Licence Operations June 1979

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	14	16	27	—	1 140	1 722	1 252	72.7	212	141	66.5
British Airtours	83	60	133	—	8 467	15 614	11 163	71.5	1 459	1 029	70.5
British Caledonian Airways	79	82	149	—	6 253	9 644	6 362	66.0	911	553	60.6
Alidair	6	12	20	—	692	340	327	96.4	34	25	72.2
British Island Airways	20	21	42	—	823	1 684	855	50.8	152	73	47.9
British Midland Airways	11	12	29	—	759	815	694	85.2	65	54	83.2
Dan-Air Services	710	433	1 183	—	33 109	84 137	59 616	70.9	6 731	4 767	70.8
Intra Airways	18	50	58	—	1 737	1 289	656	50.9	106	49	46.3
Laker Airways	457	322	806	—	20 697	40 662	30 224	74.3	3 655	2 418	66.2
Monarch Airlines	201	158	351	—	12 750	24 909	16 593	66.6	2 446	1 505	61.5
TOTAL	1 598	1 166	2 798	—	86 427	180 816	127 742	70.6	15 771	10 613	67.3

International Class 4 Licence Operations June 1979

Table 26.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways	14	16	27	—	1 140	1 722	1 252	72.7	212	141	66.5
British Airtours	83	60	133	—	8 467	15 614	11 163	71.5	1 459	1 029	70.5
British Caledonian Airways	79	82	149	—	6 253	9 644	6 362	66.0	911	553	60.6
Alidair	5	8	16	—	464	277	268	96.7	28	20	72.5
British Island Airways	20	21	42	—	823	1 684	855	50.8	152	73	47.9
British Midland Airways	11	12	29	—	759	815	694	85.2	65	54	83.2
Dan-Air Services	710	433	1 183	—	33 109	84 137	59 616	70.9	6 731	4 767	70.8
Intra Airways	17	31	50	—	1 120	1 208	604	50.0	99	45	45.6
Laker Airways	457	322	806	—	20 697	40 662	30 224	74.3	3 655	2 418	66.2
Monarch Airlines	201	158	351	—	12 750	24 909	16 593	66.6	2 446	1 505	61.5
TOTAL	1 596	1 143	2 786	—	85 582	180 673	127 632	70.6	15 758	10 604	67.3

Domestic Class 4 Licence Operations June 1979

Table 26.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
Alidair	1	4	4	—	228	62	59	95.0	6	4	70.8
Intra Airways	1	19	8	—	617	82	51	62.8	7	4	56.0
TOTAL	2	23	12	—	845	144	110	76.7	13	8	63.1

All Class 6 Licence Operations June 1979

Table 27.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km		Percentage of available
	Available (000)	Used (000)					
British Airways	9	10	23	122	146	95	65.1
British Caledonian Airways	159	38	209	747	5 619	4 342	77.3
Air Freight	6	26	27	87	27	20	76.0
Air-Bridge Carriers	96	166	292	868	1 394	578	41.5
British Island Airways	48	125	175	272	220	105	48.0
Dan-Air Services	3	3	9	2	11	2	20.7
Express Air Services CI	26	155	116	624	135	105	77.7
I.A.S. Cargo Airlines	649	210	894	3 038	25 621	20 114	78.5
Invicta International Airlines	17	17	46	77	291	145	49.9
Pelican Air Transport	159	57	217	673	6 691	5 013	74.9
Redcoat Air Cargo	135	51	287	312	2 369	1 583	66.8
Scimitar Airlines	13	13	22	144	556	166	29.9
Tradewinds Airways	566	202	891	2 051	20 867	11 474	55.0
Transmeridian Air Cargo	581	186	986	1 747	19 410	11 513	59.3
TOTAL	2 467	1 259	4 194	10 763	83 356	55 257	66.3

International Class 6 Licence Operations June 1979

Table 27.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km		Percentage of available
	Available (000)	Used (000)					
British Airways	9	10	23	122	146	95	65.1
British Caledonian Airways	159	38	209	747	5 619	4 342	77.3
Air Freight	6	26	27	87	27	20	76.0
Air-Bridge Carriers	76	86	213	496	1 166	480	41.2
British Island Airways	43	117	161	257	198	97	48.6
Dan-Air Services	3	3	9	2	11	2	20.7
Express Air Services C.I.	1	1	2	5	3	2	86.5
I.A.S. Cargo Airlines	649	210	894	3 038	25 621	20 114	78.5
Invicta International Airlines	17	17	46	77	291	145	49.9
Pelican Air Transport	159	57	217	673	6 691	5 013	74.9
Redcoat Air Cargo	135	51	287	312	2 369	1 583	66.8
Scimitar Airlines	13	13	22	144	556	166	29.9
Tradewinds Airways	566	202	891	2 051	20 867	11 474	55.0
Transmeridian Air Cargo	581	186	986	1 747	19 410	11 513	59.3
TOTAL	2 417	1 017	3 987	9 756	82 974	55 047	66.3

Domestic Class 6 Licence Operations June 1979

Table 27.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km		Percentage of available
					Available (000)	Used (000)	
Air-Bridge Carriers	21	80	79	372	228	98	43·1
British Island Airways	5	8	14	15	21	9	41·8
Express Air Services C.I.	25	154	114	619	132	103	77·5
TOTAL	51	242	207	1 007	381	210	55·0

All Class 7 Licence Operations June 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	2	2	3	50	203	46	22.5	—	32	4	—	4	11.1
British Airways Helicopters	441	2 968	2 193	29 493	9 478	4 740	50.0	175	920	405	29	377	44.0
Bristow Helicopters	549	3 217	3 201	29 572	9 555	5 838	61.1	194	812	565	39	526	69.6
British Executive Air Services	98	3 656	655	17 364	1 078	465	43.1	46	98	43	1	42	43.9
Gleneagle Helicopters	12	81	67	290	187	45	24.1	3	59	4	1	4	6.8
Management Aviation	69	1 288	355	4 034	371	250	67.4	23	32	20	1	19	62.5
North Scottish Helicopters	191	2 813	924	10 663	975	699	71.7	—	76	54	—	54	71.1
TOTAL	1 362	14 025	7 399	91 466	21 847	12 083	55.3	441	2 029	1 095	71	1 024	54.0

International Class 7 Licence Operations June 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	2	2	3	50	203	46	22.5	—	32	4	—	4	11.1
British Airways Helicopters	438	2 957	2 180	29 442	9 419	4 728	50.2	173	920	405	29	377	44.0
Bristow Helicopters	549	3 217	3 201	29 572	9 555	5 838	61.1	194	812	565	39	526	69.6
British Executive Air Services	98	3 656	655	17 364	1 078	465	43.1	46	98	43	1	42	43.9
Gleneagle Helicopters	12	81	67	290	187	45	24.1	3	59	4	1	4	6.8
Management Aviation	69	1 288	355	4 034	371	250	67.4	23	32	20	1	19	62.5
North Scottish Helicopters	191	2 813	924	10 663	975	699	71.7	—	76	54	—	54	71.1
TOTAL	1 359	14 014	7 386	91 415	21 788	12 071	55.4	440	2 029	1 095	71	1 024	53.9

Domestic Class 7 Licence Operations June 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)	Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	3	11	13	51	59	12	20.3	2	—	—	—	—	—
TOTAL	3	11	13	51	59	12	20.3	2	—	—	—	—	—

All Exempt Operations June 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			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways	121	52	523	6 087	23 909	16 389	68.5	844	4 434	2 506	1 015	1 490	56.5
British Caledonian Airways	22	10	40	309	5 834	1 302	22.3	—	526	117	—	117	22.3
Air Anglia	6	23	21	82	44	22	49.0	—	5	2	—	2	48.4
Air Freight	—	1	1	—	—	—	—	3	1	1	1	—	77.1
Alidair	80	184	203	8 244	5 193	3 886	74.8	13	491	295	5	291	60.1
Britannia Airways	76	117	130	11 364	9 820	7 138	72.7	—	835	607	—	607	72.7
British Air Ferries	43	109	164	1 060	1 051	666	63.4	44	200	83	22	61	41.5
British Island Airways	54	116	184	1 045	549	402	73.2	178	250	121	87	34	48.5
British Midland Airways	271	306	468	10 045	8 032	4 350	54.2	1 823	6 427	5 022	4 683	339	78.1
Dan-Air Services	386	904	1 350	29 159	20 205	14 344	71.0	45	1 694	1 220	15	1 205	72.0
General Aviation Services	7	10	29	—	—	—	—	21	24	15	15	—	63.2
I.A.S. Cargo Airlines	97	35	144	—	—	—	—	107	3 617	336	336	—	9.3
Intra Airways	17	29	49	—	—	—	—	145	105	82	82	—	78.0
Laker Airways	7	2	8	456	2 294	1 516	66.1	—	233	121	—	121	52.1
Loganair	147	665	650	4 056	1 938	1 115	57.5	—	175	101	—	101	57.7
Southern Int-Air Transport	6	10	21	423	457	348	76.2	—	36	30	—	30	82.0
Transmeridian Air Cargo	77	37	169	—	—	—	—	142	1 968	786	786	—	39.9
TOTAL	1 417	2 610	4 155	72 330	79 327	51 479	64.9	3 364	21 019	11 445	7 046	4 398	54.4

International Exempt Operations June 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			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	121	50	522	5 947	23 893	16 373	68.5	844	4 432	2 504	1 015	1 489	56.5
British Caledonian Airways	22	10	40	309	5 834	1 302	22.3	—	526	117	—	117	22.3
Air Anglia	2	8	8	12	16	3	20.3	—	2	—	—	—	19.6
Air Freight	—	1	1	—	—	—	—	3	1	1	1	—	77.1
Alldair	32	24	41	1 149	1 945	1 773	91.2	—	195	133	—	133	68.2
Britannia Airways	76	117	130	11 364	9 820	7 138	72.7	—	835	607	—	607	72.7
British Air Ferries	39	93	146	950	892	542	60.8	36	182	67	18	49	36.8
British Island Airways	11	28	42	1 045	549	402	73.2	—	51	34	—	34	67.4
British Midland Airways	209	90	302	1 164	2 157	1 646	76.3	1 807	5 841	4 807	4 679	128	82.3
Dan-Air Services	54	56	136	2 974	5 489	3 701	67.4	1	445	301	—	300	67.6
General Aviation Services	6	9	27	—	—	—	—	19	22	14	14	—	62.7
I.A.S. Cargo Airlines	97	35	144	—	—	—	—	107	3 617	336	336	—	9.3
Intra Airways	3	4	11	—	—	—	—	11	14	7	7	—	49.7
Laker Airways	7	2	8	456	2 294	1 516	66.1	—	233	121	—	121	52.1
Southern Int-Air Transport	6	7	19	421	422	348	82.4	—	34	30	—	30	87.8
Transmeridian Air Cargo	77	37	169	—	—	—	—	142	1 968	786	786	—	39.9
TOTAL	762	571	1 747	25 791	53 311	34 744	65.2	2 968	18 396	9 864	6 855	3 009	53.6

Domestic Exempt Operations June 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			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways	—	2	1	140	16	16	98.6	—	1	1	—	1	93.7
Air Anglia	4	15	13	70	28	18	65.0	—	3	2	—	2	65.0
Alldair	48	160	162	7 095	3 248	2 113	65.0	13	297	162	4	158	54.8
British Air Ferries	4	16	17	110	159	124	78.2	8	18	16	5	11	89.1
British Island Airways	43	88	142	—	—	—	—	178	199	87	87	—	43.7
British Midland Airways	62	216	166	8 881	5 875	2 705	46.0	16	586	215	4	211	36.7
Dan-Air Services	332	848	1 214	26 185	14 716	10 643	72.3	44	1 250	920	15	905	73.6
General Aviation Services	—	1	2	—	—	—	—	3	1	1	1	—	71.4
Intra Airways	14	25	38	—	—	—	—	134	91	75	75	—	82.5
Logenair	147	665	650	4 056	1 938	1 115	57.5	—	175	101	—	101	57.7
Southern Int-Air Transport	—	3	2	2	35	—	0.9	—	3	—	—	—	3.9
TOTAL	655	2 039	2 407	46 539	26 016	16 735	64.3	395	2 623	1 580	191	1 389	60.2

Class 5 Operations for UK Operators June 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-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airtours	14	6	21	928	2 698	2 208	81.8	..	246	194	—	—	194	78.9
Air Europe	27	12	40	1 435	3 449	3 165	91.8	..	326	253	—	—	253	77.6
Air Freight	16	39	55	—	—	—	—	..	87	45	—	45	—	51.7
Air-Bridge Carriers	90	386	501	11 612	16 129	6 366	39.5	..	1 539	606	—	97	509	39.4
Alidair	13	42	47	1 433	875	512	58.5	..	89	42	—	2	40	47.2
British Air Ferries	4	8	6	226	66	36	54.5	..	5	4	—	—	4	80.0
British Island Airways	6	5	10	226	617	492	79.7	..	67	57	—	23	34	85.1
Dan-Air Services	88	49	153	3 582	10 045	6 771	67.4	..	797	542	—	—	542	68.0
Express Air Services C.I.	42	174	155	5 737	2 100	1 353	64.4	..	189	108	—	—	108	57.1
General Aviation Services	14	43	76	—	—	—	—	..	49	1	—	1	—	2.0
Intra Airways	3	7	6	358	172	148	86.0	..	40	25	—	—	25	62.5
Invicta International Airlines	13	9	28	—	—	—	—	..	635	187	—	187	—	29.4
Laker Airways	6	6	11	1 645	2 233	1 781	79.8	..	227	142	—	—	142	62.6
Monarch Airlines	31	31	56	2 273	4 252	3 121	73.4	..	416	283	—	—	283	68.0
Pelican Air Transport	10	2	13	—	—	—	—	..	420	170	—	170	—	40.5
Scimitar Airlines	239	78	337	—	—	—	—	..	9 932	7 224	—	7 224	—	72.7
Southern Int-Air Transport	65	243	220	9 625	4 942	2 740	55.4	..	392	213	—	—	213	54.3
Tradewinds Airways	31	6	41	—	—	—	—	..	1 316	769	—	769	—	58.4
TOTAL	712	1 146	1 774	39 080	47 578	28 693	60.3	..	16 772	10 865	—	8 518	2 347	64.8

Class 5 Operations for Non-UK Operators June 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-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airtours	181	71	284	6 737	34 205	17 170	50.2	..	3 113	1 515	—	—	1 515	48.7
British Caledonian Airways	51	18	71	169	1 217	348	28.6	..	1 659	1 303	—	1 272	31	78.5
Air Freight	11	30	33	—	—	—	—	..	64	23	—	23	—	35.9
British Island Airways	24	60	76	—	—	—	—	..	106	48	—	48	—	45.3
British Midland Airways	790	499	1 191	55 560	125 675	82 414	65.6	..	23 700	7 407	—	915	6 492	31.3
Dan-Air Services	46	84	123	3 257	3 487	2 579	74.0	..	286	215	—	2	213	75.2
I.A.S. Cargo Airlines	110	31	152	—	—	—	—	..	4 482	3 317	—	3 317	—	74.0
Laker Airways	272	73	359	9 066	64 615	40 320	62.4	..	6 525	3 228	—	—	3 228	49.5
Tradewinds Airways	55	10	78	—	—	—	—	..	2 312	1 492	—	1 492	—	64.5
Transmeridian Air Cargo	112	44	219	—	—	—	—	..	3 171	1 706	—	1 706	—	53.8
TOTAL	1 652	920	2 586	74 789	229 199	142 831	62.3	..	45 418	20 254	—	8 775	11 479	44.6

Aircraft Type and Utilisation—All Airlines June 1979

Table 31.1

	Aircraft—km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended June 1979	Daily utilisation per aircraft (hrs) Quarter ended June 1979
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA 330J Puma	157	625	—	770	—	7 370	1 851	9	2.6
Aerospatiale SA-365 Dauphin	28	670	—	111	—	4 020	166	..	..
Aviation Traders Merchantman	317	—	364	—	700	—	—	6	3.8
AW650 Argosy	63	—	153	—	221	—	—	3	2.1
BAC 111-200	812	1 785	—	1 927	—	83 755	42 137	9	6.7
BAC 111-300/400	2 550	2 734	—	4 768	—	155 786	160 150	20	7.9
BAC 111-500	4 447	6 018	37	8 769	45	429 777	339 089	36	7.7
BAC/Aerospatiale Concorde	1 015	181	—	718	—	11 653	72 042	5	4.8
Bell 212 Twin	125	4 125	—	811	—	19 966	599	10	(c) 2.7
Boeing 707-120/120B	208	130	—	325	—	17 650	28 541	1	9.8
Boeing 707-320C/336	6 736	1 486	726	5 980	3 131	130 183	479 519	38	8.3
Boeing 707-420	1 823	959	—	2 819	—	142 862	270 203	10	8.2
Boeing 720/720B	1 014	574	—	1 513	—	75 961	138 944	5	8.2
Boeing 727-100	1 609	873	—	2 440	—	94 392	176 999	8	8.1
Boeing 737-200	5 604	3 299	—	8 938	—	367 516	627 418	21	13.4
Boeing 747-100	5 711	1 337	—	7 296	—	245 119	171 401 2	18	12.7
Boeing 747-200	2 626	552	—	3 073	—	100 791	767 988	8	12.6
Bristol Britannia 300	166	—	77	—	361	—	—	4	3.9
Britten-Norman Islander	168	1 878	—	795	—	6 801	608	11	2.4
Britten-Norman Trislander	207	2 369	—	1 045	—	24 060	1 962	14	2.5
Canadair CL 44	709	—	245	—	1 401	—	—	9	5.0
Cessna 404 Titan	93	290	—	392	—	1 379	492	2	6.4
DC3 Dakota Pioneer	55	115	135	89	200	2 388	342	8	1.4
Douglas DC6-6A/6B/6C	—	—	—	—	—	—	—	2	—
DH 106 Comet 4B/C	740	442	—	1 226	—	41 056	69 098	7	5.0
DHC 6 Twin-Otter	234	1 052	—	1 042	—	9 355	2 390	9	4.4
Fairchild Hillier FH227B	42	—	131	—	140	—	—	2	3.0
Fokker F28 2000-6000	347	391	151	439	—	12 205	7 948	3	4.4
Fokker Friendship 100/600	477	1 532	—	1 428	—	26 416	11 061	10	5.8
Hawker Siddeley 121 Trident 1C	636	1 130	—	1 362	—	80 001	45 235	11	4.1
Hawker Siddeley 121 Trident 1E	328	620	—	714	—	51 794	27 338	4	5.8
Hawker Siddeley 121 Trident 2E	1 624	1 598	—	2 860	—	118 215	117 545	16	6.1
Hawker Siddeley 121 Trident 3B	2 373	3 283	—	4 628	—	344 864	242 520	25	6.3
HP Herald 100/200	1 070	3 475	752	3 346	828	93 108	22 133	31	4.5
HS 748	699	2 255	—	2 601	—	62 936	22 302	21	3.9
Lockheed L1011 Tristar	1 656	771	—	2 219	—	130 187	256 186	9	7.4
Lockheed L-1011-500 Tristar	412	121	—	552	—	3 246	55 858	2	7.7
MBB BO 105	216	3 274	18	1 074	2	9 822	644	3	(a) 3.5
McDonnell-Douglas DC10-10	520	136	—	701	—	26 395	102 521	6	12.5
McDonnell-Douglas DC8-54F/55F	838	—	277	—	1 157	—	—	6	7.8
McDonnell-Douglas DC9-10 to 40	206	536	—	486	—	27 387	11 404	2	7.6
McDonnell-Douglas DC10-30	351	90	—	456	—	6 335	43 869	3	12.4
Piper PA23 Aztec (and Apache)	7	38	—	28	—	75	13	1	0.4
Piper PA31 Navajo (all Series)	331	936	375	734	—	2 770	696	9	(b) 2.5
Sikorsky S61N	807	4 961	—	4 405	—	62 357	9 382	43	(a) 3.5
Sikorsky S.58T	37	510	39	206	13	2 512	192	5	1.5
Vickers Super VC10	2 717	850	—	4 039	—	49 887	267 165	15	9.0
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Viscount 700	108	247	—	297	—	10 783	5 114	6	2.4
Vickers Viscount 700D/800/810	1 734	5 552	28	5 703	42	222 344	74 073	35	4.9
Westland Wessex	41	819	—	296	—	3 920	196	3	3.5

TOTAL

54 792 64 619 3 508 93 421 8 241 3 319 399 6 217 943 545 6.1

Aircraft in service and utilisation

(a) Excludes North Scottish Helicopters

(b) Excludes Air Wales

(c) Excludes Gleneagle Helicopters,

Aircraft Type and Utilisation—Individual Airlines Table 31.2

June 1979

	Aircraft-km (000)	Stage Flights Passenger Cargo	Aircraft Hours Passenger Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1979	Daily utilisation per aircraft (hrs) Quarter ended June 1979
British Airways							
HS 748	73	340 —	282 —	8 184	2 033	2	4.9
Vickers Viscount 700D/800/810	757	2 736 —	2 636 —	111 629	33 073	20	4.4
BAC 111-300/400	689	1 324 —	1 467 —	63 362	32 174	7	6.6
BAC 111-500	1 726	3 488 —	3 823 —	233 294	112 000	18	6.8
Hawker Siddeley 121 Trident 2E	1 624	1 598 —	2 860 —	118 215	117 545	16	6.1
Aviation Traders Merchantman	275	— 328	— 605	—	—	5	3.9
Hawker Siddeley 121 Trident 1C	636	1 130 —	1 362 —	80 001	45 235	11	4.1
Hawker Siddeley 121 Trident 3B	2 373	3 283 —	4 628 —	344 864	242 520	25	6.3
Hawker Siddeley 121 Trident 1E	328	620 —	714 —	51 794	27 338	4	5.8
Vickers VC10	—	— —	— —	—	—	1	—
Vickers Super VC10	2 717	850 —	4 039 —	49 887	267 165	15	9.0
Lockheed L1011 Tristar	1 656	771 —	2 219 —	130 187	256 186	9	7.4
Boeing 707-320C/336	2 384	475 231	2 079 1 076	34 776	171 098	11	8.9
Lockheed L-1011-500 Tristar	412	121 —	552 —	3 246	55 858	2	7.7
Boeing 747-100	5 711	1 337 —	7 296 —	245 119	1 714 012	18	12.7
Boeing 747-200	2 626	552 —	3 073 —	100 791	767 988	8	12.6
BAC/Aerospatiale Concorde	1 015	181 —	718 —	11 653	72 042	5	4.8
TOTAL	25 003	18 806 559	37 748 1 681	1 587 002	3 916 267	177	7.2
British Airtours							
Boeing 707-420	1 823	959 —	2 819 —	142 862	270 203	10	8.3
British Airways Helicopters							
Sikorsky S61N	444	2 812 —	2 209 —	37 977	5 330	24	3.1
Sikorsky S.58T	17	299 —	91 —	1 521	85	2	1.3
Bell 212 Twin	9	325 —	49 —	1 948	54	2	0.9
TOTAL	470	3 436 —	2 349 —	41 446	5 469	28	2.8
British Caledonian Airways							
Piper PA31 Navajo (All Series)	38	205 —	181 —	520	96	2	3.1
BAC 111-200	571	1 434 —	1 425 —	65 506	28 248	7	6.5
BAC 111-500	1 212	1 320 37	2 266 45	91 116	91 952	9	7.7
Boeing 707-320C/336	2 009	400 117	2 068 567	24 385	146 141	9	9.1
McDonnell-Douglas DC10-30	351	90 —	456 —	6 335	43 869	3	12.4
Sikorsky S61N	22	550 —	137 —	6 598	264	1	4.5
TOTAL	4 202	3 999 154	6 533 612	194 460	310 570	31	7.8
Air Anglia							
Fokker Friendship 100/600	477	1 532 —	1 428 —	26 416	11 061	10	5.8
Fokker F28 2000-6000	347	391 151	439 —	12 205	7 948	3	4.4
Piper PA31 Navajo (All Series)	278	655 375	490 —	2 004	551	7	2.3
TOTAL	1 102	2 578 526	2 357 —	40 625	19 560	20	4.2
Air Europe							
Boeing 737-200	686	407 —	1 121 —	42 393	72 127	3	18.3
Air Freight							
DC3 Dakota/Pionair	18	— 80	— 88	—	—	4	1.1
Fairchild Hillier FH227B	42	— 131	— 140	—	—	2	3.0
TOTAL	60	— 211	— 228	—	—	6	1.4
Air Wales							
Piper PA31 Navajo (All Series)	15	76 —	63 —	246	49	..	..

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Flights Cargo	Aircraft Hours Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1979	Daily utilisation per aircraft (hrs) Quarter ended June 1979
Air Bridge Carriers									
AW650 Argosy	63	—	153	—	221	—	—	3	2.1
Aviation Traders Merchantman	43	—	36	—	95	—	—	1	3.3
TOTAL	106	—	189	—	316	—	—	4	2.4
Alidair									
Vickers Viscount 700	108	247	—	297	—	10 783	5 114	6	2.4
Aurigny Air Services									
Britten-Norman Trislander	101	1 697	—	485	—	18 666	1 123	7	2.8
Britten-Norman Islander	15	205	—	75	—	995	73	2	1.5
TOTAL	115	1 902	—	560	—	19 661	1 196	9	2.5
Bristow Helicopters									
Sikorsky S61N	335	1 573	—	2 030	—	17 490	3 725	18	3.9
Westland Wessex	41	819	—	296	—	3 920	196	3	3.5
Sikorsky S.58T	10	137	—	65	—	428	31	2	1.1
Bell 212 Twin	6	63	—	40	—	364	35	1	1.3
Aerospatiale SA 330J Puma	157	625	—	770	—	7 370	1 851	9	2.6
TOTAL	549	3 217	—	3 201	—	29 572	5 838	33	3.2
Britannia Airways									
Boeing 737-200	4 918	2 892	—	7 817	—	325 123	555 291	18	12.9
British Air Ferries									
HP Herald 100/200	49	89	34	125	52	1 574	799	7	1.0
British Executive Air Services									
Bell 212 Twin	98	3 656	—	655	—	17 364	465	7	3.5
British Island Airways									
HP Herald 100/200	903	3 092	563	2 878	660	82 897	18 914	19	6.2
Cessna 404 Titan	93	290	—	392	—	1 379	492	2	6.4
BAC 111-300/400	519	359	—	912	—	25 186	36 455	3	7.7
TOTAL	1 516	3 741	563	4 182	660	109 462	55 861	24	6.4
British Midland Airways									
Vickers Viscount 700D/800/810	670	1 975	—	2 182	—	78 667	28 421	10	6.3
McDonnell-Douglas DC9-10 to 40	206	536	—	486	—	27 387	11 404	2	7.6
Boeing 707-320C/336	973	499	72	1 191	261	55 560	82 414	6	7.4
TOTAL	1 849	3 010	72	3 859	261	161 614	122 239	18	6.8
Brymon Airways									
Britten-Norman Islander	22	109	—	111	—	355	111	1	4.1
HP Herald 100/200	50	120	—	188	—	2 900	1 068	1	4.8
DHC 6 Twin-Otter	119	620	—	533	—	4 965	1 100	3	5.8
TOTAL	191	849	—	832	—	8 220	2 279	5	5.2

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1979	Daily utilisation per aircraft (hrs) Quarter ended June 1979
Dan-Air Services									
HS 748	625	1 915	—	2 319	—	54 752	20 269	19	3.8
Vickers Viscount 700D/800/810	118	367	—	353	—	10 551	3 978	2	2.5
BAC 111-200	241	351	—	502	—	18 249	13 889	2	7.5
BAC 111-300/400	729	620	—	1 332	—	38 200	49 095	5	8.5
BAC 111-500	994	819	—	1 784	—	73 418	90 735	6	9.6
DH 106 Comet 4B/C	740	442	—	1 226	—	41 056	69 098	7	5.0
Boeing 727-100	1 609	873	—	2 440	—	94 392	176 999	8	8.1
Boeing 707-320C/336	—	—	—	—	—	—	—	1	0.7
TOTAL	5 056	5 387	—	9 956	—	330 618	424 063	50	6.0
Express Air Services C.I.									
HP Herald 100/200	68	174	155	155	116	5 737	1 353	4	2.1
General Aviation Services									
DC3 Dakota/Pionair	21	—	53	—	105	—	—	2	1.6
DC6 6A/6B/6C	—	—	—	—	—	—	—	2	2.5
TOTAL	21	—	53	—	105	—	—	4	1.2
Gleneagle Helicopters									
Bell 212 Twin	12	81	—	67	—	290	45	..	..
Haywards Aviation									
Britten-Norman Islander	17	94	—	83	—	335	68	1	2.5
Piper PA23 Aztec (and Apache)	7	38	—	28	—	75	13	1	0.4
TOTAL	24	132	—	111	—	410	81	2	1.4
I.A.S. Cargo Airlines									
McDonnell-Douglas DC8-54F/55F	590	—	193	—	812	—	—	4	8.5
Intra Airways									
DC3 Dakota/Pionair	16	115	2	89	7	2 388	342	2	2.2
Vickers Viscount 700D/800/810	118	223	26	293	40	11 449	5 513	3	4.9
TOTAL	135	338	28	382	47	13 837	5 855	5	3.6
Invicta International Airlines									
Bristol Britannia 300	30	—	26	—	74	—	—	2	2.8
Laker Airways									
BAC 111-300/400	612	431	—	1 057	—	29 038	42 426	5	9.3
McDonnell-Douglas DC10-10	520	136	—	701	—	26 395	102 521	6	12.5
Boeing 707-320C/336	482	112	—	642	—	15 462	79 866	2	10.5
TOTAL	1 614	679	—	2 400	—	70 895	224 813	13	10.7
Loganair									
Britten-Norman Trislander	106	672	—	560	—	5 394	838	7	2.3
Britten-Norman Islander	113	1 470	—	526	—	5 116	355	7	2.4
DHC 6 Twin-Otter	115	432	—	509	—	4 390	1 290	6	3.6
TOTAL	335	2 574	—	1 595	—	14 900	2 483	20	2.7

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1979	Daily utilisation per aircraft (hrs) Quarter ended June 1979
Management Aviation									
Sikorsky S.58T	10	74	39	50	13	563	76	1	3.9
MBB BO 105	59	1 157	18	290	2	3 471	174	3	4.0
TOTAL	69	1 231	57	340	15	4 034	250	4	3.1
Monarch Airlines									
BAC 111-500	516	391	—	896	—	31 949	44 402	3	9.4
Boeing 707-120/120B	208	130	—	325	—	17 650	28 541	1	9.8
Boeing 720/720B	1 014	574	—	1 513	—	75 961	138 944	5	8.2
TOTAL	1 738	1 095	—	27 34	—	125 560	211 887	9	8.8
North Scottish Helicopters									
Sikorsky S61N	6	26	—	29	—	292	63	..	..
MBB BO 105	157	2 117	—	784	—	6 351	470	..	..
Aerospatiale SA-365 Dauphin	28	670	—	111	—	4 020	166	..	..
TOTAL	191	2 813	—	924	—	10 663	699	..	..
Pelican Air Transport									
Boeing 707-320C/336	169	—	59	—	230	—	—	1	9.0
Redcoat Air Cargo									
Bristol Britannia 300	135	—	51	—	287	—	—	2	5.1
Scimitar Airlines									
Boeing 707-320C/336	252	—	91	—	359	—	—	2	6.2
Southern Int-Air Transport									
Vickers Viscount 700D/800/810	71	251	2	239	2	10 048	3 088	3	3.8
Tradewinds Airways									
Canadair CL 44	186	—	62	—	371	—	—	2	6.3
Boeing 707-320C/336	465	—	156	—	638	—	—	3	7.3
TOTAL	652	—	218	—	1 009	—	—	5	6.9
Transmeridian Air Cargo									
Canadair CL 44	522	—	183	—	1 030	—	—	7	4.7
McDonnell-Douglas DC8-54F/55F	248	—	84	—	345	—	—	2	6.5
TOTAL	770	—	267	—	1 375	—	—	9	5.1
GRAND TOTAL	54 792	64 619	3 508	93 421	8 241	3 319 399	6 217 943	545	6.1

Operations Subject to Variable Charge by Type of Licence June 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	743 922	496 695	106 885	389 809	66.7
Class 2	11 783	7 090	—	7 090	60.1
Class 3	161 827	127 926	—	127 926	79.0
Class 4	15 770	10 612	—	10 612	67.2
Class 5A	15 327	10 334	8 503	1 831	67.4
Class 6	75 059	48 369	48 369	—	64.4
Class 7	1 767	984	69	915	55.4
TOTAL	1 025 456	702 009	163 825	538 183	68.4
Non-chargeable Operations					
Aircraft hired from Foreign Operators	14 605	10 616	906	9 710	72.6
Exempt Services	19 753	11 047	6 708	4 339	55.9
Class 5B	44 563	19 552	8 073	11 479	43.8
Small Aircraft Operations	970	497	9	488	51.2
TOTAL	79 891	41 712	15 696	26 016	52.2
GRAND TOTAL	1 105 346	743 721	179 521	564 199	67.2

Output by Type of Licence and Aircraft Ownership June 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	744 630	1 607	7 820	754 057
Class 2	11 783	—	4 836	16 620
Class 3	161 827	1 113	1 948	164 888
Class 4	15 770	1	—	15 771
Class 6	75 059	8 297	—	83 356
Class 7	2 029	—	—	2 209
Exempt Services	19 753	1 266	—	21 019
TOTAL	1 030 851	122 84	14 605	1 057 740
Class 5A	15 327	1 445	—	16 772
Class 5B	44 563	855	—	45 418
TOTAL	59 890	2 300	—	62 190
GRAND TOTAL	1 090 741	14 584	14 605	1 119 930

Passenger Analysis by Type of Licence and Fare Category June 1979

Table 34.1

SCHEDULED

		Fare Categories								Total	
		First Class	Normal Economy	Individual travel – only fares			Other	Special Facilities	Other facilities IT & FLY-D	Other Travellers	Passengers
				Excursion	Apex/Ipex	Youth Student					
Class 1	All	65 998	(a)	(a)	(a)	(a)	(a)	(a)	(a)	—	2 110 856
	International	65 998	(a)	(a)	(a)	(a)	(a)	(a)	(a)	—	1 40 0496
	Domestic	—	(a)	(a)	(a)	(a)	(a)	(a)	(a)	—	710 360

NON-SCHEDULED

Table 34.2

		Fare Categories				Total Passengers
Licence Class		ABC	TGC	IT	Other	
Class 2	All	21 507	1 402	—	—	22 909
	International	21 507	1 402	—	—	22 909
	Domestic	—	—	—	—	—
Class 3	All	—	—	927 958	—	927 958
	International	—	—	925 831	—	925 831
	Domestic	—	—	2 127	—	2 127
Class 4	All	—	—	—	86 427	86 427
	International	—	—	—	85 582	85 582
	Domestic	—	—	—	845	845
Class 7	All	—	—	—	91 466	91 466
	International	—	—	—	91 415	91 415
	Domestic	—	—	—	51	51
Exempt	All	—	—	—	72 330	72 330
	International	—	—	—	25 791	25 791
	Domestic	—	—	—	46 539	46 539
TOTAL NON-SCHEDULED						
	All	21 507	1 402	927 958	250 223	1 201 090
	International	21 507	1 402	925 831	202 788	1 151 528
	Domestic	—	—	2 127	47 435	49 562

(a) Under revision.

Public Transport Air-Taxi Operations

Table 35

	April-June 1979	
	No. Flights	A/C Rev Hours
Aerospatiale SA-330J Puma	4	1·2
Aerospatiale SA-341G Gazelle	1	4·0
Beagle 206	134	143·8
Beech 200 Super King Air	233	260·5
Beechcraft B55 Baron	23	16·9
Beechcraft B60 Duke	70	99·5
Beechcraft B80 Queen Air	61	76·7
Beechcraft B90 King Air	341	593·3
Bell 47G	158	23·8
Bell 206 Jet Ranger	3 175	2 063·8
Bell 212 Twin	10	5·9
Brantly B2B	17	11·9
Britten-Norman Islander	296	374·6
Britten-Norman Trislander	441	316·8
Cessna 150	12	10·2
Cessna 172 Skyhawk	114	103·2
Cessna 206 Skywagon	230	60·1
Cessna 310/320	591	466·5
Cessna 401/402/411/414/421	651	749·4
Cessna 404 Titan	376	449·6
Cessna 500 Citation	159	182·9
Dassault Mystere 20/Falcon 20	185	263·7
DH 104 Dove	24	31·0
DH 114 Heron	70	69·0
DHC 6 Twin-Otter	135	182·6
Ecureil	296	361·8
Embraer Bandeirante	2 872	3 210·4
Enstrom F28A/280	125	147·4
HS 125	2 470	2 980·8
Hughes 269A (300)	96	84·4
Hughes 369 (500)	80	57·6
Jetstream	38	62·3
MBB BO 105	143	48·9
Partenavia P68B Victor	295	294·1
Piper PA23 Aztec (and Apache)	6 784	6 804·6
Piper PA28 (and PA32) Cherokee	409	364·0
Piper PA30/39 Twin Comanche	278	309·1
Piper PA31 Navajo (all Series)	4 704	5 469·1
Piper PA34-200 Seneca	218	247·3
Sikorsky S61N	17	13·1
Ted Smith Aerostar 601P	45	72·4
Turbo Commander	22	93·0
ALL OPERATORS TOTAL	26 403	27 181·2

This information has been produced from quarterly returns provided by some 117 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.