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Civil Aviation Authority



CAA Monthly Statistics
(up to and including April 1977)

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Foreword

1 CONTENT

- 1.1 *CAA Monthly Statistics* is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airport and airline operators; some of this information is required by the Civil Aviation Act, 1971. Statistics for the Channel Islands airports are provided by the Commandant for Jersey Airport and the Office of the Lieutenant Governor for Guernsey and Alderney Airports. The assistance from all these authorities is gratefully acknowledged.
- 1.2 Some of the figures included in *CAA Monthly Statistics* are provisional only and may be revised in later issues. Figures contained in monthly and quarterly tables have not been seasonally adjusted, but figures are given, in the tables covering past years, for the most recent six months and the corresponding six months one year earlier.
- 1.3 Tables 13, 16–19 and 21 have been revised with effect from January 1977. Figures given in all the Tables are now for the current month only, instead of a monthly average of the latest three months. Tables 13 and 21 have been expanded so as to enable freight carried on all-freight flights to be separated from that carried on passenger flights, and to show a breakdown between International and Domestic and Scheduled and Non-Scheduled Traffic.

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

Civil Aviation Authority
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.

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Civil Aviation Statistics—April 1977

Activity at UK Airports

During almost the whole month of April 1977, there was an industrial dispute which seriously affected British Airways' operations. The number of aircraft diversions totalled 259, the majority of which were from Heathrow to Bournemouth and Southampton; the traffic pattern was not the normal one and the monthly statistics presented a distorted picture, particularly in the comparison of the figures with those of the previous year.

Air transport movements during April 1977 totalled 57 000, a decline of 5.6 per cent against April 1976; the proportion of all-freight movements fell 1.0 percentage points to stand at 6.2 per cent of the total. London area movements accounted for 28 000 (9.4 per cent decline as compared with the previous year). With the exception of Heathrow, all airports in the area reported increases in traffic. Gatwick reported 1 068 additional movements (15.9 per cent growth), Southend 224 additional movements (22.8 per cent growth), Luton 187 additional movements (11.2 per cent growth) and Stansted 159 additional movements (60.0 per cent growth); Heathrow reported 4 504 fewer movements (21.5 per cent decline). Outside the London area, a total of 29 000 movements was reported (1.8 per cent decline). Aberdeen reported the greatest increase in actual movements (350 additional movements; 10.0 per cent growth), followed by Southampton and Sumburgh with 319 additional movements (31.8 per cent growth) and 318 additional movements (25.1 per cent growth) respectively. Glasgow reported the heaviest fall in movements (703 fewer movements; 23.1 per cent decline), followed by Manchester and Edinburgh with 396 fewer movements (11.2 per cent decline) and 254 fewer movements (16.2 per cent decline) respectively. In terms of all-freight movements, Blackpool reported the greatest increase (43 additional movements) and Aberdeen the heaviest fall (339 fewer movements). Scheduled movements in April 1977, as compared with the previous year, declined by 11.5 per cent whilst charter movements rose by 14.2 per cent. The UK operators' share of scheduled traffic fell 4.2 percentage points to stand at 69.5 per cent and their share of charter traffic fell marginally to 88.6 per cent.

The number of terminal passengers reported by UK airports in April 1977 was 3.3 million, a decline of 5.5 per cent against the same month in 1976. London area airports handled 2.4 million passengers (2.5 per cent decline). Four out of the five airports reported growth, Gatwick 29.5 per cent (138 156 additional passengers), Stansted 23.9 per cent (5 566 additional passengers), Southend 17.2 per cent (3 218 additional passengers) and Luton 1.5 per cent (2 627 additional passengers), but Heathrow reported an 11.7 per cent decline (212 220 fewer passengers). Outside the London area, 0.9 million passengers used UK airports (12.9 per cent decline). Southampton and Bournemouth reported the greatest increases with 12 131 additional passengers (44.7 per cent growth) and 8 571 additional passengers (89.6 per cent growth) respectively, followed by

Sumburgh with 3 370 additional passengers (17.4 per cent growth). Glasgow reported the heaviest fall (48 388 fewer passengers; 32.6 per cent decline) followed by Manchester and Belfast with 28 838 fewer passengers (14.4 per cent decline) and 25 824 fewer passengers (28.8 per cent decline) respectively. Passengers travelling on scheduled services declined by 9.2 per cent whilst those on charter services rose by 6.2 per cent. The UK operators' share of scheduled passengers fell 13.6 percentage points to stand at 51.6 per cent and their share of charter passengers fell 2.7 percentage points to 82.8 per cent.

Almost 2.7 million passengers travelled on international services (5.0 per cent growth), whilst only 0.6 million travelled on domestic services (34.0 per cent decline). International scheduled services carried 5.0 per cent more passengers than a year earlier and international charter services 6.0 per cent more. The most heavily used scheduled routes were those to France with 12.0 per cent of the total traffic (4.0 per cent growth), followed by those to USA and the Netherlands with 12.0 per cent of the total (8.0 per cent growth) and 9.0 per cent of the total (8.0 per cent growth) respectively. Services to Spain carried 32.0 per cent of the total charter traffic (5.0 per cent decline), services to Italy carried 13.0 per cent of the total (11.0 per cent growth) and those to Germany 8.0 per cent of the total (15.0 per cent growth). Of the passengers travelling on the main domestic routes, only those on services to the Channel Islands increased (30.0 per cent growth). Traffic carried on routes to London, Belfast, Edinburgh, Glasgow and the Isle of Man declined (−47.0 per cent, −40.0 per cent, −17.0 per cent, −24.0 per cent and −21.0 per cent respectively).

During April 1977, air freight handled at UK airports amounted to 55 000 tonnes (4.0 per cent growth as compared with April 1976); 32 000 tonnes of this travelled on all-freight flights (6.4 per cent growth), whilst freight carried on passenger flights increased only marginally. In the London area, total tonnage rose by 6.5 per cent; only Southend reported a fall in traffic (614 fewer tonnes; 55.9 per cent decline). Heathrow handled 474 additional tonnes (1.4 per cent growth) and Gatwick 911 additional tonnes (12.6 per cent growth), whilst Luton and Stansted each reported more than one fold growth, Luton with an additional 445 tonnes and Stansted with an additional 1 551 tonnes, 1 079 of which travelled on all-freight flights. Over the rest of the UK, there was a 6.0 per cent decline in tonnage handled. Prestwick and Bournemouth reported the heaviest increases with 449 additional tonnes (44.5 per cent growth) and 136 additional tonnes (20.3 per cent growth) respectively. Glasgow and East Midlands reported the heaviest falls (375 fewer tonnes; 25.8 per cent decline and 333 fewer tonnes; 55.1 per cent decline respectively). Freight carried on scheduled services fell marginally whilst on charter services there was an increase of 25.0 per cent. The UK operators' share of scheduled tonnage fell 11.8 percentage points to stand at 31.4 per cent and their share of charter tonnage fell 1.8 percentage points to 83.7 per cent.

Output of UK Airlines

The output of UK airlines for all services in April 1977 was 766 million available tonne-kilometres, a marginal fall as compared with April 1976 due to an industrial dispute.

The scheduled service output of 489 million available tonne-kilometres was 8.1 per cent lower than a year earlier. The overall load factor was 52.3 per cent compared with 53.7 the previous year. Seat kilometres used were 54.8 per cent of those available. Seat factors on domestic and international scheduled services were 64.0 and 54.3 per cent respectively compared with 58.7 and 56.6 per cent a year earlier.

The non-scheduled output of 277 million available tonne-kilometres was 17.6 per cent higher than in April 1976. Advance Booking charters and Inclusive Tour charters accounted for 29.1 and 92.4 million available tonne-kilometres respectively compared with 24.1 and 89.4 million a year earlier.

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

Size Structure of UK

Table 1

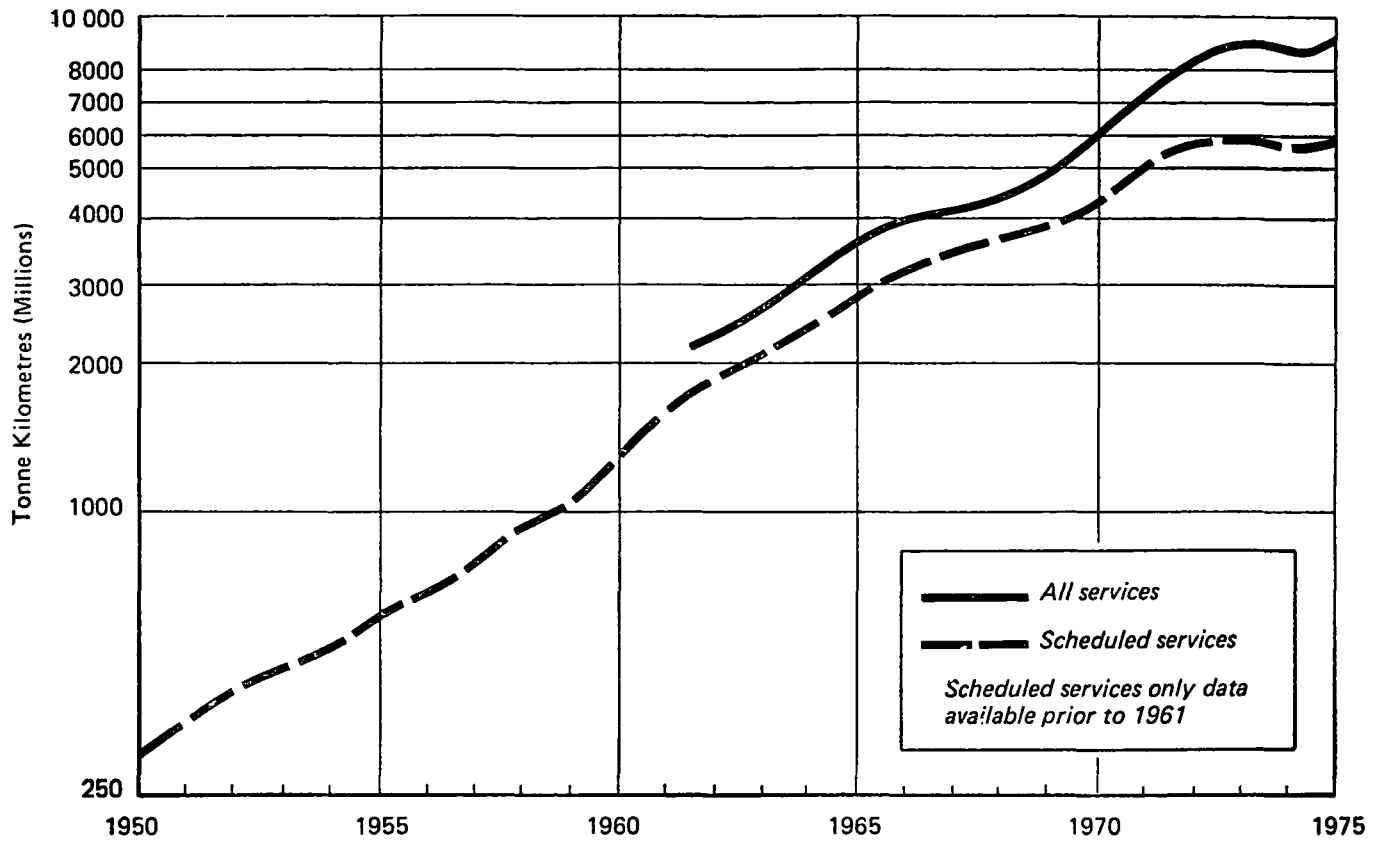
Airports and Airlines Year ended 31 March 1977

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	23 700	52.06	100	100.00
Gatwick	5 895	12.95	98	47.94
Manchester	2 774	6.09	95	34.99
Glasgow	1 937	4.25	90	28.89
Luton	1 853	4.07	91	24.64
Birmingham	1 136	2.50	88	20.57
Belfast	1 072	2.35	86	18.07
Edinburgh	1 042	2.29	84	15.72
Aberdeen	866	1.90	81	13.43
Newcastle	655	1.44	79	11.53
East Midlands	482	1.06	77	10.09
Prestwick	400	0.88	74	9.03
Liverpool	359	0.79	72	8.15
Isle of Man	344	0.76	70	7.36
Leeds/Bradford	302	0.66	67	6.61
Stansted	291	0.64	65	5.94
Southampton	278	0.61	63	5.30
Sumburgh	261	0.57	60	4.69
Southend	224	0.49	58	4.12
Bristol	211	0.46	56	3.63
Tees-side	204	0.45	53	3.17
Glamorgan	196	0.43	51	2.72
Other Airport (21)	1 041	2.29	49	2.29

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 Overseas Division	5 052	51.46	100	100.00
British Airways European Division	1 136	11.57	97	48.54
British Caledonian Airways	839	8.55	94	36.97
Dan Air Services	514	5.24	91	28.43
Laker Airways	392	3.99	88	23.19
International Aviation Services	355	3.62	85	19.20
Britannia Airways	352	3.59	82	15.58
Trans-Meridian Air Cargo	246	2.51	79	12.00
British Airtours	226	2.30	76	9.49
Monarch Airlines	161	1.64	73	7.19
Tradewinds Airways	153	1.56	70	5.55
British Airways Regional Division	148	1.51	67	3.99
British Midland Airways	128	1.30	64	2.49
Air Anglia	27	0.28	61	1.18
British Island Airways	24	0.24	58	0.91
British Air Ferries	11	0.11	55	0.66
Alidair	10	0.10	52	0.55
Others (16 airlines)	44	0.45	48	0.45

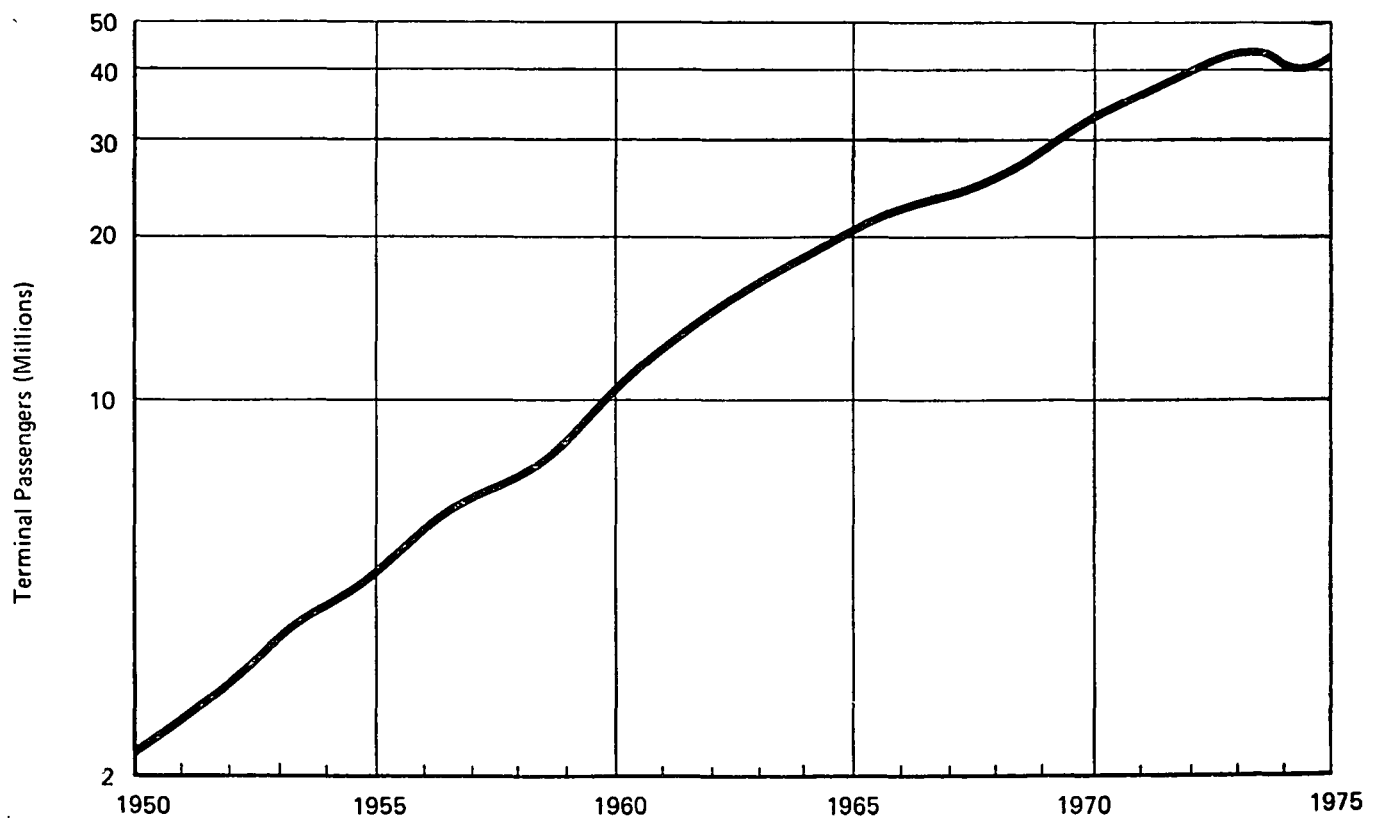
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1951-1977

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
1975	1 911	701	41 846	8 928	5 984	2 944
1976	1 896	740	44 666	9 690	6 578	3 112
Year ended						
April 1976	1 915	712	42 804	9 237	6 244	2 993
April 1977	1 895	743	45 325	9 823	6 553	3 271
Latest year's growth (percentages)						
	-1.0	4.5	5.9	6.3	5.0	9.3
Mean rates of growth (percentages) to 1976						
20 years	6.4	4.3	11.1	..	12.5	..
10 years	5.6	6.3	7.6	11.0	9.0	16.5
5 years	1.9	1.8	2.4	3.1	4.1	1.4

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	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)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1974	59.2	3 340	35.1	1 699	10.2	666	12.4	844	1.5	131
1975	58.4	3 487	33.2	1 721	11.3	711	12.2	900	1.7	154
1976	61.7	3 722	34.4	1 810	12.8	742	12.5	989	2.0	181
1975 1st quarter	48.4	2 532	28.4	1 338	8.1	431	11.1	703	0.9	59
2nd quarter	61.6	3 611	35.3	1 763	11.9	763	12.6	920	1.8	165
3rd quarter	69.8	4 766	38.6	2 209	14.8	1 110	13.7	1 157	2.6	290
4th quarter	53.6	3 039	30.4	1 575	10.4	541	11.5	820	1.3	103
1976 1st quarter	50.9	2 706	29.6	1 451	9.2	443	11.3	751	0.9	60
2nd quarter	65.1	3 906	36.4	1 887	13.8	826	12.7	994	2.1	200
3rd quarter	73.8	4 984	39.7	2 236	16.6	1 144	14.2	1 274	3.2	331
4th quarter	56.8	3 294	31.9	1 667	11.4	555	11.8	937	1.7	135
1977 1st quarter	53.2	2 990	30.3	1 568	10.8	497	11.0	847	1.1	79
1975 October	61.8	3 765	34.6	1 904	12.4	744	12.8	941	2.0	176
November	49.6	2 679	28.4	1 423	9.5	453	10.8	734	1.0	69
December	49.4	2 674	28.3	1 399	9.2	426	11.0	785	1.0	64
1976 January	50.8	2 703	29.3	1 436	9.1	436	11.5	770	0.9	61
February	47.6	2 419	27.8	1 305	8.5	402	10.7	671	0.7	41
March	54.4	2 995	31.7	1 613	9.9	490	11.8	813	1.1	78
April	60.2	3 536	34.2	1 748	12.3	732	12.2	932	1.5	124
October	64.4	3 983	35.3	1 926	13.5	763	13.3	1 086	2.4	209
November	53.7	2 984	30.8	1 568	10.5	456	10.9	850	1.5	109
December	52.2	2 915	29.5	1 506	10.2	446	11.2	874	1.3	88
1977 January	52.6	2 955	29.8	1 510	10.4	487	11.3	886	1.1	72
February	49.4	2 645	28.1	1 401	10.0	447	10.3	729	1.0	68
March	57.7	3 371	32.9	1 794	12.1	556	11.5	926	1.2	96
April	56.8	3 341	28.6	1 256	13.9	753	12.5	1 176	1.8	156

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total (000)	Commercial			Non-commercial			Other (000)
		Total (000)	Air transport (000)	Other (000)	Total (000)	Aero club and private (000)	Test and training (000)	
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1974	154.1	66.0	59.2	6.9	88.1	65.2	15.0	7.9
1975	159.2	65.1	58.4	6.7	94.2	70.2	15.6	8.4
1976	158.0	68.4	61.7	6.7	89.6	67.2	13.3	9.1
1975 1st quarter	134.2	53.5	48.4	5.0	80.7	55.1	17.9	7.7
2nd quarter	178.0	68.8	61.6	7.2	109.2	81.6	17.9	9.7
3rd quarter	185.7	78.5	69.8	8.7	107.2	84.6	15.2	7.4
4th quarter	138.9	59.4	53.6	5.8	79.5	59.3	11.5	8.7
1976 1st quarter	130.2	55.9	50.9	5.0	74.3	51.8	13.4	9.1
2nd quarter	181.2	73.1	65.1	8.0	108.1	82.6	15.8	9.6
3rd quarter	186.2	82.3	73.8	8.5	104.0	83.4	11.8	8.8
4th quarter	134.3	62.4	56.8	5.6	71.9	50.8	12.2	8.9
1977 1st quarter	137.2	58.3	53.2	5.1	78.9	53.8	14.7	10.4
1975 October	160.0	69.4	61.8	7.6	90.6	67.9	13.7	9.0
November	135.2	54.9	49.6	5.3	80.2	59.8	11.0	9.4
December	121.6	54.0	49.4	4.5	67.6	50.2	9.7	7.8
1976 January	122.4	55.4	50.8	4.6	67.1	46.0	12.5	8.6
February	121.3	52.1	47.6	4.4	69.3	48.8	12.1	8.3
March	146.9	60.3	54.4	5.9	86.6	60.5	15.7	10.4
April	179.7	67.2	60.2	7.0	112.5	84.5	18.5	9.5
October	151.7	71.3	64.4	6.8	80.4	57.3	12.9	10.2
November	141.0	59.1	53.7	5.4	82.0	57.7	14.2	10.1
December	110.3	56.8	52.2	4.6	53.4	37.4	9.6	6.4
1977 January	127.6	57.3	52.6	4.7	70.3	48.7	13.0	8.6
February	131.0	54.0	49.4	4.7	77.0	52.4	14.3	10.3
March	153.0	63.6	57.7	6.0	89.4	60.3	16.8	12.3
April	158.3	64.5	56.8	7.6	93.9	71.1	13.6	9.1

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands	
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189	
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767	
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586	
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339	
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529	
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634	
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772	
1974	31 110	5 793	2 609	1 422	1 176	4 080	5 623	4 380	2 982	7 952	
1975	30 062	5 606	2 622	1 430	1 153	4 094	5 242	5 472	2 696	8 007	
1976	30 857	5 658	2 823	1 628	1 115	4 082	5 641	7 215	2 641	7 905	
1975	1st quarter	26 019	4 738	1 951	1 195	1 011	2 919	3 860	4 570	2 200	5 880
	2nd quarter	31 315	5 979	2 888	1 487	1 350	4 795	5 675	5 260	2 862	8 919
	3rd quarter	35 491	6 689	3 288	1 661	1 369	5 451	6 474	5 895	3 490	10 728
	4th quarter	27 421	5 016	2 360	1 375	881	3 211	4 960	6 164	2 231	6 501
1976	1st quarter	26 318	4 661	2 089	1 387	877	2 770	4 677	6 041	2 131	5 500
	2nd quarter	32 305	6 015	3 053	1 696	1 230	4 715	5 868	7 423	2 817	9 202
	3rd quarter	36 271	6 920	3 576	1 899	1 404	5 463	6 908	7 811	3 535	10 684
	4th quarter	28 534	5 038	2 575	1 531	949	3 380	5 109	7 583	2 081	6 235
1977	1st quarter	26 880	4 713	2 257	1 494	923	2 945	4 572	7 463	1 981	5 059
1975	October	31 464	5 976	2 984	1 525	1 060	4 093	5 698	6 513	2 493	8 228
	November	25 044	4 739	2 094	1 308	813	2 900	4 641	6 031	2 070	5 536
	December	25 754	4 334	2 001	1 292	769	2 639	4 541	5 948	2 130	5 738
1976	January	26 882	4 606	1 985	1 332	833	2 570	4 689	5 701	2 175	5 060
	February	24 553	4 386	1 958	1 350	737	2 472	4 402	5 760	2 030	4 652
	March	27 520	4 992	2 325	1 480	1 061	3 276	4 941	6 661	2 188	6 788
	April	30 598	5 227	2 652	1 498	1 060	4 316	5 223	7 206	2 421	8 317
	October	32 227	5 960	3 032	1 676	1 062	4 228	5 976	7 841	2 421	8 069
	November	26 484	4 799	2 499	1 502	986	3 079	4 849	7 599	1 946	5 489
	December	26 892	4 354	2 194	1 416	800	2 834	4 503	7 310	1 876	5 147
1977	January	27 127	4 582	2 085	1 468	863	2 682	4 662	7 214	1 951	4 758
	February	25 046	4 352	2 084	1 451	849	2 740	3 918	7 081	1 850	4 569
	March	28 468	5 204	2 602	1 564	1 057	3 413	5 136	8 094	2 142	5 849
	April	27 732	4 550	2 514	1 397	1 026	5 396	4 257	7 830	2 113	8 451

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channe Islands (000)
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1974	2 306	259	122	64	35	84	256	78	138	163
1975	2 412	275	136	65	34	86	253	96	131	168
1976	2 604	283	133	71	34	81	280	118	119	163
1975 1st quarter	1 810	180	85	50	24	49	165	76	94	89
2nd quarter	2 469	296	149	68	37	101	264	92	135	192
3rd quarter	3 250	389	198	84	51	128	352	116	197	267
4th quarter	2 120	233	111	56	23	66	230	100	99	123
1976 1st quarter	1 914	193	84	52	23	46	210	94	88	82
2nd quarter	2 704	310	147	76	37	97	293	120	124	193
3rd quarter	3 439	403	186	94	50	120	377	137	174	255
4th quarter	2 358	227	115	60	25	60	242	119	89	119
1977 1st quarter	2 152	205	92	56	26	45	214	116	85	84
1975 October	2 591	305	159	72	31	93	283	116	114	187
November	1 854	211	96	51	21	58	212	92	84	95
December	1 914	184	79	45	18	47	195	91	100	87
1976 January	1 947	188	71	48	18	38	211	89	94	65
February	1 698	177	80	49	20	41	186	87	80	67
March	2 097	215	102	60	30	59	232	107	91	115
April	2 506	254	127	62	31	90	240	114	113	157
October	2 811	296	153	74	33	86	297	129	103	181
November	2 129	204	105	56	23	52	222	116	77	91
December	2 135	181	86	49	18	42	206	112	87	86
1977 January	2 170	194	78	52	23	34	210	109	86	67
February	1 897	182	83	55	24	40	181	107	76	72
March	2 389	238	115	62	31	60	251	132	93	112
April	2 443	206	118	52	33	119	181	108	82	158

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months		Tonnes									
		Oil									
		Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1967		26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968		30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969		34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970		34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971		34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972		40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973		45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1974		46 745	4 917	941	178	82	1 445	3 513	462	1 774	1 879
1975		42 767	3 871	839	118	66	1 188	2 571	539	1 182	1 662
1976		44 268	3 822	866	96	78	1 170	2 657	723	1 267	1 679
1975	1st quarter	45 025	4 197	783	138	67	1 284	2 327	429	1 227	1 825
	2nd quarter	43 039	3 807	904	122	59	1 260	2 611	563	1 215	1 686
	3rd quarter	40 959	3 460	826	112	76	1 102	2 515	537	1 163	1 728
	4th quarter	42 045	4 020	844	101	62	1 105	2 832	628	1 121	1 408
1976	1st quarter	42 131	3 878	734	106	47	1 095	2 513	686	1 174	1 655
	2nd quarter	43 575	3 838	802	99	69	1 258	2 579	730	1 231	1 985
	3rd quarter	44 370	3 642	1 047	91	100	1 135	2 579	709	1 460	1 688
	4th quarter	46 995	3 930	882	90	94	1 191	2 776	767	1 204	1 390
1977	1st quarter	46 668	3 848	520	108	74	1 364	2 702	788	1 162	1 639
1975	October	42 465	4 001	900	120	57	1 177	2 976	660	1 280	1 535
	November	41 910	4 238	838	90	65	1 036	2 809	599	1 080	1 345
	December	41 761	3 822	795	93	65	1 101	2 711	625	1 002	1 344
1976	January	40 051	3 649	641	83	44	864	2 337	551	1 104	1 228
	February	40 483	3 782	623	72	46	1 026	2 383	656	1 023	1 527
	March	45 860	4 203	937	162	52	1 396	2 819	850	1 215	2 209
	April	42 604	3 966	824	93	70	1 332	2 571	708	1 145	2 128
	October	47 729	4 388	1 015	103	84	1 390	2 948	756	1 396	1 499
	November	46 248	3 879	833	93	133	1 153	2 677	820	1 154	1 399
	December	47 008	3 524	799	74	66	1 031	2 703	725	1 063	1 273
1977	January	42 477	3 574	483	81	62	913	2 325	701	1 090	1 121
	February	45 359	3 975	433	136	73	1 299	2 664	791	1 119	1 666
	March	52 167	3 994	645	106	88	1 881	3 116	873	1 278	2 130
	April	45 372	3 646	527	107	91	1 395	2 647	660	995	1 631

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
				Freight (000 000)	Passengers (000 000)				
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973	496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1974	478.9	263.9	9.9	65.5	188.5	55.1	3 684.7	2 117.4	57.5
1975	498.0	275.9	11.0	60.3	204.5	55.4	3 824.0	2 292.7	60.0
1976	548.2	309.2	12.1	64.2	233.0	56.4	4 291.3	2 580.1	60.1
1975 1st quarter	439.3	241.6	10.8	63.2	167.7	55.0	3 315.6	1 868.7	56.4
2nd quarter	496.6	264.9	10.4	63.2	191.3	53.3	3 783.0	2 142.2	56.6
3rd quarter	568.9	333.6	10.6	64.4	258.3	58.7	4 438.7	2 926.4	66.0
4th quarter	487.0	263.5	12.2	50.4	200.8	54.1	3 758.7	2 233.5	59.4
1976 1st quarter	491.2	265.3	11.4	63.6	190.3	54.0	3 778.3	2 119.9	56.1
2nd quarter	568.6	311.7	11.5	65.8	234.3	54.8	4 470.4	2 603.2	58.2
3rd quarter	601.5	362.0	11.3	62.9	287.8	60.2	4 778.6	3 197.2	66.9
4th quarter	531.5	297.9	14.0	64.5	219.5	56.0	4 137.7	2 400.2	58.0
1977 1st quarter	496.7	281.9	12.0	64.7	205.2	56.8	3 805.0	2 244.3	59.0
1975 October	500.3	263.9	10.5	37.3	216.0	52.7	3 916.5	2 390.4	61.0
November	448.5	230.3	10.2	47.4	172.6	51.3	3 434.4	1 914.5	55.7
December	512.1	296.3	15.8	66.6	213.9	57.9	3 925.2	2 395.5	61.0
1976 January	454.9	248.7	10.0	49.2	189.5	54.7	3 542.4	2 124.6	60.0
February	441.6	228.2	10.2	57.8	160.2	51.7	3 405.7	1 776.6	52.2
March	577.0	319.0	14.0	83.9	221.1	55.3	4 386.8	2 458.4	56.0
April	531.8	285.3	11.5	63.5	210.4	53.7	4 156.7	2 360.1	56.8
October	542.0	296.9	11.7	60.0	225.2	54.8	4 305.0	2 453.3	57.0
November	479.2	268.8	12.4	62.3	194.1	56.1	3 721.6	2 119.4	56.9
December	573.4	328.1	17.8	71.1	239.2	57.2	4 386.5	2 627.9	59.9
1977 January	463.6	262.8	10.3	50.4	202.1	56.7	3 590.2	2 224.4	62.0
February	469.1	256.4	12.0	64.7	179.7	54.7	3 573.8	1 958.7	54.8
March	557.5	326.5	13.8	79.0	233.7	58.6	4 250.9	2 549.8	60.0
April	489.1	256.0	11.7	55.6	188.8	52.3	3 782.9	2 072.9	54.8

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	
				Freight (000 000)	Passengers (000 000)					
1967	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9	
1968	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6	
1969	24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1	
1970	25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9	
1971	26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5	
1972	28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8	
1973	32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5	
1974	30.8	17.8	0.2	1.9	15.7	57.8	298.2	188.0	63.0	
1975	28.3	16.3	0.2	1.2	14.9	57.6	278.5	177.1	63.6	
1976	32.2	17.6	0.2	1.1	16.2	54.7	317.0	192.9	60.9	
1975	1st quarter	21.7	11.7	0.2	1.2	10.2	53.9	202.8	121.4	59.9
	2nd quarter	29.4	16.9	0.2	1.2	15.4	57.5	292.2	183.6	62.8
	3rd quarter	35.1	21.9	0.2	1.2	20.4	62.4	352.9	242.7	68.8
	4th quarter	26.9	14.8	0.2	1.0	13.5	55.0	265.9	160.6	60.4
1976	1st quarter	27.2	14.1	0.2	1.1	12.7	51.8	264.9	151.1	57.1
	2nd quarter	33.8	18.5	0.2	1.2	17.1	54.7	334.1	202.6	60.7
	3rd quarter	37.6	22.0	0.2	1.2	20.6	59.9	375.3	245.1	65.3
	4th quarter	30.0	15.8	0.2	1.0	14.5	52.7	293.5	172.6	58.8
1977	1st quarter	28.3	14.9	0.2	1.0	13.6	52.5	275.3	161.8	58.8
1975	October	30.7	18.1	0.2	1.1	16.7	58.8	305.7	198.4	64.9
	November	24.9	13.4	0.2	0.9	12.2	53.8	246.1	145.2	59.0
	December	25.1	13.0	0.3	1.0	11.7	51.5	245.8	138.1	56.2
1976	January	27.3	13.9	0.2	1.1	12.6	51.0	263.7	149.0	56.5
	February	25.8	12.9	0.2	1.1	11.6	50.0	251.0	137.7	54.9
	March	28.6	15.5	0.2	1.2	14.0	54.3	279.9	166.7	59.6
	April	31.3	16.7	0.2	1.2	15.4	53.6	310.6	182.5	58.7
	October	34.1	18.6	0.2	1.2	17.2	54.7	334.3	204.9	61.3
	November	29.0	14.9	0.2	1.0	13.6	51.4	281.8	162.0	57.5
	December	27.0	13.8	0.2	0.9	12.7	51.0	264.4	151.0	57.1
1977	January	27.8	13.9	0.2	0.9	12.8	50.2	270.0	151.5	56.1
	February	25.6	13.3	0.2	1.0	12.1	51.8	248.8	143.4	57.6
	March	31.5	17.5	0.3	1.2	16.0	55.4	307.0	190.5	62.0
	April	18.6	11.2	0.2	0.6	10.4	60.1	193.6	123.9	64.0

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

	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
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1974	448.1	246.1	9.6	63.7	172.8	54.9	3 386.5	1 929.4	57.0
1975	469.7	259.5	10.8	59.1	189.7	55.3	3 545.6	2 115.6	59.7
1976	516.1	291.6	11.9	63.1	216.8	56.5	3 974.3	2 387.3	60.1
1975 1st quarter	417.6	229.8	10.6	61.9	157.5	55.0	3 112.7	1 747.2	56.1
2nd quarter	467.2	248.0	10.1	62.0	175.9	53.1	3 490.9	1 958.5	56.1
3rd quarter	533.7	311.6	10.4	63.1	238.1	58.4	4 085.8	2 683.7	65.7
4th quarter	460.1	248.7	12.0	49.4	187.3	54.1	3 492.9	2 072.9	59.4
1976 1st quarter	463.9	251.2	11.2	62.5	177.5	54.2	3 513.4	1 968.7	56.0
2nd quarter	534.9	293.2	11.3	64.6	217.3	54.8	4 136.2	2 400.6	58.0
3rd quarter	563.9	340.0	11.1	61.7	267.2	60.3	4 403.3	2 952.1	67.0
4th quarter	501.5	282.1	13.8	63.4	205.0	56.3	3 844.2	2 227.6	57.9
1977 1st quarter	468.5	267.0	11.8	63.7	191.6	57.0	3 529.7	2 082.5	59.0
1975 October	469.6	245.8	10.3	36.1	199.4	52.3	3 610.8	2 192.0	60.7
November	423.6	216.9	10.0	46.5	160.4	51.2	3 188.3	1 769.3	55.5
December	487.0	283.4	15.6	65.6	202.2	58.2	3 679.4	2 257.4	61.4
1976 January	427.6	234.7	9.7	48.2	176.9	54.9	3 278.6	1 975.5	60.3
February	415.7	215.3	10.0	56.7	148.6	51.8	3 154.7	1 638.9	51.9
March	548.5	303.5	13.8	82.6	207.1	55.3	4 106.9	2 291.7	55.8
April	500.5	268.6	11.3	62.3	195.0	53.7	3 846.1	2 177.6	56.6
October	507.9	278.2	11.5	58.8	207.9	54.8	3 970.7	2 248.4	56.6
November	450.2	253.9	12.2	61.2	180.5	56.4	3 439.8	1 957.4	56.9
December	546.4	314.3	17.6	70.3	226.5	57.5	4 122.2	2 476.9	60.1
1977 January	435.9	248.9	10.0	49.6	189.3	57.1	3 320.3	2 072.9	62.4
February	443.5	243.2	11.8	63.7	167.7	54.8	3 325.0	1 815.3	54.6
March	526.0	309.0	13.5	77.8	217.7	58.7	3 943.9	2 359.3	59.8
April	470.5	244.8	11.5	55.0	178.4	52.0	3 589.3	1 949.0	54.3

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	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
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1974	211.7	30.4	86.3	12.4	44.5	6.1	81.1	12.0
1975	245.2	33.0	85.9	11.6	48.0	6.5	111.3	15.0
1976	259.4	32.1	95.3	11.8	52.2	6.5	111.6	13.8
1975 1st quarter	175.4	28.5	48.9	7.9	23.8	3.8	102.7	16.8
2nd quarter	245.7	33.1	95.8	12.9	48.7	6.6	101.3	13.6
3rd quarter	329.1	36.7	128.1	14.3	88.5	9.9	112.5	12.5
4th quarter	230.4	32.1	70.8	9.9	31.0	4.3	128.5	17.9
1976 1st quarter	183.5	27.2	54.2	8.0	20.4	3.0	109.0	16.2
2nd quarter	267.7	32.0	111.0	13.3	55.6	6.7	100.1	12.1
3rd quarter	342.7	36.2	142.0	15.0	92.0	9.7	108.7	11.5
4th quarter	243.5	31.1	74.1	9.6	40.8	5.3	128.7	16.6
1977 1st quarter	222.7	31.0	60.4	8.4	27.5	3.8	134.7	18.7
1975 October	263.4	34.5	98.3	12.9	45.6	6.0	119.5	15.6
November	212.6	32.2	61.9	9.4	15.3	2.3	135.4	20.5
December	215.2	29.6	52.3	7.2	32.2	4.4	130.7	18.0
1976 January	192.6	29.9	53.1	8.2	27.3	4.2	112.2	17.4
February	160.8	26.7	50.4	8.4	13.7	2.3	96.7	16.1
March	197.2	25.5	59.0	7.6	20.1	2.6	118.1	15.3
April	235.8	30.7	89.4	11.6	39.9	5.2	106.5	13.9
October	285.9	34.5	107.0	12.9	51.6	6.2	127.3	15.4
November	219.1	31.4	58.8	8.4	29.3	4.2	131.1	18.8
December	225.6	28.2	56.4	7.1	41.4	5.2	127.7	16.0
1977 January	215.8	31.8	60.1	8.8	33.8	5.0	121.9	17.9
February	198.9	29.8	54.4	8.1	19.7	2.9	124.8	18.7
March	253.4	31.3	66.8	8.2	29.1	3.6	157.5	19.4
April	277.3	36.2	92.4	12.1	47.3	6.2	137.6	18.0

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

	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)
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1974	991.5	794.9	80.1	519.5	5 124	7 493	1 462	1 530
1975	981.0	844.3	86.1	558.3	5 158	7 587	1 471	1 512
1976	1 086.0	889.4	81.9	564.1	5 402	8 250	1 527	1 577
1975 1st quarter	559.8	486.7	86.9	328.8	3 048	4 376	1 436	1 480
2nd quarter	1 088.5	908.8	83.5	622.4	5 809	8 367	1 440	1 460
3rd quarter	1 466.5	1 325.2	90.4	868.0	7 649	11 281	1 475	1 527
4th quarter	809.2	656.4	81.1	414.1	4 125	6 323	1 533	1 585
1976 1st quarter	615.9	520.6	84.5	338.5	3 234	4 806	1 486	1 538
2nd quarter	1 262.3	998.5	79.1	639.9	6 276	9 496	1 513	1 560
3rd quarter	1 622.7	1 388.3	85.6	864.4	7 948	12 284	1 546	1 606
4th quarter	842.9	650.2	77.1	413.7	4 149	6 413	1 546	1 572
1977 1st quarter	681.1	599.5	88.0	368.6	3 545	5 174	1 460	1 626
1975 October	1 123.7	932.0	82.9	597.9	5 743	8 669	1 510	1 559
November	709.4	581.7	82.0	358.4	3 580	5 597	1 563	1 623
December	594.4	455.4	76.6	285.9	3 053	4 702	1 540	1 593
1976 January	602.4	479.4	79.6	314.1	3 199	4 753	1 486	1 527
February	573.9	496.0	86.4	324.2	3 024	4 449	1 471	1 530
March	671.5	586.5	87.3	376.2	3 479	5 216	1 499	1 559
April	1 011.4	852.8	84.3	560.4	5 158	7 604	1 474	1 522
October	1 216.8	973.1	80.0	602.0	5 837	9 117	1 562	1 616
November	671.0	549.7	81.9	335.8	3 318	5 185	1 563	1 637
December	640.9	472.9	73.8	303.2	3 291	4 938	1 500	1 560
1977 January	675.8	527.4	78.0	344.5	3 506	5 132	1 464	1 531
February	614.6	520.3	84.6	345.6	3 259	4 659	1 430	1 505
March	753.0	750.7	86.4	415.7	3 869	5 732	1 482	1 806
April	1 051.5	878.7	83.6	569.0	5 416	7 968	1 471	1 544

Non-scheduled Services by UK Airlines

Table 9.3

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

Monthly Averages or Calendar Months

	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)
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1974	436.1	352.7	80.9	104.8	1 523	2 483	1 630	3 366
1975	466.4	370.4	79.4	112.4	1 574	2 606	1 656	3 295
1976	532.8	430.7	80.8	122.7	1 627	2 876	1 768	3 510
1975 1st quarter	241.7	198.8	82.3	59.4	1 026	1 442	1 406	3 347
2nd quarter	446.9	355.6	76.2	108.6	1 558	2 505	1 608	3 274
3rd quarter	853.3	679.0	79.6	212.6	2 550	4 606	1 806	3 194
4th quarter	323.6	248.0	76.6	69.0	1 163	1 869	1 607	3 594
1976 1st quarter	217.8	174.9	80.3	54.0	1 007	1 397	1 387	3 239
2nd quarter	564.6	425.0	75.3	126.7	1 790	3 013	1 683	3 354
3rd quarter	933.6	783.0	83.9	220.1	2 469	4 924	1 994	3 557
4th quarter	415.3	339.8	81.8	90.1	1 241	2 170	1 749	3 771
1977 1st quarter	290.8	237.9	81.8	68.0	1 165	1 734	1 488	3 499
1975 October	467.2	348.8	74.7	93.3	1 412	2 403	1 702	3 739
November	162.3	124.2	76.5	35.4	816	1 050	1 287	3 508
December	341.4	271.0	79.4	78.2	1 261	2 153	1 707	3 465
1976 January	291.8	234.2	80.3	67.4	1 146	1 828	1 595	3 475
February	147.3	115.5	78.4	34.1	807	992	1 229	3 387
March	214.2	174.9	81.7	56.5	1 067	1 371	1 285	3 096
April	412.9	319.3	77.3	105.4	1 557	2 355	1 513	3 029
October	523.2	409.9	78.3	101.0	1 391	2 653	1 907	4 058
November	296.0	250.5	84.6	70.3	1 009	1 532	1 518	3 563
December	426.8	359.0	84.1	99.1	1 323	2 325	1 757	3 623
1977 January	351.6	295.6	84.1	78.1	1 171	1 973	1 685	3 785
February	209.7	161.5	77.0	50.4	989	1 346	1 361	3 204
March	311.0	256.5	82.5	75.6	1 334	1 882	1 411	3 393
April	495.3	383.8	77.5	123.0	1 407	2 899	2 060	3 120

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation Monthly Averages

European continent and Mediterranean Sea area ^(b)	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968	914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969	1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970	1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971	1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972	1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973	1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1974	1 648	72	40	223	187	45	148	67	135	23	36	36	403	23	86	27	96
1975	1 751	66	41	228	190	58	155	83	136	29	26	42	442	28	91	34	103
1976	1 842	71	47	242	206	74	162	107	153	43	25	43	389	35	98	35	113
1975 2nd quarter	1 854	70	41	245	190	61	159	76	148	30	25	40	499	32	95	42	102
3rd quarter	2 444	72	51	275	226	107	246	111	152	39	38	67	696	36	112	67	147
4th quarter	1 461	63	39	201	164	43	116	80	134	28	18	31	330	24	77	20	92
1976 1st quarter	1 261	58	36	196	177	24	100	77	119	28	16	29	216	22	82	9	74
2nd quarter	1 978	76	46	258	216	86	175	99	164	43	25	43	443	38	103	44	119
3rd quarter	2 521	77	56	292	242	134	258	147	171	56	35	67	605	41	117	63	160
4th quarter	1 609	73	51	220	189	50	114	107	158	47	22	34	291	40	93	22	100
Feb-Apr	1 462	63	37	217	190	38	123	82	137	31	20	32	276	25	89	13	88
1977 1st quarter	1 436	65	47	209	201	29	116	103	136	42	20	29	218	34	97	8	82
Feb-Apr	1 602	68	48	232	209	40	137	109	152	45	23	28	268	36	104	10	92
Rest of World	Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa (c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa (c) (000)	Others (000)						
1968	270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969	327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970	392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971	433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972	512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1973	560.3	17.3	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2						
1974	551.1	21.4	21.5	108.6	11.5	23.2	10.5	19.3	243.8	11.3	80.0						
1975	600.8	27.3	23.0	117.2	12.5	28.9	15.1	24.1	244.9	13.1	94.6						
1976	685.8	31.2	24.7	120.7	13.5	32.3	14.3	27.5	293.1	17.2	111.3						
1975 2nd quarter	586.1	23.2	20.9	127.0	9.8	25.4	11.6	21.2	257.3	10.4	79.3						
3rd quarter	843.5	35.5	28.0	203.8	16.7	29.7	19.4	27.6	348.6	18.8	115.3						
4th quarter	548.4	29.7	23.6	23.0	12.0	32.8	14.7	26.2	215.0	13.1	99.4						
1976 1st quarter	480.6	28.3	20.8	56.7	13.0	31.5	15.6	28.1	171.6	12.6	102.4						
2nd quarter	679.5	29.9	24.4	122.6	11.2	27.8	11.3	24.9	314.4	14.2	98.8						
3rd quarter	966.0	35.9	30.2	217.8	17.5	33.3	15.9	29.9	427.3	23.9	134.4						
4th quarter	617.2	30.6	23.6	85.6	12.4	36.8	14.2	27.1	259.3	18.1	109.4						
Feb-Apr	487.2	25.8	20.2	60.6	12.3	29.5	14.9	25.2	186.9	12.3	99.6						
1977 1st quarter	539.4	31.0	19.9	59.1	12.3	37.0	16.2	25.7	203.4	22.9	111.9						
Feb-Apr	547.3	27.2	19.3	63.5	10.7	33.8	17.0	23.3	219.0	24.5	109.0						

The above figures are derived from airport statistics.

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

(b) Passengers to and from North Africa and Middle East countries have been attributed to the European continent and Mediterranean Sea area.

(c) Commonwealth countries only.

(d) Oil Rigs *not* included.

Air Transport Movements by Type and Nationality of Operator April 1977

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	7 801	99	3 309	369	341	3 130	553
+ Heathrow	16 438	5 019	738	10 435	61	38	147
+ Luton	1 864	4	22	2	—	1 584	252
+ Southend	1 205	—	928	—	—	270	7
+ Stansted	424	11	—	20	7	101	285
TOTAL (London Area)	27 732	5 133	4 997	10 826	409	5 123	1 244
Westland Heliport (Battersea)	196	—	—	—	—	194	2
Other UK Airports							
+ Leeds/Bradford	687	111	416	24	—	128	8
+ Liverpool	738	336	—	67	1	294	40
+ Manchester	3 125	873	354	856	25	979	38
+ Birmingham	1 555	588	499	124	20	315	9
+ Coventry	5	—	—	—	—	5	—
+ East Midlands	954	8	553	—	2	377	14
+ Newcastle	892	86	688	—	—	111	7
+ Tees-side	505	—	482	—	—	19	4
Bristol	496	196	125	44	—	127	4
Glamorgan	516	188	232	—	2	94	—
Swansea	14	—	—	—	—	14	—
+ Blackpool	381	2	303	—	—	74	2
+ Bournemouth	798	97	502	—	—	196	3
+ Cambridge	83	—	31	—	—	25	27
Exeter	239	—	226	—	—	3	10
Gloucester/Cheltenham	77	—	52	—	—	25	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	564	460	102	—	1	1	—
+ Lydd	394	—	394	—	—	—	—
Manston	99	—	—	—	—	77	22
Norwich	782	—	619	—	—	130	33
Penzance Heliport	461	460	—	—	1	—	—
+ Southampton	1 322	529	729	—	—	44	20
+ Edinburgh	1 315	493	704	50	—	51	17
+ Glasgow	2 339	543	1 002	372	28	324	70
+ Prestwick	603	340	—	150	3	57	53
+ Aberdeen	3 835	517	463	—	759	1 991	105
Benbecula	186	26	160	—	—	—	—
Inverness	570	207	192	—	73	96	2
Islay	132	—	102	—	—	30	—
+ Kirkwall	814	180	488	—	34	112	—
Stornoway	288	80	134	—	—	72	2
+ Sumburgh	1 587	212	70	—	342	922	41
Tiree	56	—	54	—	—	2	—
Wick	362	100	241	—	—	21	—
+ Belfast	1 497	694	579	31	—	173	20
+ Isle of Man	616	342	274	—	—	—	—
TOTAL (Incl. London Area)	56 815	12 801	15 767	12 544	1 700	12 206	1 797
Channel Islands Airports							
Alderney	812	—	769	—	—	43	—
Guernsey	2 916	187	2 327	96	—	306	—
Jersey	4 723	754	3 352	41	—	464	112
TOTAL (Channel Islands Airports)	8 451	941	6 448	137	—	813	112

Air Transport Movements April 1977

Comparison with a Year Earlier

	International						Domestic						April 77			April 76			Percentage Change		
	Scheduled Passenger	Scheduled Aircraft	Cargo	Charter Passenger	Charter Aircraft	Charter Cargo	Scheduled Passenger	Scheduled Aircraft	Cargo	Charter Passenger	Charter Aircraft	Charter Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo
London Area Airports																					
+ Gatwick	1 856		106	3 661		289	1 617		198	36	38	7 170		631	6 098		635	17.6		—	—0.6
+ Heathrow	13 637		1 140	1 199		15	1 404		11	30	2	15 270		1 168	19 554		1 388	-21.9		—	-15.9
+ Luton	12		2	1 713		27	14		—	72	24	1 811		53	1 636		41	10.7		—	29.3
+ Southend	928		—	122		—	—		—	155	—	1 205		—	981		—	22.8		—	—
+ Stansted	25		—	277		110	6		—	5	1	313		111	208		57	50.5		—	94.7
TOTAL (London Area)	16 458		1 248	5 972		441	3 041		209	298	65	25 769		1 963	28 477		2 121	-9.5		—	-7.4
Westland Heliport (Battersea)	—		—	2		—	—		—	194	—	196		—	182		—	7.7		—	—
Other UK Airports																					
+ Leeds/Bradford	150		—	51		1	401		—	81	3	683		4	789		16	-13.4		—	-75.0
+ Liverpool	128		—	31		27	250		25	180	97	589		149	681		220	-13.5		—	-32.3
+ Manchester	1 042		311	863		11	725		5	136	32	2 766		359	3 098		423	-10.7		—	-15.1
+ Birmingham	425		—	312		1	783		3	31	—	1 551		4	1 659		35	-6.5		—	-88.6
+ Coventry	—		—	5		—	—		—	—	—	5		—	—		—	—		—	—
+ East Midlands	231		—	219		6	297		33	164	4	911		43	809		149	12.6		—	-71.1
+ Newcastle	282		—	112		2	492		—	3	1	889		3	1 024		—	-13.2		—	—
+ Tees-side	54		—	19		—	428		—	3	1	504		1	474		—	6.3		—	—
+ Bristol	135		—	98		—	229		1	33	—	495		1	519		8	-4.6		—	-87.5
+ Glamorgan	142		—	88		2	278		—	6	—	514		2	479		10	7.3		—	-80.0
Swansea	—		—	—		—	—		—	14	—	14		—	44		—	-68.2		—	—
+ Blackpool	36		—	3		—	227		42	72	1	338		43	333		—	1.5		—	—
+ Bournemouth	92		—	131		1	351		156	51	16	625		173	394		160	58.6		—	8.1
+ Cambridge	—		—	36		—	31		—	16	—	83		—	58		—	43.1		—	—
+ Exeter	31		—	11		1	195		—	1	—	238		1	249		—	-4.4		—	—
Gloucester/Cheltenham	—		—	—		—	52		—	—	—	77		—	58		—	32.8		—	—
Hawarden	—		—	—		—	—		—	—	—	—		—	—		—	—		—	—
Isles of Scilly	—		—	—		—	562		—	2	—	564		—	470		—	20.0		—	—
+ Lydd	228		166	—		—	—		—	—	—	228		166	234		152	-2.6		—	9.2
+ Manston	—		—	99		—	—		—	—	—	99		—	100		—	-1.0		—	—
+ Norwich	248		—	101		3	371		—	59	—	779		3	541		—	44.0		—	—
Penzance Heliport	—		—	—		—	460		—	1	—	461		—	382		—	20.7		—	—
+ Southampton	94		—	25		1	1 160		4	38	—	1 317		5	1 003		—	31.3		—	—
+ Edinburgh	213		—	49		1	994		40	18	—	1 274		41	1 514		55	-15.9		—	-25.5
+ Glasgow	409		94	233		2	1 396		18	173	15	2 211		128	2 834		208	-22.0		—	-38.5
+ Prestwick	186		84	78		1	181		39	33	—	478		125	446		166	7.2		—	-24.7
+ Aberdeen	224		—	1 893		40	755		1	916	6	3 788		47	3 099		386	22.2		—	-87.8
Benbecula	—		—	—		—	182		4	—	—	182		4	237		—	-23.2		—	—
Inverness	—		—	2		—	399		—	169	—	570		—	603		—	-5.5		—	—
Islay	—		—	—		—	102		—	30	—	132		—	78		—	69.2		—	—
+ Kirkwall	—		—	14		—	668		—	132	—	814		—	820		—	-0.7		—	—
Stornoway	—		—	—		—	211		3	74	—	285		3	273		12	4.4		—	-75.0
+ Sumburgh	—		—	680		10	282		—	593	22	1 555		32	1 269		—	22.5		—	—
Tiree	—		—	—		—	53		1	2	—	55		1	64		—	-14.1		—	—
Wick	—		—	1		—	339		2	20	—	360		2	365		—	-1.4		—	—
+ Belfast	36		—	20		—	1 186		82	79	94	1 321		176	1 547		177	-14.6		—	-0.6
+ Isle of Man	36		—	—		—	547		33	—	—	583		33	659		38	-11.5		—	-13.2
TOTAL (Incl. London Area)	20 880		1 903	11 148		551	17 628		701	3 647	357	53 303		3 512	55 865		4 336	-4.6		—	-19.0
Channel Islands Airports																					
Alderney	—		—	—		—	—		—	—	—	812		—	903		—	-10.1		—	—
Guernsey	—		—	—		—	—		—	—	—	2 916		—	2 715		—	7.4		—	—
Jersey	—		—	—		—	—		—	—	—	4 723		—	4 699		—	0.5		—	—
TOTAL (Channel Islands Airports)	—		—	—		—	—		—	—	—	8 451		—	8 317		—	1.6		—	—

Air Transport Landings Diverted from/to UK Reporting Airports April 1977

Table 14

Airport of intended landing	Total number of diversions	Airport of actual arrival																																			
		Date of diversions																																			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31					
Gatwick	18			2Ma	4Lu 4Bo 2He 2St	1Bo		1Lu			1Lu			1BI																							
Heathrow	220	1Ma 1BI		3Bo 4St	1Bo 4St	2Bo 3St 5Sh	2Bo 2St 9Sh	2Bo 1St 10Sh	2Bo 1St		1Ma 2Bo	3Bo 9Sh	1Bo 11Sh	1Bo 9Sh	2Bo 7Sh	2Bo 8Sh	2Bo 7Sh	3Bo	6Bo	1Bo 6Sh	1Bo 10Sh	3Bo 8Sh	2Bo 6Sh	2Bo 6Sh	10Sh	8Sh	7Sh	9Sh	6Sh	8Sh							
Luton	1																																				
Leeds	1																																				
Manchester	11										1Li		1Em 1Em	1Lu 1Em	1Em	1Em 1En	2Em	1Em							1Em												
East Midlands	1				1Lu																																
Tees-side	1																																				
Bristol	2																																				
Aberdeen	1																																				
Belfast	2																																				
Isle of Man	1																																				
Other Internal	18					2Wi	2Wi	1Ex				1Ki	1Ex 1Bo		1BI																						1Em
Overseas	2				1He		1Pr																														
All Aerodromes	279	2	—	9	19	13	17	15	3	—	5	13	15	12	13	11	11	5	7	7	13	12	13	9	11	11	9	9	6	8	1	—					

Aerodrome of actual landing: letter code

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

22 Air Passengers by Type and Nationality of Operator April 1977

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			
				British Airways		Others	British Airways		Others	British Airways		Others	British Airways		Others	
			Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London Area Airports																
+ Gatwick	613 314	606 620	6 694	5 409	—	191 665	—	6 053	—	50 336	—	287 691	1 417	65 466	5 277	
+ Heathrow	1 636 301	1 609 187	27 114	458 747	—	21 896	—	1 097 693	26 699	9 974	—	559	—	20 318	415	
+ Luton	177 310	176 889	421	157	93	1 282	73	—	—	—	—	153 937	255	21 513	—	
+ Southend	21 876	21 876	—	—	—	21 321	—	—	—	—	—	540	—	15	—	
+ Stansted	29 537	28 889	648	—	383	—	—	1 262	—	72	179	312	82	27 243	4	
TOTAL (London Area)	2 478 338	2 443 461	34 877	464 313	476	236 164	73	1 105 008	26 699	60 382	179	443 039	1 754	134 555	5 696	
Westland Heliport (Battersea)	542	542	—	—	—	—	—	—	—	—	—	539	—	3	—	
Other UK Airports																
+ Leeds/Bradford	19 644	17 099	2 545	3 885	—	7 218	2 543	1 404	—	—	—	4 567	2	25	—	
+ Liverpool	18 262	17 897	365	11 506	71	—	—	3 736	286	—	—	1 202	8	1 453	—	
+ Manchester	180 079	170 827	9 252	41 387	261	8 546	1 758	36 427	2 356	2 323	—	79 817	4 864	2 327	13	
+ Birmingham	79 518	76 630	2 888	26 443	256	10 416	2 090	7 253	362	1 084	—	31 002	180	432	—	
+ Coventry	20	20	—	—	—	—	—	—	—	—	—	20	—	—	—	
+ East Midlands	41 568	41 256	312	424	—	21 367	241	—	—	202	—	18 720	71	543	—	
+ Newcastle	40 016	35 087	4 929	3 847	—	19 716	4 929	—	—	—	—	11 176	—	348	—	
+ Tees-side	18 353	16 805	1 548	—	—	15 277	1 484	—	—	—	—	1 462	3	66	61	
+ Bristol	19 205	16 026	3 179	3 106	2 203	2 362	448	2 115	—	—	—	8 195	528	248	—	
+ Glamorgan	18 693	16 469	2 224	4 826	140	2 619	1 979	—	—	69	—	8 955	105	—	—	
+ Swansea	34	34	—	—	—	—	—	—	—	—	—	34	—	—	—	
+ Blackpool	7 664	7 537	127	—	61	6 940	66	—	—	—	—	348	—	249	—	
+ Bournemouth	19 234	18 132	1 102	4 380	448	11 358	338	—	—	—	—	2 207	316	187	—	
+ Cambridge	1 899	1 899	—	—	—	1 226	—	—	—	—	—	202	—	471	—	
+ Exeter	6 149	5 494	655	—	—	4 692	655	—	—	—	—	196	—	606	—	
+ Gloucester/Cheltenham	1 148	1 148	—	—	—	1 083	—	—	—	—	—	65	—	—	—	
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Isles of Scilly	10 731	10 731	—	10 245	—	473	—	—	—	11	—	2	—	—	—	
+ Lydd	9 939	9 939	—	—	—	9 939	—	—	—	—	—	—	—	—	—	
+ Manston	235	235	—	—	—	—	—	—	—	—	—	198	—	37	—	
+ Norwich	13 799	13 799	—	—	—	12 940	—	—	—	—	—	680	—	179	—	
+ Penzance Heliport	10 256	10 256	—	10 245	—	—	—	—	—	11	—	—	—	—	—	
+ Southampton	39 310	39 244	66	20 504	—	18 508	66	—	—	—	—	166	—	66	—	
+ Edinburgh	62 951	60 763	2 188	23 731	592	30 134	1 567	2 578	25	—	—	3 450	4	870	—	
+ Glasgow	103 031	100 212	2 819	20 702	20	39 186	—	14 108	2 629	1 056	—	19 583	46	5 577	124	
+ Prestwick	35 460	20 028	15 432	11 108	5 082	—	—	2 690	4 517	288	88	2 765	3 556	3 177	2 189	
+ Aberdeen	62 369	61 571	798	16 702	771	13 524	—	—	—	8 572	—	20 357	27	2 421	—	
+ Benbecula	1 308	1 239	69	488	—	751	69	—	—	—	—	—	—	—	—	
+ Inverness	8 424	7 578	846	5 679	846	1 352	—	—	—	194	—	341	—	12	—	
+ Islay	848	848	—	—	—	792	—	—	—	—	—	56	—	—	—	
+ Kirkwall	8 657	7 771	886	3 665	886	2 246	—	—	—	1 376	—	484	—	—	—	
+ Stornoway	3 737	3 737	—	2 818	—	652	—	—	—	—	—	251	—	16	—	
+ Sumburgh	23 157	22 777	380	5 772	—	186	—	—	—	4 380	—	11 919	380	520	—	
+ Tiree	307	286	21	—	—	278	21	—	—	—	—	8	—	—	—	
+ Wick	3 216	1 929	1 287	687	1 287	1 154	—	—	—	—	—	88	—	—	—	
+ Belfast	63 809	63 795	14	31 062	—	29 638	1	572	—	—	—	525	—	1 998	13	
+ Isle of Man	18 739	17 844	895	10 112	613	7 732	282	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	3 430 649	3 340 945	89 704	737 637	14 013	518 469	18 610	1 175 891	36 874	79 943	267	672 619	11 844	156 386	8 096	
Channel Islands Airports																
+ Alderney	6 152	6 144	8	—	—	6 027	8	—	—	—	—	117	—	—	—	
+ Guernsey	42 980	39 748	3 232	6 138	—	32 147	2 738	271	—	—	—	1 192	494	—	—	
+ Jersey	113 877	112 249	1 628	31 312	80	75 794	1 357	1 183	7	—	—	1 192	184	2 768	—	
TOTAL (Channel Is. Airports)	163 009	158 141	4 868	37 450	80	113 968	4 103	1 454	7	—	—	2 501	678	2 768	—	

Terminal Air Passengers for April 1977

Table 16

Comparison with a Year Earlier

	1977	1976	Percentage change
London Area Airports			
+Gatwick	606 620	468 464	29.5
+Heathrow	1 609 187	1 821 407	-11.7
+Luton	176 889	174 262	1.5
+Southend	21 876	18 658	17.2
+Stansted	28 889	23 323	23.9
TOTAL (London Area)	2 443 461	2 506 114	-2.5
Westland Heliport (Battersea)	542	469	15.6
Other UK Airports			
+Leeds/Bradford	17 099	23 118	-26.0
+Liverpool	17 897	30 878	-42.0
+Manchester	170 827	199 665	-14.4
+Birmingham	76 630	85 784	-10.7
+Coventry	20	—	—
+East Midlands	41 256	40 780	1.2
+Newcastle	35 087	47 816	-26.6
+Tees-side	16 805	14 629	14.9
+Bristol	16 026	14 833	8.0
+Glamorgan	16 469	16 013	2.8
Swansea	34	109	-68.8
+Blackpool	7 537	7 197	4.7
+Bournemouth	18 132	9 561	89.6
+Cambridge	1 899	492	—
+Exeter	5 494	5 619	-2.2
Gloucester/Cheltenham	1 148	460	—
Hawarden	—	—	—
Isles of Scilly	10 731	9 885	8.6
+Lydd	9 939	7 728	28.6
+Manston	235	176	33.5
+Norwich	13 799	11 382	21.2
Penzance Heliport	10 256	9 490	8.1
+Southampton	39 244	27 113	44.7
+Edinburgh	60 763	72 812	-16.5
+Glasgow	100 212	148 600	-32.6
+Prestwick	20 028	18 418	8.7
+Aberdeen	61 571	66 305	-7.1
Benbecula	1 239	2 043	-39.4
Inverness	7 578	10 774	-29.7
Islay	848	830	2.2
+Kirkwall	7 771	8 123	-4.3
Stornoway	3 737	4 123	-9.4
+Sumburgh	22 777	19 407	17.4
Tiree	286	206	38.8
Wick	1 929	2 330	-17.2
+Belfast	63 795	89 619	-28.8
+Isle of Man	17 844	23 132	-22.9
TOTAL (Incl. London Area)	3 340 945	3 536 033	-5.5
Channel Islands Airports			
Alderney	6 144	5 813	5.7
Guernsey	39 748	41 323	-3.8
Jersey	112 249	110 236	1.8
TOTAL (Channel Islands Airports)	158 141	157 372	0.5

International and Domestic Passenger Traffic April 1977

Table 17

Terminal Passengers Comparison with a Year Earlier

	Total		International		Per- centage change	Domestic		Per- centage change
	1977	1976	1977	1976		1977	1976	
London Area Airports								
+Gatwick	606 620	495 874	414 026	20	110 746	54 438	—	
+Heathrow	1 609 187	1 542 307	1 542 181	—	66 880	279 226	-76	
+Luton	176 889	175 803	173 441	1	1 086	821	32	
+Southend	21 876	21 500(a)	1 848(a)	16	376	200	88	
+Stansted	28 889	28 865	23 281	24	24	42	-43	
TOTAL (London Area)	2 443 461	2 264 349	2 171 387	4	179 112	334 727	-46	
Westland Heliport (Battersea)	542	3	—	—	539	469	15	
Other UK Airports								
+Leeds/Bradford	17 099	9 435	4 331	118	7 664	18 787	-59	
+Liverpool	17 897	8 274	10 468	-21	9 623	20 410	-53	
+Manchester	170 827	143 579	131 510	9	27 248	68 155	-60	
+Birmingham	76 630	53 582	57 386	-7	23 048	28 398	-19	
+Coventry	20	20	—	—	—	—	—	
+East Midlands	41 256	26 464	27 752	-5	14 792	13 028	14	
+Newcastle	35 087	20 898	18 646	12	14 189	29 170	-51	
+Tees-side	16 805	2 549	2 747	-7	14 256	11 882	20	
+Bristol	16 026	12 770	11 467	11	3 256	3 366	-3	
+Glamorgan	16 469	11 635	10 684	9	4 834	5 329	-9	
Swansea	34	—	8	—	34	101	-66	
+Blackpool	7 537	555	583	-5	6 982	6 614	6	
+Bournemouth	18 132	6 601	2 869	—	11 531	6 692	72	
+Cambridge	1 899	523	284	84	1 376	208	—	
+Exeter	5 494	1 404	1 306	8	4 090	4 313	-5	
Gloucester/Cheltenham	1 148	—	—	—	1 148	460	—	
Hawarden	—	—	—	—	—	—	—	
Isles of Scilly	10 731	—	—	—	10 731	9 885	9	
+Lydd	9 939	9 939	7 722	29	—	6	—	
+Manston	235	235	176	34	—	—	—	
+Norwich	13 799	7 005	5 982	17	6 794	5 400	26	
Penzance	10 256	—	—	—	10 256	9 490	8	
+Southampton	39 244	1 500	483	—	37 744	26 630	42	
+Edinburgh	60 763	10 132	6 303	61	50 631	66 509	-24	
+Glasgow	100 212	40 909	36 529	12	59 303	112 071	-47	
+Prestwick	20 028	18 281	16 270	12	1 747	2 148	-19	
+Aberdeen	61 571	27 777	20 407	36	33 794	45 898	-26	
Benbecula	1 239	—	—	—	1 239	2 043	-39	
Inverness	7 578	8	12	-33	7 570	10 762	-30	
Islay	848	—	—	—	848	830	2	
+Kirkwall	7 771	72	32	—	7 699	8 091	-5	
Stornoway	3 737	—	—	—	3 737	4 123	-9	
+Sumburgh	22 777	8 253	6 485	27	14 524	12 922	12	
Tiree	286	—	—	—	286	206	39	
Wick	1 929	1	—	—	1 928	2 330	-17	
+Belfast	63 795	2 649	2 768	-4	61 146	86 851	-30	
+Isle of Man	17 844	928	848	9	16 916	22 284	-24	
TOTAL (Incl. London Area)	3 340 945	2 690 330	2 555 445	5	650 615	980 588	-34	

(a) Includes Channel Islands Traffic.

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

International Air Passenger Traffic to and from Airports April 1977

Table 18

Comparison with a Year Earlier

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	20 497	10 696	9 801	19 162	9 158	10 004	7
London – Vienna	16 059	10 140	5 919	14 802	8 506	6 296	8
Other Routes	4 438	556	3 882	4 360	652	3 708	2
Belgium	71 513	70 450	1 063	68 604	65 087	3 517	4
London – Brussels	46 165	46 165	—	44 719	44 282	437	3
Other S.E. England – Belgium	18 486	18 286	200	16 785	16 477	308	10
Other Routes	6 862	5 999	863	7 100	4 328	2 772	-3
Denmark	48 502	33 615	14 887	40 018	30 721	9 297	21
London – Copenhagen	36 789	27 176	9 613	33 955	25 901	8 054	8
Other Routes	11 713	6 439	5 274	6 063	4 820	1 243	93
Finland	9 706	8 604	1 102	9 663	7 544	2 119	—
France	249 684	226 884	22 800	247 973	217 997	29 976	1
London – Nice	11 745	11 220	525	13 077	12 058	1 019	-10
– Paris	162 782	157 525	5 257	157 747	149 779	7 968	3
– N. France (a)	11 662	10 402	1 260	14 431	10 409	4 022	-19
– Other France	22 193	16 650	5 543	23 452	18 203	5 249	-5
Manchester – Paris	7 456	7 444	12	7 503	7 434	69	-1
Other UK – Paris	13 457	9 248	4 209	12 140	8 868	3 272	11
Luton – Other France	1 006	—	1 006	3 638	—	3 638	-72
Other S.E. England – France	12 828	12 805	23	10 142	10 097	45	26
Other Routes	6 555	1 590	4 965	5 843	1 149	4 694	12
Germany (Fed. Republic)	217 691	148 737	68 954	201 764	141 874	59 890	8
London – Dusseldorf	32 157	25 808	6 349	30 365	26 391	3 974	6
– Frankfurt	56 506	47 372	9 134	51 265	43 638	7 627	10
– Hamburg	21 311	16 496	4 815	20 736	18 548	2 188	3
– Munich	27 047	13 059	13 988	29 129	13 269	15 860	-7
– Other Germany	41 618	35 202	6 416	36 219	31 955	4 264	15
Luton – Other Germany	22 506	—	22 506	18 621	—	18 621	21
Manchester – Germany	9 587	7 189	2 398	8 570	5 700	2 870	12
Other Routes	6 959	3 611	3 348	6 859	2 373	4 486	1
Gibraltar	4 824	3 512	1 312	5 964	5 936	28	-19
Greece	63 649	25 795	37 854	64 760	27 198	37 562	-2
Iceland	3 300	2 960	340	2 221	2 221	—	49
London – Reykjavik	1 763	1 763	—	1 078	1 078	—	64
Glasgow – Reykjavik	1 197	1 197	—	1 143	1 143	—	5
Other Routes	340	—	340	—	—	—	—

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	133 219	131 732	1 487	135 385	132 894	2 491	-2
London – Cork	9 903	9 903	—	11 286	11 045	241	-12
– Dublin	62 902	62 902	—	64 545	63 745	800	-3
– Shannon	7 762	7 751	11	9 062	9 062	—	-14
Manchester – Dublin	11 956	11 925	31	12 142	12 125	17	-2
Birmingham – Dublin	10 723	10 723	—	10 302	10 280	22	4
Glasgow – Dublin	6 647	6 639	8	6 117	6 117	—	9
Liverpool – Dublin	6 618	6 471	147	6 709	6 327	382	-1
Leeds/Bradford – Dublin	2 524	2 518	6	2 538	2 538	—	-1
Edinburgh – Dublin	2 535	2 535	—	2 052	2 052	—	24
Bristol – Dublin	2 133	2 115	18	2 306	2 306	—	-8
Other Routes	9 516	8 250	1 266	8 326	7 297	1 029	14
Italy	172 765	63 585	109 180	163 271	65 243	98 028	6
London – Genoa (g)	709	—	709	1 169	—	1 169	-39
– Milan	37 230	21 985	15 245	36 506	21 895	14 611	2
– Rimini (g)	—	—	—	—	—	—	—
– Rome	40 176	26 063	14 113	35 951	25 312	10 639	12
– Venice	15 269	3 288	11 981	12 540	3 454	9 086	22
– Other Italy	28 447	9 884	18 563	30 454	12 629	17 825	-7
Luton – Rimini	1 569	—	1 569	1 954	—	1 954	-20
– Other Italy	37 730	—	37 730	35 669	—	35 669	6
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	4 678	—	4 678	5 557	—	5 557	-16
Other Routes	6 957	2 365	4 592	3 471	1 953	1 518	—
Luxembourg	4 898	4 562	336	5 567	5 066	501	-12
London – Luxembourg	4 898	4 562	336	5 103	5 066	37	-4
Other Routes	—	—	—	464	—	464	—
Netherlands	175 211	167 900	7 311	165 325	156 008	9 317	6
London – Amsterdam	95 765	92 710	3 055	95 364	91 971	3 393	—
– Rotterdam	21 194	20 901	293	21 918	20 328	1 590	-3
Other S.E. England – Netherlands	10 818	9 082	1 736	9 633	6 361	3 272	12
Manchester – Amsterdam	10 977	10 843	134	10 608	10 608	—	3
Other Routes	36 457	34 364	2 093	27 802	26 740	1 062	31
Norway	47 602	30 682	16 920	35 115	26 220	8 895	36
London – Oslo	23 311	15 187	8 124	20 410	14 039	6 371	14
Other Routes	24 291	15 495	8 796	14 705	12 181	2 524	65
Portugal	29 679	16 814	12 865	28 862	18 610	10 252	3
London – Lisbon	14 560	11 084	3 476	15 926	10 700	5 226	-9
Other Routes	15 119	5 730	9 389	12 936	7 910	5 026	17
Soviet Union and Eastern Europe (b)	20 952	15 486	5 466	32 915	16 670	16 245	-36
London – Moscow	6 859	5 879	980	7 678	5 309	2 369	-11
– Prague	1 638	1 638	—	2 119	2 119	—	-23
Other Routes	12 455	7 969	4 486	23 118	9 242	13 876	-46

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	350 291	77 938	272 353	377 431	91 955	285 476	-7
London – Barcelona	20 167	11 531	8 636	20 495	12 878	7 617	-2
– Ibiza	5 545	1 093	4 452	6 547	1 338	5 209	-15
– Madrid	39 272	27 816	11 456	36 645	27 113	9 532	7
– Malaga	25 456	10 360	15 096	25 445	15 326	10 119	—
– Palma	40 346	10 646	29 700	49 119	15 451	33 668	-18
– Other Spain	40 894	15 202	25 692	45 079	18 604	26 475	-9
Luton – Alicante	7 665	—	7 665	8 257	—	8 257	-7
– Barcelona	896	—	896	1 376	—	1 376	-35
– Gerona	5 814	—	5 814	7 518	—	7 518	-23
– Ibiza	2 656	—	2 656	7 080	—	7 080	-62
– Palma	12 946	—	12 946	19 421	—	19 421	-33
– Other Spain	11 567	—	11 567	12 079	—	12 079	-4
Other S.E. England – Spain	118	—	118	88	—	88	34
Manchester – Barcelona	2 121	—	2 121	1 230	—	1 230	72
– Palma	19 191	—	19 191	18 208	—	18 208	5
Other N. England – Spain	43 711	632	43 079	36 360	531	35 829	20
Scotland – Spain	19 922	331	19 591	19 843	284	19 559	—
Other Routes	52 004	327	51 677	62 641	430	62 211	-17
Sweden	39 745	14 483	25 262	29 643	15 580	14 063	34
London – Stockholm	18 368	9 615	8 753	17 395	9 869	7 526	6
Other Routes	21 377	4 868	16 509	12 248	5 711	6 537	75
Switzerland	121 504	70 968	50 536	105 574	73 418	32 156	15
London – Basle	7 759	5 096	2 663	7 892	6 448	1 444	-2
– Geneva	42 864	25 612	17 252	43 211	29 857	13 354	-1
– Zurich	56 165	32 656	23 509	45 777	31 689	14 088	23
Luton – Switzerland	5 513	212	5 301	3 123	—	3 123	77
Other Routes	9 203	7 392	1 811	5 571	5 424	147	65
Yugoslavia	13 518	8 053	5 465	20 103	10 417	9 686	-33
London – Dubrovnic	1 802	—	1 802	6 565	61	6 504	-73
– Ljubljana	2 466	1 514	952	2 818	2 721	97	-12
Luton – Yugoslavia	—	—	—	89	—	89	—
Other Routes	9 250	6 539	2 711	10 631	7 635	2 996	-13
Other Europe	65 149	39 160	25 989	71 752	42 860	28 892	-9
WESTERN HEMISPHERE							
Canada	86 052	66 873	19 179	80 767	57 010	23 757	7
London – Montreal	14 238	13 655	583	13 034	11 626	1 408	9
– Toronto	34 299	25 014	9 285	31 897	21 764	10 133	8
– Other Canada	21 479	17 772	3 707	21 027	12 928	8 099	2
Other UK – Montreal	2 112	2 062	50	2 627	2 627	—	-20
– Toronto	10 948	6 942	4 006	10 432	6 606	3 826	5
Other Routes	2 976	1 428	1 548	1 750	1 459	291	70

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	276 278	218 959	57 319	237 625	203 216	34 409	16
London – New York	111 523	86 238	25 285	95 525	78 396	17 129	17
– Other East Coast USA	67 626	58 509	9 117	62 827	57 417	5 410	8
– Chicago and Detroit	28 865	23 412	5 453	24 856	22 483	2 373	16
– West Coast USA	49 909	42 961	6 948	40 703	37 104	3 599	23
– Other USA	6 483	1 526	4 957	3 425	1 320	2 105	89
Other UK – New York	9 259	6 313	2 946	8 340	6 457	1 883	11
Other Routes	2 613	—	2 613	1 949	39	1 910	34
West Atlantic and Caribbean Islands	19 495	18 698	797	22 178	22 175	3	-12
Central and South America	8 514	8 410	104	7 574	7 574	—	12
REST OF THE WORLD							
Canary Islands	42 764	4 237	38 527	39 839	5 061	34 778	7
North Africa (c)	25 663	15 422	10 241	27 681	12 346	15 335	-7
East Africa (d)	9 411	8 629	782	12 366	11 700	666	-24
Central Africa (e)	6 913	6 912	1	5 449	5 414	35	27
West Africa (d)	27 145	26 243	902	14 843	13 901	942	83
South Africa	24 818	24 818	—	24 671	24 671	—	1
Middle East (f)	124 959	124 320	639	98 222	94 923	3 299	27
India	20 194	20 194	—	16 951	16 820	131	19
Pakistan	8 215	8 215	—	7 943	6 845	1 098	3
Far East	58 786	55 436	3 350	48 771	46 913	1 858	21
Australia and New Zealand	26 130	26 130	—	26 159	26 083	76	—
Other Routes n.e.i.	39 919	9 090	30 829	30 627	8 184	22 443	30
ALL ROUTES	2 669 155	1 815 202	853 953	2 532 738	1 725 513	807 225	5

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

These figures 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.

Domestic Passengers by Main Routes April 1977

Table 19

COMPARISON WITH A YEAR EARLIER

Origin/Destination		1977	1976	Percentage change	
London (a)	Aberdeen	6 964	17 390	-60	
	Belfast	34 028	41 369	-18	
	Birmingham	6 660	8 023	-17	
	Channel Islands	23 989	47 424	-49	
	Edinburgh	38 943	51 254	-24	
	Glasgow	29 513	69 418	-57	
	Isle of Man	342	1 136	-70	
	Leeds/Bradford	856	10 813	-92	
	Liverpool	590	8 887	-93	
	Manchester	10 999	37 432	-71	
	Newcastle	8 428	23 600	-64	
	Tees-side	12 877	10 580	22	
	Other airports	3 461	6 380	-46	
	Belfast	Birmingham	3 787	6 213	-39
East Midlands		4 161	2 967	40	
Edinburgh		627	1 916	-67	
Glasgow		3 726	8 108	-54	
Isle of Man		1 319	1 896	-30	
Leeds/Bradford		1 601	3 323	-52	
Liverpool		1 359	2 687	-49	
Manchester		5 289	11 044	-52	
Newcastle		875	1 979	-56	
Other airports		4 374	5 349	-18	
Channel Islands		Bournemouth	9 690	5 378	80
		Birmingham	5 421	5 459	-1
		Bristol/Glamorgan	4 077	5 000	-18
		East Midlands	6 716	3 853	74
	Glasgow	551	955	-42	
	Leeds/Bradford	361	716	-50	
	Liverpool	354	216	64	
	Manchester	2 603	3 781	-31	
	Newcastle	346	61	—	
	Southampton	36 664	24 751	48	
	Other airports	5 580	5 702	-2	
	Edinburgh	Birmingham	1 995	3 022	-34
		Glasgow	—	4	—
		Manchester	1 502	3 489	-57
Other airports		7 564	6 824	11	
Glasgow	Birmingham	3 660	4 192	-13	
	East Midlands	3 524	3 551	-1	
	Isle of Man	1 073	1 222	-12	
	Leeds/Bradford	1 674	1 405	19	
	Liverpool	12	20	-40	
	Manchester	1 746	5 880	-70	
	Southampton	38	1 019	-96	
	Other Scottish airports	11 644	14 812	-21	
	Other airports	2 142	1 485	44	
Isle of Man	Blackpool	4 561	4 555	—	
	Liverpool	6 292	8 725	-28	
	Manchester	2 038	3 821	-47	
	Newcastle	119	82	45	
	Other airports	1 172	847	38	
Penzance	Isles of Scilly	10 256	9 490	8	
Other Routes		35 341	32 437	9	
TOTAL		373 484	541 942	-31	

(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 April 1977

Table 20

	Tonnes												
	Total	Scheduled Services						Charter Flights					
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others		Set down	Picked up	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	8 123.1	0.9	—	418.4	1 149.1	34.3	77.4	—	10.3	2 132.5	4 133.9	74.1	92.2
+ Heathrow	33 650.5	3 610.3	3 554.9	14.8	112.7	10 685.8	15 229.5	19.7	16.9	1.5	212.2	39.8	152.4
+ Luton	646.5	—	—	0.3	0.6	14.1	0.3	—	—	35.0	202.9	148.4	244.9
+ Southend	484.0	—	—	248.0	197.0	—	—	—	—	2.0	37.0	—	—
+ Stansted	2 468.0	—	—	—	—	—	—	—	—	406.5	1 271.7	234.5	555.3
TOTAL (London Area)	45 372.1	3 611.2	3 554.9	681.5	1 459.4	10 734.2	15 307.2	19.7	27.2	2 577.5	5 857.7	496.8	1 044.8
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Leeds/Bradford	25.5	3.5	5.5	7.0	4.1	3.1	1.7	—	—	—	0.6	—	—
+ Liverpool	991.4	19.0	123.2	—	—	19.9	8.7	—	4.4	6.0	539.8	5.8	264.6
+ Manchester	2 629.4	189.5	146.6	14.4	15.0	792.0	1 346.4	—	—	15.0	47.3	1.1	68.1
+ Birmingham	256.2	74.7	62.9	20.7	2.4	54.2	40.9	—	—	0.1	0.3	—	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—
+ East Midlands	271.2	—	—	83.8	80.8	—	—	—	—	8.8	46.9	—	50.9
+ Newcastle	62.9	3.6	4.2	26.7	21.0	—	—	—	—	6.5	—	—	0.9
+ Tees-side	43.6	—	—	15.3	17.8	—	—	—	—	10.5	—	—	—
+ Bristol	40.8	9.8	2.3	2.3	0.9	16.5	9.0	—	—	—	—	—	—
+ Glamorgan	49.8	4.5	16.2	4.2	1.8	—	—	—	—	—	23.1	—	—
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Blackpool	42.9	0.2	0.2	4.6	36.2	—	—	—	—	—	1.7	—	—
+ Bournemouth	805.5	—	—	370.8	362.6	—	—	—	—	60.1	—	—	12.0
+ Cambridge	46.9	—	—	—	—	—	—	—	—	9.7	6.2	16.1	14.9
+ Exeter	41.2	—	—	4.5	24.7	—	—	—	—	—	—	—	12.0
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Isles of Scilly	7.7	6.3	1.4	—	—	—	—	—	—	—	—	—	—
+ Lydd	306.1	—	—	115.5	190.6	—	—	—	—	—	—	—	—
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Norwich	38.2	—	—	15.8	20.6	—	—	—	—	—	1.3	—	0.5
+ Penzance Heliport	7.7	1.4	6.3	—	—	—	—	—	—	—	—	—	—
+ Southampton	98.4	2.1	14.7	14.4	61.0	—	—	—	—	—	6.2	—	—
+ Edinburgh	108.1	11.2	17.2	35.5	26.9	—	—	—	—	—	—	—	—
+ Glasgow	1 079.8	101.2	80.0	91.6	36.8	241.6	373.7	—	1.3	147.0	0.9	5.7	—
+ Prestwick	1 459.2	507.9	330.6	—	—	397.4	186.8	—	—	—	24.6	8.4	3.5
+ Aberdeen	404.2	28.1	68.9	21.6	25.8	—	—	18.3	36.7	59.3	143.6	1.2	0.7
+ Benbecula	5.2	3.6	0.3	1.2	0.1	—	—	—	—	—	—	—	—
+ Inverness	32.2	4.5	27.7	—	—	—	—	—	—	—	—	—	—
+ Islay	4.8	—	—	1.9	2.9	—	—	—	—	—	—	—	—
+ Kirkwall	40.2	26.8	8.2	1.1	2.1	—	—	1.8	—	—	—	0.2	—
+ Stornoway	27.6	25.4	0.8	0.1	1.2	—	—	—	—	0.1	—	—	—
+ Sumburgh	140.8	46.3	6.5	—	—	—	—	6.3	17.0	34.2	29.9	0.6	—
+ Tiree	1.4	—	—	1.2	0.2	—	—	—	—	—	—	—	—
+ Wick	3.5	2.1	0.3	0.5	0.5	—	—	—	—	—	—	0.1	—
+ Belfast	786.4	45.5	74.1	69.5	28.1	10.2	5.0	—	—	553.2	0.8	—	—
+ Isle of Man	208.6	144.7	26.3	33.6	4.0	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	55 439.5	4 873.1	4 579.3	1 639.3	2 427.5	12 270.9	17 282.9	46.1	86.6	3 488.0	6 725.2	547.7	1 472.9
Channel Islands Airports													
Alderney	24.1	—	—	20.1	2.3	—	—	—	—	1.6	0.1	—	—
Guernsey	811.1	2.2	1.8	153.3	87.7	—	—	—	—	173.3	392.8	—	—
Jersey	796.0	42.5	37.9	487.2	218.8	4.2	1.2	—	—	0.7	3.5	—	—
TOTAL (Channel Islands Airports)	1 631.2	44.7	39.7	660.6	308.8	4.2	1.2	—	—	175.6	396.4	—	—

Cargo April 1977

Table 21

Comparison with a Year Earlier

	International				Domestic				April 1977		April 1976		Percentage change	
	Scheduled		Charter		Scheduled		Charter		Total		Total		Passenger	Cargo only
	Passenger	Cargo only (tonnes)	Passenger	Cargo only (tonnes)	Passenger	Cargo only (tonnes)	Passenger	Cargo only (tonnes)	Passenger	Cargo only (tonnes)	Passenger	Cargo only (tonnes)		
London Area Airports														
+ Gatwick	774	342	152	6 096	272	293	—	195	1 198	6 926	1 025	6 188	16.9	11.9
+ Heathrow	18 440	14 557	17	425	103	108	—	1	18 560	15 091	18 108	15 069	2.5	0.1
+ Luton	1	14	216	237	—	—	12	167	229	418	24	178	—	—
+ Southend	445	—	39	—	—	—	—	—	484	—	1 098	—	-55.9	—
+ Stansted	—	—	474	1 991	—	—	—	2	474	1 993	2	914	—	—
TOTAL (London Area)	19 660	14 913	898	8 749	375	401	12	365	20 945	24 428	20 257	22 349	3.4	9.3
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Leeds/Bradford	15	—	—	—	10	—	—	—	25	—	35	1	-28.6	—
+ Liverpool	30	—	14	259	53	88	—	548	97	895	170	968	-42.9	-7.5
+ Manchester	462	1 921	—	99	117	3	—	26	579	2 049	593	2 198	-2.4	-6.8
+ Birmingham	190	—	—	—	61	4	—	—	251	4	221	—	13.6	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ East Midlands	34	—	15	69	30	101	5	17	84	187	63	541	33.3	-65.4
+ Newcastle	42	—	—	1	14	—	—	6	56	7	76	—	-26.3	—
+ Tees-side	5	—	—	—	28	—	—	10	33	10	17	—	94.1	—
+ Bristol	31	—	—	—	10	—	—	—	41	—	44	3	-6.8	—
+ Glamorgan	17	—	—	23	10	—	—	—	27	23	14	6	92.9	—
+ Swansea	—	—	—	—	—	—	—	—	—	—	2	—	—	—
+ Blackpool	6	—	—	—	32	3	—	2	38	5	55	—	-30.9	—
+ Bournemouth	—	—	—	12	5	729	—	60	5	801	29	641	-82.8	25.0
+ Cambridge	—	—	47	—	—	—	—	—	47	—	82	—	-42.7	—
+ Exeter	2	—	—	12	27	—	—	—	29	12	29	—	—	—
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Isles of Scilly	—	—	—	—	8	—	—	—	8	—	14	—	-42.9	—
+ Lydd	—	306	—	—	—	—	—	—	—	306	1	338	—	-9.5
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Norwich	20	—	—	1	16	—	—	—	36	1	33	—	9.1	—
+ Penzance Heliport	—	—	—	—	8	—	—	—	8	—	14	—	-42.9	—
+ Southampton	10	—	—	6	83	—	—	—	93	6	96	—	-3.1	—
+ Edinburgh	14	—	—	12	74	7	—	—	88	19	108	—	-18.5	—
+ Glasgow	175	458	—	6	145	146	2	148	322	758	453	1 002	-28.9	-24.4
+ Prestwick	114	1 033	8	28	3	271	—	—	125	1 332	99	909	26.3	46.5
+ Aberdeen	36	—	172	28	109	—	46	14	363	42	395	37	-8.1	13.5
+ Benbecula	—	—	—	—	5	—	—	—	5	—	17	—	-70.6	—
+ Inverness	—	—	—	—	33	—	—	—	33	—	32	—	3.1	—
+ Islay	—	—	—	—	5	—	—	—	5	—	4	—	25.0	—
+ Kirkwall	—	—	—	—	38	—	2	—	40	—	43	—	-7.0	—
+ Stornoway	—	—	—	—	27	1	—	—	27	1	35	—	-22.9	—
+ Sumburgh	—	—	43	3	53	—	8	34	104	37	139	—	-25.2	—
+ Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
+ Wick	—	—	—	—	4	—	—	—	4	—	4	—	—	—
+ Belfast	15	—	—	—	184	33	—	554	199	587	318	572	-37.4	2.6
+ Isle of Man	1	—	—	—	101	107	—	—	102	107	118	137	-13.6	-21.9
TOTAL (Incl. London Area)	20 879	18 631	1 197	9 308	1 669	1 894	75	1 784	23 820	31 617	23 611	29 702	0.9	6.4
Channel Islands Airports														
Alderney	—	—	—	—	—	—	—	—	24	—	22	—	9.1	—
Guernsey	—	—	—	—	—	—	—	—	811	—	948	—	-14.5	—
Jersey	—	—	—	—	—	—	—	—	796	—	1 157	—	-31.2	—
TOTAL (Channel Islands Airports)	—	—	—	—	—	—	—	—	1 631	—	2 127	—	-23.3	—

All Scheduled Services April 1977

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-kilometres used					
									Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Long Haul Division	10 246	2 884	13 089	216 708	2 772 144	1 491 696	53.8	5 875	340 079	180 887	9 933	33 243	137 711	51.8
British Airways Short Haul Division	5 007	8 973	10 482	493 633	589 703	331 992	56.3	2 318	60 643	30 923	727	1 009	29 186	51.0
British Airways Helicopters	28	462	151	9 949	900	607	67.4	10	60	48	—	1	47	79.9
British Caledonian Airways	2 235	2 481	3 895	142 858	279 743	174 355	58.6	1 214	36 339	18 809	542	2 715	15 553	51.8
Air Anghla	556	1 541	1 610	30 188	22 647	13 648	60.3	88	2 308	1 402	—	47	1 355	60.7
Aurigny Air Services	113	2 017	637	20 245	1 673	1 084	64.8	78	156	91	—	4	87	58.1
British Air Ferries	173	863	692	17 828	6 094	3 429	56.3	400	698	395	—	83	312	56.6
British Island Airways	328	1 641	1 310	51 647	16 404	10 685	65.1	192	1 509	943	1	35	907	62.5
British Midland Airways	576	1 589	1 657	67 927	44 061	28 970	65.7	124	3 815	2 331	—	73	2 258	61.1
Brymon Airways	90	429	420	4 172	2 104	1 016	48.3	1	205	87	—	—	87	42.7
Dan-Air Services	393	1 309	1 229	38 573	25 360	13 324	52.5	—	2 067	1 084	—	—	1 084	52.4
Haywards Aviation	7	30	29	71	33	16	47.4	—	3	1	—	—	1	38.0
Intra Airways	53	285	257	6 272	2 662	1 307	49.1	—	219	104	—	—	104	47.3
Loganair	121	1 500	638	6 989	1 321	732	55.4	—	120	67	—	—	67	55.8
TOTAL Passenger Services	19 926	26 004	36 096	1 107 060	3 782 850	2 072 860	54.8	10 299	457 223	237 172	11 203	37 211	188 757	51.9
Cargo Services														
British Airways Long Haul Division	877	250	1 217					2 663	27 214	16 821	398	16 427		61.8
British Airways Short Haul Division	184	243	313					1 234	2 243	1 077	26	1 052		48.0
British Caledonian Airways	49	16	67					151	1 726	517	14	503		29.9
Air Freight	19	92	102					249	67	52	—	52		76.6
Air-Bridge Carriers	14	86	58					623	159	102	—	102		64.3
British Island Airways	76	236	271					514	348	165	30	135		47.5
Intra Airways	31	166	165					376	116	81	—	81		69.6
TOTAL Cargo Services	1 260	1 089	2 193					5 809	31 874	18 814	467	18 351		59.0
GRAND TOTAL	21 176	27 093	38 289	1 107 060	3 782 850	2 072 860	54.8	16 108	489 097	255 986	11 670	55 561	188 757	52.3

International Scheduled Services April 1977

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 Long Haul Division	10 246	2 884	13 089	216 708	2 772 144	1 491 696	53.8	5 875	349 079	180 887	9 933	33 243	137 711	51.8
British Airways Short Haul Division	3 959	5 627	7 695	361 265	502 406	284 043	56.5	1 754	52 481	26 670	693	876	25 101	50.8
British Caledonian Airways	1 781	1 523	2 853	77 164	257 317	142 392	55.3	792	32 273	15 882	408	2 633	12 841	49.2
Air Anghla	377	772	1 000	19 943	16 586	9 807	59.1	88	1 696	1 018	—	47	971	60.0
Aungmy Air Services	113	2 017	637	20 245	1 673	1 084	64.8	78	156	91	—	4	87	58.1
British Air Ferries	173	863	692	17 828	6 094	3 429	56.3	400	698	395	—	83	312	56.6
British Island Airways	158	669	625	21 929	7 913	5 097	64.4	51	728	446	—	13	433	61.3
British Midland Airways	116	317	363	8 875	8 476	4 112	48.5	39	671	339	—	18	321	50.5
Brymon Airways	29	135	146	870	349	198	56.8	—	31	17	—	—	17	55.0
Dan-Air Services	228	507	634	16 992	15 355	6 663	43.4	—	1 252	542	—	—	542	43.3
Intra Airways	21	185	114	3 792	1 002	468	46.7	—	84	41	—	—	41	48.3
TOTAL Passenger Services	17 202	15 499	27 849	765 611	3 589 315	1 948 990	54.3	9 077	439 151	226 328	11 034	36 918	178 374	51.5
Cargo Services														
British Airways Long Haul Division	877	250	1 217	—	—	—	—	2 663	27 214	16 821	398	16 427	—	61.8
British Airways Short Haul Division	176	206	286	—	—	—	—	1 038	2 142	1 017	25	992	—	47.5
British Caledonian Airways	49	16	67	—	—	—	—	151	1 726	517	14	503	—	29.9
Air Freight	19	92	102	—	—	—	—	249	67	52	—	52	—	76.6
British Island Airways	35	75	122	—	—	—	—	102	163	61	—	61	—	37.6
TOTAL Cargo Services	1 156	639	1 794	—	—	—	—	4 202	31 313	18 467	436	18 035	—	59.0
GRAND TOTAL	18 358	16 138	29 643	765 611	3 589 315	1 948 990	54.3	13 278	470 464	244 795	11 470	54 953	178 374	52.0

Domestic Scheduled Services April 1977

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonnes-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways Short Haul Division	1 048	3 346	2 787	132 368	87 298	47 949	54.9	564	8 162	4 253	34	133	4 085	52.1
British Airways Helicopters	28	462	151	9 949	900	607	67.4	10	60	48	—	1	47	79.9
British Caledonian Airways	453	958	1 041	65 694	40 427	31 963	79.1	422	4 066	2 927	134	82	2 712	72.0
Air Anglia	179	769	610	10 245	6 061	3 841	63.4	—	612	384	—	—	384	62.8
British Island Airways	170	972	685	29 718	8 491	5 588	65.8	141	781	496	1	22	474	63.5
British Midland Airways	460	1 272	1 294	59 052	35 586	24 858	69.8	85	3 144	1 992	—	55	1 937	63.4
Brymon Airways	61	294	274	3 302	1 755	818	46.6	1	174	71	—	—	70	40.6
Dan-Air Services	165	802	595	21 581	10 005	6 661	66.6	—	815	542	—	—	542	66.6
Haywards Aviation	7	30	29	71	33	16	47.4	—	3	1	—	—	1	38.0
Intra Airways	32	100	144	2 480	1 659	838	50.5	—	135	63	—	—	63	46.7
Loganair	121	1 500	638	6 989	1 321	732	55.4	—	120	67	—	—	67	55.8
TOTAL Passenger Services	2 724	10 505	8 247	341 449	193 535	123 870	64.0	1 223	18 072	10 844	169	292	10 383	60.0
Cargo Services														
British Airways Short Haul Division	8	37	27	—	—	—	—	196	101	60	1	59	—	59.4
Air-Bridge Carriers	14	86	58	—	—	—	—	623	159	102	—	102	—	64.3
British Island Airways	40	161	149	—	—	—	—	413	185	104	30	74	—	56.2
Intra Airways	31	166	165	—	—	—	—	376	116	81	—	81	—	69.6
TOTAL Cargo Services	94	450	399	—	—	—	—	1 607	561	347	31	316	—	61.8
GRAND TOTAL	2 818	10 955	8 646	341 449	193 535	123 870	64.0	2 830	18 633	11 191	200	608	10 383	60.1

All Non-Scheduled Services April 1977

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-kilometres used				
									Tonne-km available (000)	Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Long Haul Division	281	55	448	7 888	62 013	54 383	87.7	—	7 217	5 002	—	5 002	69.3
British Airways Short Haul Division	188	235	386	11 125	14 394	8 791	61.1	432	2 267	1 210	440	770	53.4
British Airways Air Tours	1 045	492	1 532	72 264	193 563	151 363	78.2	—	17 950	13 229	—	13 229	73.7
British Airways Helicopters	321	2 241	1 604	19 188	6 611	3 046	46.1	133	642	267	22	245	41.6
British Caledonian Airways	1 791	852	2 636	56 188	170 148	131 658	77.4	2 977	39 400	27 346	15 675	11 671	69.4
Air Anglia	24	88	85	183	166	52	31.5	—	17	5	—	5	32.7
Air Freight	51	147	244	1 323	734	473	64.5	103	157	91	55	36	57.9
Air-Bridge Carriers	78	178	227	—	—	—	—	533	914	457	457	—	50.0
Alidair	108	379	349	13 755	5 049	3 176	62.9	110	625	309	60	250	49.5
Beecham Imperial	2	5	6	12	18	7	38.9	—	2	1	—	1	38.5
Bristow Helicopters	405	2 729	2 551	25 717	6 830	3 875	56.7	175	580	452	41	411	77.9
Britannia Airways	2 783	1 784	4 753	192 315	361 216	303 173	83.9	118	30 812	25 825	60	25 764	83.8
British Air Ferries	71	131	268	1 587	1 606	822	51.2	104	439	173	103	70	39.3
British Executive Air Services	59	1 748	369	12 153	826	410	49.6	8	77	41	—	41	53.2
British Island Airways	69	166	233	2 697	1 154	914	79.2	78	318	171	93	78	53.6
British Midland Airways	738	466	1 144	34 945	124 500	55 248	44.4	1	10 804	5 121	810	4 310	47.4
Brymon Airways	—	2	2	—	—	—	—	—	—	—	—	—	50.0
Dan-Air Services	5 294	3 304	7 415	274 556	484 639	392 836	81.1	283	51 122	41 232	10 478	30 754	80.7
Green Shield Stamp	44	55	79	160	443	173	39.0	—	44	14	—	14	31.4
International Aviation Service	945	316	1 357	—	—	—	—	3 403	35 060	22 764	22 764	—	64.9
Intra Airways	69	181	211	8 065	4 350	2 833	65.1	37	360	225	12	213	62.4
Invicta International Airlines	38	25	84	—	—	—	—	155	632	250	250	—	39.6
Laker Airways	1 690	760	2 487	77 095	317 595	240 938	75.9	—	31 589	23 614	—	23 614	74.8
Loganair	91	434	408	1 508	1 070	419	39.2	—	95	39	—	39	41.1
MAM Aviation	77	77	115	268	1 077	267	24.8	—	108	26	—	26	24.1
Management Aviation	14	70	71	383	152	74	48.7	14	16	9	3	6	56.3
McAlpine Aviation	279	426	455	1 056	2 318	892	38.5	—	192	74	—	74	38.5
Monarch Airlines	1 148	733	1 823	78 137	164 910	130 875	79.4	—	16 218	11 856	—	11 856	73.1
Tradewinds Airways	471	165	896	—	—	—	—	1 166	11 632	8 203	8 203	—	70.5
Trans-Meridian Air Cargo	675	204	1 368	—	—	—	—	1 895	17 966	10 768	10 768	—	59.9
TOTAL	18 849	18 448	33 603	892 568	1 925 383	1 486 698	77.2	11 731	277 255	198 773	70 295	128 479	71.7
Class 5A Licence TOTAL	721	517	1 146	26 126	45 992	35 248	76.6	..	18 390	15 324	12 284	3 040	83.3
TOTAL Excludes 5A Licence	18 128	17 931	32 457	866 442	1 879 391	1 451 450	77.2	11 731	258 865	183 449	58 011	125 439	70.9

*Does not include cargo carried under Class 5 Licences.

96 International Non-Scheduled Services April 1977

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	Tonnes-kilometres used				As percentage of available
									Tonne-km available (000)	Total (000)	Cargo (000)	Passengers (000)	
British Airways Long Haul Division	281	55	448	7 888	62 013	54 383	87.7	—	7 217	5 002	—	5 002	69.3
British Airways Short Haul Division	175	194	348	9 715	13 590	8 291	61.0	430	2 202	1 165	440	726	52.9
British Airtours	1 045	492	1 532	72 264	193 563	151 363	78.2	—	17 950	13 229	—	13 229	73.7
British Airways Helicopters	308	2 085	1 540	18 976	6 527	3 015	46.2	133	635	264	22	242	41.6
British Caledonian Airways	1 791	852	2 636	56 188	170 148	131 658	77.4	2 977	39 400	27 346	15 675	11 671	69.4
Air Anglia	8	18	25	39	58	19	33.4	—	6	2	—	2	36.8
Air Freight	36	98	169	400	277	200	72.2	99	114	69	54	15	60.3
Air-Bridge Carriers	43	51	100	—	—	—	—	55	544	301	301	—	55.2
Aldair	64	281	214	11 421	2 961	2 248	75.9	110	370	239	60	180	64.6
Beecham Imperial	2	3	4	9	15	7	44.2	—	1	1	—	1	43.2
Bristow Helicopters	405	2 729	2 551	25 717	6 830	3 875	56.7	175	580	452	41	411	77.9
Britannia Airways	2 783	1 784	4 753	192 315	361 216	303 173	83.9	118	30 812	25 825	60	25 764	83.8
British Air Ferries	67	118	254	1 434	1 490	768	51.5	104	424	168	103	65	39.6
British Executive Air Services	59	1 748	369	12 153	826	410	49.6	8	77	41	—	41	53.2
British Island Airways	43	116	150	2 285	992	811	81.8	12	200	125	56	69	62.5
British Midland Airways	737	464	1 142	34 825	124 463	55 218	44.4	1	10 801	5 119	810	4 308	47.4
Brymon Airways	—	2	2	—	—	—	—	—	—	—	—	—	50.0
Dan-Air Services	5 156	2 938	6 957	267 348	479 707	390 232	81.3	126	50 540	40 935	10 393	30 542	81.0
Green Shield Stamp	41	42	70	151	410	171	41.7	—	41	14	—	14	33.6
International Aviation Service	945	316	1 357	—	—	—	—	3 403	35 060	22 764	22 764	—	64.9
Intra Airways	66	167	200	7 442	4 206	2 713	64.5	37	348	215	12	203	61.7
Invicta International Airlines	38	25	84	—	—	—	—	155	632	250	250	—	39.6
Laker Airways	1 690	760	2 487	77 095	317 595	240 938	75.9	—	31 589	23 614	—	23 614	74.8
MAM Aviation	59	50	89	173	829	205	24.7	—	83	20	—	20	24.1
Management Aviation	14	70	71	383	152	74	48.7	14	16	9	3	6	56.3
McAlpine Aviation	218	257	331	806	1 895	739	39.0	—	139	53	—	53	38.1
Monarch Airlines	1 148	733	1 823	78 137	164 910	130 875	79.4	—	16 218	11 856	—	11 856	73.1
Tradewinds Airways	471	165	896	—	—	—	—	1 166	11 632	8 203	8 203	—	70.5
Trans-Meridian Air Cargo	675	204	1 368	—	—	—	—	1 895	17 966	10 768	10 768	—	59.9
TOTAL	18 368	16 817	31 969	877 164	1 914 672	1 481 385	77.4	11 024	275 597	198 048	70 015	128 034	71.9
Class 5A Licence TOTAL	720	515	1 144	26 006	45 955	35 218	76.6	..	18 387	15 322	12 284	3 042	83.3
TOTAL Excludes 5A Licence	17 648	16 302	30 825	851 158	1 868 717	1 446 167	77.4	11 024	257 210	182 726	57 731	124 996	71.0

*Does not include cargo carried under Class 5 Licences.

Domestic Non-Scheduled Services April 1977

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 Short Haul Division	13	41	38	1 410	805	501	62.2	1	64	45	1	44	69.7
British Airways Helicopters	13	156	64	212	84	31	36.9	—	7	3	—	3	42.9
Air Anglia	16	70	59	144	109	33	30.5	—	11	3	—	3	30.5
Air Freight	15	49	75	923	457	273	59.8	4	43	22	2	20	51.7
Air-Bridge Carriers	35	127	127	—	—	—	—	477	370	156	156	—	42.2
Alidair	44	98	135	2 334	2 087	928	44.5	—	255	70	—	70	27.6
Beecham Imperial	—	2	2	3	4	1	16.5	—	—	—	—	—	18.8
British Air Ferries	4	13	14	153	116	55	47.0	—	16	5	—	5	31.4
British Island Airways	26	50	83	412	162	102	63.0	66	118	46	37	9	38.7
British Midland Airways	1	2	2	120	37	30	81.1	—	3	2	—	2	66.7
Dan-Air Services	138	366	458	7 208	4 932	2 604	52.8	157	583	296	85	212	50.8
Green Shield Stamp	3	13	8	9	33	2	6.1	—	3	—	—	—	4.4
Intra Airways	2	14	11	623	144	119	83.0	—	12	10	—	10	82.5
Loganair	91	434	408	1 508	1 070	419	39.2	—	95	39	—	39	41.1
MAM Aviation	18	27	27	95	248	62	25.0	—	25	6	—	6	24.0
McAlpine Aviation	61	169	124	250	423	153	36.2	—	53	21	—	21	39.6
TOTAL	480	1 631	1 634	15 404	10 711	5 313	49.6	707	1 658	725	280	445	43.8
Class 5A Licence TOTAL	1	2	2	120	37	30	81.1	—	3	2	—	2	66.7
TOTAL Excludes 5A Licence	479	1 629	1 632	15 284	10 674	5 283	49.5	707	1 655	723	280	443	43.8

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations April 1977

Table 24

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Airways Long Haul Division	106	19	212	3 179	—	22 617	17 683	78.2	2 722	1 634	60.0
British Airtours	109	24	142	2 861	—	20 520	12 891	62.8	1 867	1 114	59.7
British Caledonian Airways	487	108	643	10 591	—	91 526	70 179	76.7	8 909	6 312	70.9
Dan-Air Services	21	6	24	751	—	4 058	4 030	99.3	324	322	99.3
Laker Airways	512	124	680	16 796	3 465	150 290	126 100	83.9	15 313	12 610	82.3
TOTAL	1 234	281	1 701	34 178	3 465	289 010	230 833	79.9	29 136	21 993	75.5

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers April 1977

Table 25

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km			Tonne-km			Number of IT passengers uplifted	
					Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available	Class 2	Class 4
International Services												
British Airways Long Haul Division	39	7	51	2 440	15 656	13 508	86.3	2 142	1 257	58.7	—	—
British Airways Short Haul Division	67	77	128	6 763	7 924	5 540	69.9	791	484	61.2	—	—
British Airtours	554	322	841	45 900	104 747	77 830	74.3	9 533	6 631	69.6	—	—
British Caledonian Airways	452	391	784	33 537	53 040	42 188	79.5	4 994	3 661	73.3	—	—
Britannia Airways	2 503	1 500	4 273	172 211	325 309	287 871	88.5	27 689	24 469	88.4	—	70
British Island Airways	19	52	72	2 141	945	767	81.1	87	65	74.8	—	—
British Midland Airways	2	2	4	143	110	108	97.9	9	8	93.3	—	—
Dan-Air Services	2 754	2 083	4 737	204 999	332 105	281 720	84.8	26 567	22 538	84.8	—	—
Intra Airways	27	64	79	3 254	1 818	1 295	71.2	145	97	67.2	—	—
Laker Airways	731	392	1 098	39 212	91 899	71 260	77.5	8 881	6 814	76.7	—	—
Monarch Airlines	820	525	1 309	58 335	117 945	96 590	81.9	11 523	8 746	75.9	—	—
TOTAL International Services	7 968	5 415	13 376	568 935	1 051 497	878 677	83.6	92 359	74 770	81.0	—	70
Domestic Services												
Intra Airways	—	1	—	16	3	1	21.9	—	—	20.0	—	—
TOTAL Domestic Services	—	1	—	16	3	1	21.9	—	—	20.0	—	—
GRAND TOTAL	7 968	5 416	13 376	568 951	1 051 499	878 677	83.6	92 360	74 770	81.0	—	70

All Class 4 Licence Operations April 1977

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 Long Haul Division	137	29	186	—	2 269	23 740	23 192	97.7	2 352	2 111	89.8
British Airways Short Haul Division	1	3	3	—	487	138	135	97.6	14	12	81.3
British Airtours	68	12	92	—	2 789	12 819	10 434	81.4	1 167	883	75.7
British Caledonian Airways	130	97	212	—	7 666	18 963	14 965	78.9	1 818	1 324	72.8
Britannia Airways	144	97	235	70	1 789	18 776	1 859	9.9	1 597	158	9.9
British Island Airways	1	3	3	—	134	37	33	88.8	4	3	79.6
British Midland Airways	11	18	30	—	1 253	858	785	91.4	73	61	83.8
Dan-Air Services	770	525	1 330	—	43 219	91 062	70 864	76.5	7 281	5 672	77.9
Intra Airways	15	58	53	—	3 112	913	824	90.2	73	62	85.3
Laker Airways	273	194	478	—	14 343	25 388	19 578	77.1	2 304	1 792	77.8
Monarch Airlines	115	90	198	—	8 184	13 562	10 297	75.9	1 452	934	64.3
TOTAL	1 665	1 126	2 817	70	85 245	206 257	152 965	74.2	18 135	13 012	71.8

International Class 4 Licence Operations April 1977

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 Long Haul Division	137	29	186	—	2 269	23 740	23 192	97.7	2 352	2 111	89.8
British Airways Short Haul Division	1	3	3	—	487	138	135	97.6	14	12	81.3
British Airtours	68	12	92	—	2 789	12 819	10 434	81.4	1 167	883	75.7
British Caledonian Airways	130	97	212	—	7 666	18 963	14 965	78.9	1 818	1 324	72.8
Britannia Airways	144	97	235	70	1 789	18 776	1 859	9.9	1 597	158	9.9
British Island Airways	—	1	1	—	50	11	11	100.0	1	1	93.5
British Midland Airways	11	18	30	—	1 253	858	785	91.4	73	61	83.8
Dan-Air Services	768	523	1 330	—	43 120	91 032	70 839	77.8	7 281	5 669	77.9
Intra Airways	13	50	46	—	2 707	817	733	89.8	65	55	84.5
Laker Airways	273	194	478	—	14 343	25 388	19 578	77.1	2 304	1 792	77.8
Monarch Airlines	115	90	198	—	8 184	13 562	10 297	75.9	1 452	934	64.3
TOTAL	1 661	1 114	2 808	70	84 657	206 105	152 826	74.1	18 124	13 000	71.7

Domestic Class 4 Licence Operations April 1977

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
British Island Airways	1	2	2	—	84	26	22	84.0	3	2	74.0
Dan-Air Services	2	2	1	—	99	29	25	86.2	1	—	86.2
Intra Airways	2	8	7	—	405	97	91	94.3	8	7	91.7
TOTAL	4	12	9	—	588	152	138	90.8	10	9	90.8

All Class 6 Licence Operations April 1977

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways Short Haul Division	8	16	19	100	103	50	48.5
British Caledonian Airways	422	119	562	1 730	14 307	10 039	70.2
Air Freight	10	47	52	88	33	19	58.3
Air-Bridge Carriers	65	156	199	533	864	412	47.6
British Air Ferries	11	18	45	37	92	28	30.5
Dan-Air Services	53	120	170	276	279	122	43.8
International Aviation Service	115	31	158	293	4 297	2 540	59.1
Tradewinds Airways	208	65	399	645	5 506	3 110	56.5
Trans-Meridian Air Cargo	205	81	445	569	5 767	4 856	84.2
TOTAL	1 096	653	2 050	4 270	31 247	21 176	67.8

International Class 6 Licence Operations April 1977

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways Short Haul Division	8	16	19	100	103	50	48.5
British Caledonian Airways	422	119	562	1 730	14 307	10 039	70.2
Air Freight	10	47	52	88	33	19	58.3
Air-Bridge Carriers	30	29	72	56	494	256	51.7
British Air Ferries	11	18	45	37	92	28	30.5
Dan-Air Services	18	56	63	118	97	37	38.7
International Aviation Service	115	31	158	293	4 297	2 540	59.1
Tradewinds Airways	208	65	399	645	5 506	3 110	56.5
Trans-Meridian Air Cargo	205	81	445	569	5 767	4 856	84.2
TOTAL	1 026	462	1 816	3 635	30 695	20 935	68.2

Domestic Class 6 Licence Operations April 1977

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Air-Bridge Carriers	35	127	127	478	370	156	42.2
Dan-Air Services	35	64	107	157	182	85	46.5
TOTAL	70	191	234	635	552	241	43.6

All Class 7 Licence Operations April 1977

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	321	2 241	1 604	19 188	6 611	3 046	46.1	133	642	267	22	245	41.6
Bristow Helicopters	405	2 729	2 551	25 717	6 830	3 875	56.7	175	580	452	41	411	77.9
British Executive Air Services	59	1 748	369	12 153	826	410	49.6	9	77	41	—	41	53.2
Management Aviation	14	70	71	383	152	74	48.7	15	16	9	3	6	56.3
TOTAL	799	6 788	4 594	57 441	14 419	7 405	51.4	331	1 315	769	66	703	58.5

International Class 7 Licence Operations April 1977

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	308	2 085	1 540	18 976	6 527	3 015	46.2	133	635	264	22	242	41.6
Bristow Helicopters	405	2 729	2 551	25 717	6 830	3 875	56.7	175	580	452	41	411	77.9
British Executive Air Services	59	1 748	369	12 153	826	410	49.6	9	77	41	—	41	53.2
Management Aviation	14	70	71	383	152	74	48.7	15	16	9	3	6	56.3
TOTAL	786	6 632	4 531	57 229	14 335	7 374	51.4	332	1 308	766	66	700	58.6

Domestic Class 7 Licence Operations April 1977

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	13	156	64	212	84	31	36.9	—	7	3	—	3	42.9
TOTAL	13	156	64	212	84	31	36.9	—	7	3	—	3	42.9

All Exempt Operations April 1977

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Short Haul Division	110	137	230	3 716	6 059	2 865	47.3	333	1 336	643	391	253	48.1
British Airtours	13	10	22	971	2 464	1 293	52.5	—	224	112	—	112	49.9
British Caledonian Airways	235	107	336	2 537	4 352	2 486	57.1	1 247	7 670	5 062	4 849	213	66.0
Air Anglia	24	88	85	183	166	52	31.5	1	17	5	—	5	32.7
Air Freight	30	71	144	1 323	734	473	64.3	15	87	51	16	36	58.9
Alidair	66	160	205	2 760	2 466	1 070	43.4	110	373	134	54	81	36.1
Beecham Imperial	2	5	6	12	18	7	38.9	—	2	1	—	1	38.5
Britannia Airways	94	150	171	14 366	11 358	8 905	78.4	118	1 045	817	60	757	78.2
British Air Ferries	60	113	222	1 536	1 533	791	51.6	67	348	145	77	67	41.6
British Island Airways	27	53	88	422	172	114	66.4	79	126	53	43	10	42.0
British Midland Airways	15	12	26	744	1 344	1 044	77.7	2	114	84	2	82	73.7
Brymon Airways	—	2	2	—	—	—	—	1	—	—	—	—	50.0
Dan-Air Services	153	346	449	10 816	11 445	7 125	62.3	8	925	573	14	559	62.0
Green Shield Stamp	44	55	79	160	443	173	39.0	—	44	14	—	14	31.4
International Aviation Service	774	267	1 133	—	—	—	—	3 110	28 783	18 515	18 515	—	64.3
Intra Airways	27	58	79	1 683	1 616	713	44.1	37	142	65	12	54	45.9
Invicta International Airlines	38	25	84	—	—	—	—	155	632	250	250	—	39.6
Laker Airways	174	50	230	3 279	50 018	24 000	48.0	—	5 091	2 398	—	2 398	47.1
Loganair	91	434	409	1 508	1 070	419	39.2	—	95	39	—	39	41.1
MAM Aviation	77	77	115	268	1 077	267	24.8	—	108	26	—	26	24.1
McAlpine Aviation	279	426	455	1 056	2 318	892	38.5	—	192	74	—	74	38.5
Monarch Airlines	22	17	35	773	3 311	1 172	35.4	—	323	106	—	106	32.9
Tradewinds Airways	137	42	267	—	—	—	—	522	3 557	2 822	2 822	—	79.3
Trans-Meridian Air Cargo	470	123	922	—	—	—	—	1 326	12 199	5 912	5 912	—	48.5
TOTAL	2 962	2 828	5 794	48 113	101 963	53 862	52.8	7 130	63 432	37 901	33 016	4 886	59.8

International Exempt Operations April 1977

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 Short Haul Division	97	96	192	2 306	5 254	2 365	45.0	331	1 272	598	390	209	47.0
British Airways Airtours	13	10	22	971	2 464	1 293	52.5	—	224	112	—	112	49.9
British Caledonian Airways	235	107	336	2 537	4 352	2 486	57.1	1 247	7 670	5 062	4 849	213	66.0
Air Anglia	8	18	25	39	58	19	33.4	1	6	2	—	2	36.8
Air Freight	15	22	69	400	277	200	72.2	11	44	29	14	15	66.1
Alidair	22	62	70	426	378	142	37.5	110	118	64	54	11	54.2
Beecham Imperial	2	3	4	9	15	7	44.2	—	1	1	—	1	43.2
Britannia Airways	94	150	171	14 366	11 358	8 905	78.4	118	1 045	817	60	757	78.2
British Air Ferries	56	100	208	1 383	1 417	737	52.0	67	332	140	77	63	42.1
British Island Airways	2	5	8	94	36	34	94.0	13	10	9	6	3	89.4
British Midland Airways	15	12	26	744	1 344	1 044	77.7	2	114	84	2	82	73.7
Brymon Airways	—	2	2	—	—	—	—	1	—	—	—	—	50.0
Dan-Air Services	52	46	98	3 707	6 542	4 546	69.5	8	524	364	14	350	89.5
Green Shield Stamp	41	42	70	151	410	171	41.7	—	41	14	—	14	33.6
International Aviation Service	774	267	1 133	—	—	—	—	3 110	28 783	18 515	18 515	—	64.3
Intra Airways	26	53	76	1 481	1 572	686	43.6	37	138	63	12	51	45.3
Invicta International Airlines	38	25	84	—	—	—	—	155	632	250	250	—	39.6
Laker Airways	174	50	230	3 279	50 018	24 000	48.0	—	5 091	2 398	—	2 398	47.1
MAM Aviation	59	50	89	173	829	205	24.7	—	83	20	—	20	24.1
McAlpine Aviation	218	257	331	806	1 895	739	39.0	—	139	53	—	53	38.1
Monarch Airlines	22	17	35	773	3 311	1 172	35.4	—	323	106	—	106	32.9
Tradewinds Airways	137	42	267	—	—	—	—	522	3 557	2 822	2 822	—	79.3
Trans-Meridian Air Cargo	470	123	922	—	—	—	—	1 326	12 199	5 912	5 912	—	48.6
TOTAL	2 569	1 559	4 468	33 645	91 527	48 749	53.3	7 058	62 347	37 434	32 976	4 458	60.0

Domestic Exempt Operations April 1977

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 Short Haul Division	13	41	38	1 410	805	501	62.2	2	64	45	1	44	69.7
Air Anglia	16	70	59	144	109	33	30.5	—	11	3	—	3	30.5
Air Freight	15	49	75	923	457	273	59.8	4	43	22	2	20	51.7
Alidair	44	98	135	2 334	2 087	928	44.5	—	255	70	—	70	27.6
Beecham Imperial	—	2	2	3	4	1	16.5	—	—	—	—	—	18.8
British Air Ferries	4	13	14	153	116	55	47.0	—	16	5	—	5	31.4
British Island Airways	25	48	80	328	136	80	59.1	66	116	44	37	7	37.9
British Midland Airways	—	—	—	—	—	—	—	—	—	—	—	—	—
Dan-Air Services	101	300	351	7 109	4 903	2 579	52.6	—	401	209	—	209	52.1
Green Shield Stamp	3	13	8	9	33	2	6.1	—	3	—	—	—	4.4
Intra Airways	1	5	4	202	44	28	62.2	—	4	2	—	2	66.2
Loganair	91	434	409	1 508	1 070	419	39.2	—	95	39	—	39	41.1
MAM Aviation	18	27	27	95	248	62	25.0	—	25	6	—	6	24.0
McAlpine Aviation	61	169	124	250	423	153	36.2	—	53	21	—	21	39.6
TOTAL	392	1 269	1 326	14 468	10 436	5 113	49.0	72	1 086	467	39	428	43.0

Class 5 Operations for UK Operators April 1977

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			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Short Haul Division	3	2	5	159	275	251	91.4	..	23	22	—	—	22	96.2
British Airways Airtours	134	40	194	6 248	25 150	23 531	93.6	..	2 289	2 050	—	—	2 050	89.6
British Caledonian Airways	16	18	32	1 857	2 267	1 840	81.2	..	217	161	—	—	161	74.2
Alidar	42	219	143	10 995	2 583	2 106	81.5	..	252	175	—	6	169	69.4
Britannia Airways	26	27	50	2 901	3 661	2 992	81.7	..	303	249	—	—	249	82.2
British Midland Airways	47	28	70	1 360	8 196	1 176	14.3	..	661	92	—	—	92	13.9
Dan-Air Services	309	108	411	742	723	655	90.6	..	12 112	10 320	—	10 268	52	85.2
Monarch Airlines	31	22	35	1 864	3 137	2 697	86.0	..	304	245	—	—	245	80.6
Tradewinds Airways	113	53	207	—	—	—	—	..	2 229	2 010	—	2 010	—	90.2
TOTAL	721	517	1 146	26 126	45 992	35 248	76.6	..	18 390	15 324	—	12 284	3 040	83.3

Class 5 Operations for Non-UK Operators April 1977

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			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Airtours	167	84	243	13 495	27 864	25 384	91.1	..	2 870	2 439	—	—	2 439	85.0
British Caledonian Airways	50	12	66	—	—	—	—	..	1 485	787	—	787	—	53.0
Air Freight	11	29	48	—	—	—	—	..	38	21	—	21	—	55.3
Air-Bridge Carriers	13	22	28	—	—	—	—	..	50	45	—	45	—	90.0
Britannia Airways	16	10	25	978	2 112	1 546	73.2	..	178	131	—	—	131	73.6
British Island Airways	22	58	69	—	—	—	—	..	102	50	—	50	—	49.0
British Midland Airways	663	406	1 014	31 445	113 992	52 136	45.7	..	9 947	4 875	—	808	4 067	49.0
Dan-Air Services	1 234	116	295	14 029	45 246	28 442	62.9	..	3 635	1 685	—	74	1 611	46.4
International Aviation Service	56	18	67	—	—	—	—	..	1 980	1 709	—	1 709	—	86.3
Monarch Airlines	159	79	246	8 981	26 955	20 119	74.6	..	2 616	1 825	—	—	1 825	69.8
Tradewinds Airways	13	5	24	—	—	—	—	..	340	262	—	262	—	77.1
TOTAL	2 404	839	2 125	68 928	216 169	127 627	59.0	..	23 241	13 829	—	3 756	10 073	59.5

Aircraft Type and Utilisation—All Airlines April 1977

Table 31.1

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1977	Daily utilisation per aircraft (hrs) Quarter ended March 1977
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	41	58	18	119	45	51	31	2	1.9
Aviation Traders Merchantman	184	—	204	—	327	—	—	6	4.6
AW650 Argosy	54	—	205	—	185	—	—	2	2.7
BAC 111-200	647	1 340	—	1 474	—	74 200	38 506	9	5.0
BAC 111-300/400	1 777	1 929	2	3 219	2	103 417	110 490	17	5.0
BAC 111-500	3 607	5 173	2	7 039	2	361 477	279 235	36	6.0
BAC/Aerospatiale Concorde	194	34	—	137	—	2 137	12 348	4	1.2
Bell 206 Jetranger	11	150	—	55	—	152	11	1	0.9
Bell 212 Twin	81	2 170	—	500	—	14 526	517	7	1.9
Boeing 707-120/120B	354	120	—	470	—	13 335	40 078	2	7.9
Boeing 707-320C/336	6 189	1 150	567	4 543	2 591	80 796	339 413	31	7.4
Boeing 707-420	1 141	515	—	1 721	—	73 756	169 243	8	4.5
Boeing 720/720B	619	324	—	911	—	39 373	79 309	2	7.6
Boeing 727-100	895	481	—	1 379	—	53 016	102 029	6	5.3
Boeing 737-200	2 772	1 774	—	4 734	—	191 083	301 824	14	8.1
Boeing 747-100	4 961	1 206	1	6 506	—	131 578	1 008 903	19	11.0
Bristol Britannia 300	88	—	46	—	191	—	—	2	3.8
Britten-Norman Islander	128	1 562	2	646	2	5 742	494	15	1.1
Britten-Norman Trislander	222	2 570	—	1 179	—	24 163	1 829	9	2.6
Canadair CL 44	1 146	—	369	—	2 264	—	—	13	6.2
Cessna 401/402/411/414/421	10	24	—	28	—	35	15	1	0.2
DC3 Dakota/Pionair	139	314	340	335	400	6 373	1 237	10	2.2
DH 106 Comet 4B/C	1 160	883	1	2 012	2	86 136	116 201	18	1.3
DHC 6 Twin-Otter	40	172	—	182	—	1 425	392	1	2.4
Fokker Friendship 100/600	454	1 185	—	1 279	—	26 828	12 306	7	6.4
Hawker Siddley 121 Trident 1C	302	555	—	641	—	30 626	16 750	10	2.6
Hawker Siddley 121 Trident 1E	126	179	—	241	—	11 156	7 753	3	6.1
Hawker Siddley 121 Trident 2E	855	755	—	1 449	—	45 850	54 683	15	5.4
Hawker Siddley 121 Trident 3B	1 331	1 597	—	2 557	—	121 096	101 701	25	5.4
HP Herald 100/200	685	2 652	337	2 231	415	74 252	16 003	19	3.9
HS 125	382	496	—	587	—	1 395	1 310	18	0.9
HS 748	442	1 442	94	1 385	143	30 953	10 664	15	3.4
Lockheed L1011 Tristar	891	488	—	1 413	—	48 329	112 628	9	4.9
McDonnell-Douglas DC10-10	558	170	—	752	—	31 813	148 240	3	6.0
McDonnell-Douglas DC8-54F/55F	294	—	93	—	390	—	—	2	8.3
McDonnell-Douglas DC9-10 to 40	119	229	—	248	—	14 936	7 998	1	5.7
McDonnell-Douglas DC10-30	791	159	—	992	—	16 757	118 689	3	12.9
Piper PA23 Aztec (and Apache)	18	73	—	69	—	137	30	1	0.6
Piper PA31 Navajo (All Series)	78	340	—	280	—	1 027	232	5	1.9
Sikorsky 58T	64	437	14	362	16	2 348	335	8	2.1
Sikorsky S61N	604	3 416	—	3 332	—	40 238	6 511	32	3.8
Vickers Standard VC10	—	—	—	—	—	—	—	2	—
Vickers Super VC10	3 076	984	—	3 644	—	46 396	258 312	15	9.9
Vickers Viscount 700	108	302	77	270	79	13 755	3 176	5	2.1
Vickers Viscount 700D/800/810	1 022	3 489	76	3 114	70	126 822	42 130	30	3.8
Westland Wessex	67	1 063	—	480	—	10 126	638	5	3.1
TOTAL	38 726	41 960	2 448	62 515	7 124	1 957 611	3 522 194	468	4.8

Aircraft Type and Utilisation—Individual Airlines Table 31.2

April 1977

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1977	Daily utilisation per aircraft (hrs) Quarter ended March 1977
		Passenger	Cargo	Passenger	Cargo				
British Airways Long Haul Division									
Vickers Standard VC10	—	—	—	—	—	—	—	2	—
Vickers Super VC10	3 076	984	—	3 644	—	46 396	258 312	15	9.9
Lockheed L1011 Tristar	553	260	—	860	—	11 908	57 635	4	5.3
Boeing 707-320C/336	2 000	372	249	1 620	1 217	21 832	110 008	11	9.7
Boeing 707-420	96	23	—	132	—	1 492	17 881	—	6.6
McDonnell-Douglas DC-10-30	525	60	—	639	—	9 253	80 992	2	13.0
Boeing 747-100	4 961	1 206	1	6 506	—	131 578	1 008 903	19	11.0
BAC/Aerospatiale Concorde	194	34	—	137	—	2 137	12 348	4	1.2
TOTAL	11 405	2 939	250	13 538	1 217	224 596	1 546 079	57	9.2
British Airways Short Haul Division									
HS 748	64	249	—	213	—	5 157	1 638	2	4.3
Vickers Viscount 700D/800/810	472	1 965	30	1 503	18	65 286	16 985	19	3.8
BAC 111-300/400	430	1 023	—	935	—	43 188	19 883	7	4.4
BAC 111-500	1 188	2 551	—	2 539	—	142 345	63 301	18	6.1
Hawker Siddley 121 Trident 2E	855	755	—	1 447	—	45 850	54 683	15	5.4
Aviation Traders Merchantman	160	—	187	—	275	—	—	5	5.0
Hawker Siddley 121 Trident 1C	302	555	—	641	—	30 626	16 750	10	2.6
Hawker Siddley 121 Trident 3B	1 331	1 597	—	2 557	—	121 096	101 702	25	5.4
Hawker Siddley 121 Trident 1E	126	179	—	241	—	11 156	7 753	3	6.1
Lockheed L1011 Tristar	338	228	—	553	—	36 421	54 993	5	4.6
TOTAL	5 266	9 102	217	10 629	293	501 125	337 688	109	4.9
British Airtours									
Boeing 707-420	1 045	492	—	1 589	—	72 264	151 363	8	3.9
British Airways Helicopters									
Sikorsky S61N	308	2 027	—	1 536	—	26 023	3 482	14	3.1
Bell 206 Jetranger	11	150	—	55	—	152	11	1	0.9
Sikorsky 58T	20	178	—	110	—	876	100	2	1.2
Bell 212 Twin	10	348	—	54	—	2 086	60	1	1.2
TOTAL	349	2 703	—	1 755	—	29 137	3 653	18	2.7
British Caledonian Airways									
BAC 111-200	519	1 168	—	1 216	—	62 705	29 884	7	5.2
BAC 111-500	1 035	1 421	—	2 020	—	102 399	77 600	9	5.6
Boeing 707-320C/336	2 255	446	215	2 045	964	26 438	160 833	10	9.2
McDonnell-Douglas DC-10-30	266	99	—	353	—	7 504	37 697	1	11.8
TOTAL	4 075	3 134	215	5 634	964	199 046	306 014	27	6.9
Air Anglia									
Fokker Friendship 100/600	454	1 185	—	1 279	—	26 828	12 306	7	6.4
Piper PA31 Navajo (All Series)	78	340	—	280	—	1 027	232	5	1.9
TOTAL	532	1 525	—	1 559	—	27 855	12 538	12	4.8

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 March 1977	Daily utilisation per aircraft (hrs) Quarter ended March 1977
Air Freight									
DC3 Dakota/Pionair	70	65	174	110	235	1 323	473	6	2.2
Air-Bridge Carriers									
AW650 Argosy	54	—	205	—	185	—	—	2	2.7
Vickers Viscount 700D/800/810	15	—	42	—	48	—	—	1	1.2
Aviation Traders Merchantman	24	—	17	—	52	—	—	1	3.1
TOTAL	92	—	264	—	285	—	—	4	2.4
Alidair									
Vickers Viscount 700	108	302	77	270	79	13 755	3 176	5	2.0
Vickers Viscount 700D/800/810	—	—	—	—	—	—	—	1	1.5
TOTAL	108	302	77	270	79	13 755	3 176	6	1.9
Aurigny Air Services									
Britten-Norman Trislander	110	1 981	—	625	—	20 071	1 073	2	1.9
Britten-Norman Islander	2	36	—	13	—	174	11	6	0.6
TOTAL	113	2 017	—	638	—	20 245	1 084	8	1.6
Beecham Imperial									
HS 125	2	5	—	6	—	12	7	1	0.3
Bristow Helicopters									
Sikorsky S61N	296	1 389	—	1 796	—	14 215	3 029	18	4.2
Westland Wessex	67	1 063	—	480	—	10 126	638	5	3.0
Sikorsky 53T	30	203	—	198	—	1 089	161	5	2.6
Bell 212 Twin	12	74	—	77	—	287	47	2	1.7
TOTAL	405	2 729	—	2 551	—	25 717	3 875	30	3.6
Britannia Airways									
Boeing 737-200	2 772	1 774	—	4 734	—	191 083	301 824	14	8.1
British Air Ferries									
HP Herald 100/200	202	918	—	796	—	19 364	4 220	6	2.8
Aviation Traders Carvair	41	58	18	119	45	51	31	2	1.9
TOTAL	244	976	18	915	45	19 415	4 251	8	2.6
British Executive Air Services									
Bell 212 Twin	59	1 748	—	369	—	12 153	410	4	2.4
British Island Airways									
HP Herald 100/200	473	1 706	337	1 400	415	54 344	11 599	12	4.7
British Midland Airways									
Vickers Viscount 700D/800/810	490	1 400	—	1 482	—	55 632	23 172	8	4.6
McDonnell-Douglas DC9-10 to 40	119	229	—	248	—	14 936	7 998	1	5.7
Boeing 707-320C/336	315	193	—	484	—	15 514	26 149	6	2.1
TOTAL	924	1 822	—	2 214	—	86 082	57 318	15	3.6
Brymon Airways									
Britten-Norman Islander	37	209	2	192	2	1 392	183	2	1.7
HP Herald 100/200	9	28	—	35	—	544	184	1	2.5
DHC 6 Twin-Otter	28	144	—	131	—	1 196	297	1	2.4
TOTAL	75	381	2	358	2	3 132	665	4	2.1

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger Cargo	Aircraft Hours Passenger Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1977	Daily utilisation per aircraft (hrs) Quarter ended March 1977
Dan-Air Services							
HS 748	379	1 193 94	1 437 143	25 796	9 026	13	3.3
BAC 111-200	128	172 —	258 —	11 495	8 622	2	4.2
BAC 111-300/400	569	436 2	1 019 2	28 282	37 986	5	5.1
BAC 111-500	854	792 2	1 570 2	77 969	86 769	6	5.6
DH 106 Comet 4B/C	1 160	883 1	2 012 2	86 136	116 201	18	1.3
Boeing 727-100	895	481 —	1 379 —	53 016	102 029	6	5.3
Boeing 707-320C/336	1 619	139 103	129 410	17 012	42 424	4	3.6
TOTAL	5 603	4 096 202	7 804 559	299 706	403 056	54	3.4
Green Shield Stamp							
HS 125	44	55 —	79 —	160	173	1	1.4
Haywards Aviation							
Piper PA23 Aztec (and Apache)	7	30 —	29 —	71	16	—	—
International Aviation Service							
Bristol Britannia 300	51	— 21	— 107	—	—	1	5.2
McDonnell-Douglas DC8-54F/55F	294	— 93	— 390	—	—	2	8.3
TOTAL	345	— 114	— 497	—	—	3	7.3
Intra Airways							
DC3 Dakota/Pionair	68	249 166	225 165	5 050	764	4	2.3
Vickers Viscount 700D/800/810	45	124 4	129 4	5 904	1 973	1	1.8
TOTAL	113	373 170	354 169	10 954	2 737	5	2.1
Invicta International Airlines							
Bristol Britannia 300	38	— 25	— 84	—	—	1	2.9
Laker Airways							
BAC 111-300/400	778	470 —	1 265 —	31 947	52 620	5	5.6
McDonnell-Douglas DC10-10	558	170 —	752 —	31 813	148 240	3	6.0
Boeing 707-120/120B	354	120 —	470 —	13 335	40 078	2	8.0
TOTAL	1 690	760 —	2 487 —	77 095	240 938	10	6.2
Loganair							
Britten-Norman Trislander	111	589 —	554 —	4 092	756	7	1.7
Britten-Norman Islander	88	1 317 —	441 —	4 176	299	7	1.8
DHC 6 Twin Otter	12	28 —	51 —	229	95	—	—
TOTAL	212	1 934 —	1 046 —	8 497	1 151	14	1.7
MAM Aviation							
HS 125	77	77 —	115 —	268	267	2	1.8
Management Aviation							
Sikorsky 58T	14	56 14	54 16	383	74	1	1.6
McAlpine Aviation							
Cessna 401/402/411/414/421	10	24 —	28 —	35	15	1	0.2
HS 125	258	359 —	387 —	955	863	14	0.8
Piper PA23 Aztec (and Apache)	11	43 —	40 —	66	14	1	0.6
TOTAL	279	426 —	455 —	1 056	892	16	0.8

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1977	Daily utilization per aircraft (hrs) Quarter ended March 1977
		Passenger	Cargo	Passenger	Cargo				
Monarch Airlines									
BAC 111-500	528	409	—	912	—	38 764	51 566	3	7.4
Boeing 720/720B	619	324	—	911	—	39 373	79 309	2	7.6
TOTAL	1 148	733	—	1 823	—	78 137	130 875	5	7.5
Tradewinds Airways									
Canadair CL 44	471	—	165	—	896	—	—	5	6.2
Trans-Meridian Air Cargo									
Canadair CL 44	675	—	204	—	1 368	—	—	8	6.3
GRAND TOTAL	38 726	41 960	2 448	62 515	7 124	1 957 611	3 522 194	468	4.8

Operations Subject to Variable Charge by Type of Licence April 1977

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	486 722	254 556	66 666	187 892	52.3
Class 2	29 136	21 992	—	21 992	75.4
Class 3	92 170	74 634	—	74 634	80.9
Class 4	18 102	12 985	—	12 985	71.7
Class 5A	17 757	15 254	12 284	2 970	85.9
Class 6	31 211	21 161	21 158	3	67.7
Class 7	1 199	712	65	647	59.4
TOTAL	676 297	401 295	100 174	301 124	59.3
Non-chargeable Operations					
Aircraft hired from					
Foreign Operators	12 329	6 538	4 045	2 493	53.0
Exempt Services	40 494	22 826	18 016	4 810	56.4
Class 5B	18 033	11 351	3 307	8 044	62.9
Small Aircraft Operations	507	270	6	264	53.2
TOTAL	71 363	40 985	25 374	15 611	57.4
GRAND TOTAL	747 660	442 280	125 547	316 735	59.2

Output by Type of Licence and Aircraft Ownership April 1977

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	487 113	664	1 319	489 097
Class 2	29 136	—	—	29 136
Class 3	92 170	70	120	92 360
Class 4	18 102	30	2	18 135
Class 6	31 211	36	—	31 247
Class 7	1 315	—	—	1 315
Exempt Services	40 494	17 892	5 047	63 432
TOTAL	699 541	18 692	6 488	724 722
Class 5A	17 757	—	633	18 390
Class 5B	18 033	—	5 208	23 241
TOTAL	35 790	—	5 841	41 631
GRAND TOTAL	735 331	18 692	12 329	766 353

Passenger Analysis by Type of Licence and Fare Category April 1977

Table 34

Type of Licence or Service	First Class	Fare Categories				ABC	IT	Other	Total Passengers
		Total	Individually Booked Economy	Booked ITX	Other Fares Other				
SCHEDULED									
Class 1 All	24 896	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 107 060
International	24,896	(a)	(a)	(a)	(a)	(a)	(a)	(a)	765 611
Domestic	—	(a)	(a)	(a)	(a)	(a)	(a)	(a)	341 449
<hr/>									
NON-SCHEDULED									
Class 2 All	—	—	—	—	—	34 178	—	3 465	37 643
International	—	—	—	—	—	34 178	—	3 465	37 643
Domestic	—	—	—	—	—	—	—	—	—
Class 3 All	—	—	—	—	—	—	568 951	—	568 951
International	—	—	—	—	—	—	568 935	—	568 935
Domestic	—	—	—	—	—	—	16	—	16
Class 4 All	—	—	—	—	—	—	70	85 245	85 315
International	—	—	—	—	—	—	70	84 657	84 727
Domestic	—	—	—	—	—	—	—	588	588
Class 7 All	—	—	—	—	—	—	—	57 441	57 441
International	—	—	—	—	—	—	—	57 229	57 229
Domestic	—	—	—	—	—	—	—	212	212
Exempt All	—	—	—	—	—	—	—	48 113	48 113
International	—	—	—	—	—	—	—	33 645	33 645
Domestic	—	—	—	—	—	—	—	14 468	14 468
TOTAL NON-SCHEDULED									
All	—	—	—	—	—	34 178	569 021	194 264	797 463
International	—	—	—	—	—	34 178	569 005	178 996	782 179
Domestic	—	—	—	—	—	—	16	15 268	15 284

(a) Under revision.

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 charterer 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 to travel organisers and sales of seats to passengers have to be notified to the Civil Aviation Authority.

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 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 those made to or from vessels or installations used in connection with oil or gas exploration or production under the sea. 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.