

Civil Aviation Authority



CAA Monthly Statistics
(up to and including February 1976)

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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.

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

Civil Aviation Authority
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37 Gratton Road
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Glos GL50 2BN

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

The series comprise:

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

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

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Civil Aviation Statistics—February 1976

Activity at UK Airports

UK air transport movements fell to just below 48,000 during the month of February 1976 a growth of 7.5 per cent on 1975. This overall growth rate aggregates a 4.5 per cent increase in London area movements and a 10.9 per cent growth elsewhere. When comparing movements recorded during the December 1975–February 1976 period against the corresponding months one year previously a growth of 1.9 per cent in total UK air transport movements is indicated. At London area airports the growth was marginal, whilst over the rest of the UK it stood at 3.7 per cent against 1974/75. Heathrow continued alone amongst London area airports in reporting a decline (649 fewer movements per month, 3.3 per cent decline). Gatwick handled 508 additional movements per month (11.5 per cent growth), Luton 156 additional movements (18.3 per cent growth), Southend 51 additional movements (7.7 per cent growth) and Stansted 5 movements (2.8 per cent growth). Whilst Swansea during this period reported the heaviest rate of growth (83.3 per cent), Aberdeen achieved the largest increase in actual movements (1135 movements per month; 61.6 per cent growth). Outside the London area Edinburgh reported the second largest increase in movements (228 additional movements; 20.1 per cent growth) followed by Newcastle with 102 additional movements (13.2 per cent growth). Manston reported the heaviest rate of decline (–36.7 per cent) whilst, excluding the London area airports, Liverpool reported the heaviest fall in movements (270 fewer per month, 25 per cent decline). Scheduled movements during the December 1975–February 1976 period fell by 1.4 per cent, whilst charter movements increased by 17.9 per cent. Overall, the UK operators marginally increased their share of movements on the previous year to stand at 75.8 per cent of the total. Their share of scheduled and charter traffic individually also declined marginally to 71.9 per cent and 91.2 per cent respectively.

The month of February 1976 saw the number of terminal passengers using UK airports fall to just over 2.4 million (10.7 per cent growth on 1975), whilst over the three month period ending February 1976 a monthly average of almost 2.6 million passengers were handled (7.7 per cent growth). In the London area an aggregate 8.3 per cent growth was achieved during this period when only Southend reported a decline on one year previously (707 less passengers per month 7.2 per cent decline). Passengers at Gatwick increased by 11.7 per cent (28 792 more per month) whilst those at Heathrow by 7.8 per cent (105 680 per month). Luton handled an additional 7508 passengers (9.2 per cent growth) and Stansted 1337 passengers (12.3 per cent growth). Over the remainder of the UK an aggregate 6.2 per cent growth was recorded. Liverpool reported the heaviest fall in passengers (8237 less per month) whilst Manchester the largest increase (17 564 additional passengers per month; 13.7 per cent growth). Aberdeen and Glasgow followed Manchester in reporting the second and third heaviest increases in passengers handled (12 307 passengers; 31.5 per cent growth and 9927 passengers; 8.6 per cent growth respectively).

Swansea achieved the heaviest rate of increase during this period (45.2 per cent growth) whilst Gloucester reported the heaviest rate of decline (–48.2 per cent). Over the three months December 1975–February 1976 scheduled service passengers grew by 6.5 per cent, and those travelling by charter services by 13.6 per cent. The UK operators marginally increased their share of charter passengers but their share of scheduled and total passengers each declined marginally to 65.0 per cent and 69.3 per cent respectively.

Of the monthly average 2.6 million passengers using UK airports between December 1975 and January 1976, 1.8 million travelled by international services (6.9 per cent growth) and 0.8 million by domestic services (9.5 per cent growth). Total international scheduled passengers grew by 6.5 per cent on the corresponding period one year earlier, and again the most frequently used routes were those to and from France (12.2 per cent of total scheduled traffic; 4.6 per cent growth) USA (11.4 per cent of the total; 8.2 per cent growth) and Netherlands (8.2 per cent of total; 8.4 per cent growth). Total international charter passengers grew by 11.1 per cent over this period when services to Spain, Germany and Italy carried the greatest number of charter passengers (32.9 per cent of total; 1.8 per cent growth, 11.8 per cent of total; 5.7 per cent growth and 9.0 per cent of total; 21.5 per cent growth respectively). An overall growth in passengers handled of 9.0 per cent was reported on domestic routes. London route passengers doubled their previous rate of growth to 18.7 per cent and services to Edinburgh handled 39.1 per cent more passengers than one year previously. Those travelling to Glasgow increased by 9.3 per cent but those to each of Belfast, the Channel Islands and the Isle of Man declined by 3.5 per cent, 8.6 per cent and 11.1 per cent respectively.

Contrary to the growth in movements and passengers against the month of February for the previous three years, cargo figures remained lower than for each of these years. During February 1976 just over 50,000 tonnes moved through UK airports (5.1 per cent less than February 1975). Over the three month period ending February 1976 a 5.6 per cent decline was reported against one year earlier. London area tonnage fell by 4.7 per cent during this period when only Gatwick and Stansted reported handling more cargo than in 1974/75. (1176 additional tonnes per month; 22.3 per cent growth and 116 additional tonnes; 8.2 per cent growth respectively). Freight handled at Heathrow fell by 3059 tonnes per month (8.8 per cent decline), that at Luton by 59 tonnes (30.9 per cent decline) and that at Southend by 207 tonnes (17.3 per cent decline). Over the rest of the UK tonnage fell by an aggregate 9.1 per cent. Aberdeen, Exeter (which also reported the heaviest rate of growth,) and Sum-burgh reported the largest increases in tonnage (158 additional tonnes per month; 68.1 per cent growth, 49 tonnes; almost 3 fold growth and 40 tonnes; 53.0 per cent growth respectively). Manchester reported the heaviest fall in tonnage (356 fewer tonnes per month) whilst Manston the heaviest rate of decline (93.4 per

cent). Freight carried on scheduled services fell by 10.8 per cent over this period whilst that moved by charter services increased by 22.7 per cent. The UK operators share of total and scheduled cargo fell by 3.0 percentage points to 50.4 per cent and by 6.0 percentage points to 43.0 per cent respectively, but their share of charter service cargo increased 2.4 percentage points to 79.5 per cent.

Output of UK Airlines

The output of UK airlines for all services in February 1976 was 602 million available tonne-kilometres, an increase of 11.7 per cent on February 1975.

The scheduled service output of 442 million available tonne-kilometres was 12.6 per cent higher than a year earlier. The overall load factor of 51.7 per cent compared with 53.3 per cent the previous year. Seat kilometres used were 52.2 per cent of those available,

exactly the same as in February 1975. Seat factors on domestic and international scheduled services were 54.9 and 51.9 per cent respectively compared with 56.4 and 51.9 per cent a year earlier.

The non-scheduled output of 161 million available tonne-kilometres was 9.5 per cent higher than in February 1975. Advance Booking Charters and Inclusive Tour Charters accounted for 3.2 and 50.4 million available tonne-kilometres respectively compared with 4.4 and 41.1 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

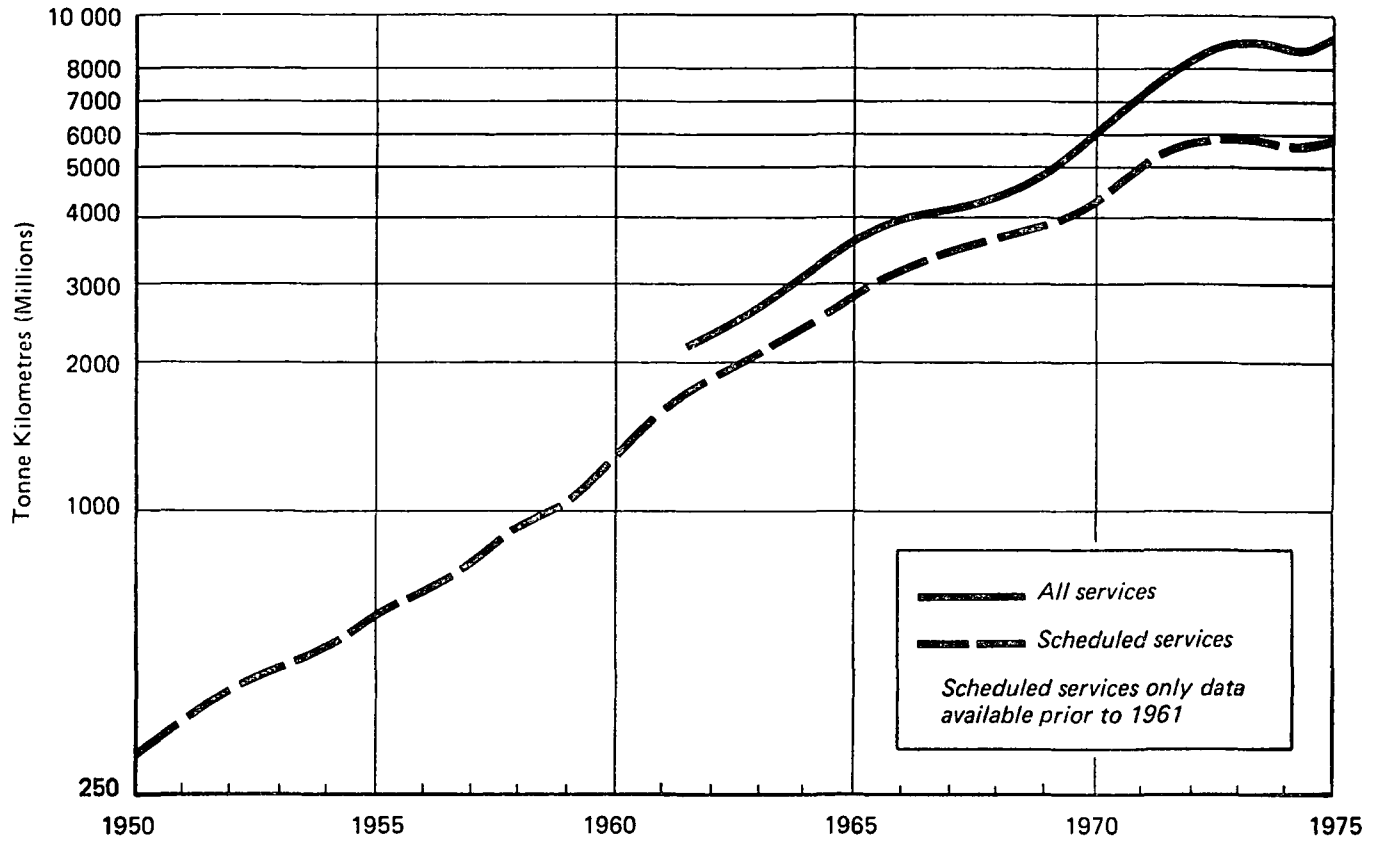
Airports and Airlines Year ended 31 December 1975

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	21 295	50.89	100	100.00
Gatwick	5 342	12.77	98	49.11
Manchester	2 579	6.16	95	36.34
Luton	1 869	4.47	93	30.18
Glasgow	1 763	4.21	91	25.72
Belfast	1 184	2.83	88	21.50
Birmingham	1 082	2.59	86	18.67
Edinburgh	874	2.09	84	16.08
Aberdeen	645	1.54	81	14.00
Newcastle	605	1.45	79	12.45
East Midlands	545	1.30	77	11.01
Liverpool	437	1.04	74	9.71
Prestwick	395	0.94	72	8.66
Isle of Man	394	0.94	70	7.72
Southampton	319	0.76	67	6.78
Leeds/Bradford	278	0.66	65	6.02
Stansted	238	0.57	63	5.35
Glamorgan	209	0.50	60	4.78
Southend	203	0.48	58	4.29
Bristol	195	0.47	56	3.80
Sumburgh	177	0.42	53	3.34
Tees-side	170	0.41	51	2.91
Others (21 reporting airports)	1 049	2.51	49	2.51

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of a.t. – km of UK airlines this size and smaller
British Airways Overseas Division	4 522	50.77	100	100.00
British Airways European Division	1 101	12.36	98	49.25
British Caledonian Airways	807	9.06	96	36.88
Dan-Air Services	374	4.20	94	27.79
Laker Airways	367	4.12	92	23.58
Britannia Airways	322	3.62	90	19.46
Trans-Meridian Air Cargo	244	2.74	88	15.85
British Airtours	215	2.41	85	13.11
International Aviation Services	181	2.03	83	10.69
Monarch Airlines	162	1.82	81	8.66
Tradewinds Airways	160	1.80	79	6.84
British Midland Airways	111	1.25	77	5.04
British Airways—Northeast Airlines	63	0.71	75	3.80
Invicta International Airlines	63	0.71	73	3.09
British Airways—Channel Islands Airways	50	0.56	71	2.38
British Airways—Cambrian Airways	42	0.47	69	1.82
British Island Airways	29	0.33	67	1.35
British Airways—Scottish Airways	28	0.31	65	1.02
British Air Ferries	12	0.13	63	0.71
Others (29 airlines)	51	0.57	60	0.57

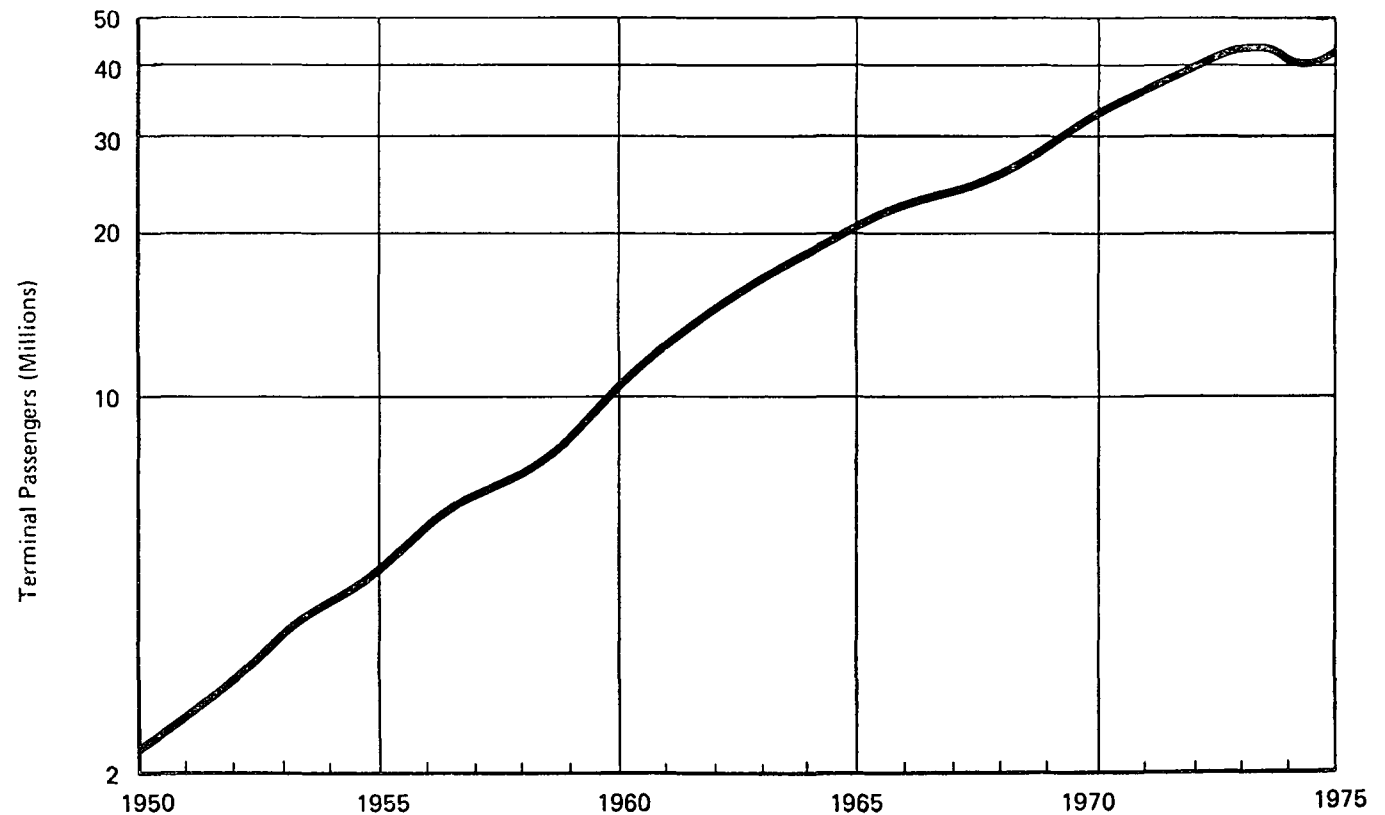
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1976

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)
1950	480	195	2 133	..	297	..
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
Year ended						
Feb. 1975	1 864	714	39 983	8 329	5 792	2 537
Feb. 1976	1 910	704	42 276	9 033	6 066	2 967
Latest year's growth (percentages)						
	2.5	-1.5	5.7	8.5	4.7	17.0
Mean rates of growth (percentages) to 1975						
20 years	6.6	4.7	11.8	..	13.0	..
10 years	6.7	3.3	8.1	11.6	9.2	18.1
5 years	4.1	2.8	4.0	5.1	6.1	3.1

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)	Scheduled		Non-scheduled		Scheduled		Non-scheduled		
			A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Terminal passengers (000)	
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52	
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	
1974	1st quarter	47.0	2 523	27.7	1 351	8.0	473	10.5	640	0.8	59
	2nd quarter	64.2	3 512	38.3	1 777	11.1	722	13.1	876	1.7	137
	3rd quarter	71.7	4 482	42.2	2 168	13.2	1 011	13.9	1 066	2.4	237
	4th quarter	53.7	2 844	32.1	1 502	8.5	459	12.0	794	1.1	89
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
1974	July	74.0	4 489	43.3	2 167	13.9	1 025	14.4	1 064	2.4	233
	August	73.3	4 639	43.0	2 193	13.7	1 102	14.1	1 085	2.5	259
	September	67.9	4 319	40.3	2 144	12.0	906	13.3	1 049	2.2	219
	October	60.4	3 412	36.0	1 736	9.7	599	13.1	936	1.6	141
	November	51.1	2 574	30.5	1 392	8.2	398	11.5	719	0.9	64
	December	49.7	2 547	29.8	1 377	7.8	381	11.3	727	0.9	63
1975	January	51.0	2 506	30.9	1 375	7.8	369	11.5	706	0.8	56
	February	44.3	2 186	26.5	1 178	7.0	352	10.3	617	0.6	38
	July	71.3	4 782	39.6	2 218	14.9	1 095	14.0	1 161	2.7	307
	August	70.9	4 997	39.0	2 271	15.2	1 214	13.9	1 193	2.8	319
	September	67.2	4 518	37.2	2 137	14.3	1 022	13.3	1 116	2.4	243
	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

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)	
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
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
1974 1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
2nd quarter	174.4	71.7	64.3	7.5	102.7	76.4	16.6	9.6
3rd quarter	184.1	81.4	71.7	9.7	102.7	80.6	14.6	7.6
4th quarter	135.0	59.6	53.7	5.8	75.4	54.9	12.7	7.8
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
1974 July	187.7	83.8	74.0	9.9	103.9	81.3	15.9	6.7
August	192.3	84.4	73.3	11.1	107.9	88.1	13.2	6.6
September	172.3	76.1	67.9	8.2	96.3	72.3	14.6	9.4
October	153.9	67.6	60.4	7.2	86.3	64.0	13.6	8.8
November	131.1	56.8	51.1	5.8	74.2	53.3	13.2	7.7
December	120.1	54.3	49.7	4.5	65.8	47.3	11.5	7.0
1975 January	128.5	55.5	51.0	4.4	73.0	48.6	16.9	7.5
February	116.3	48.5	44.3	4.2	67.8	44.5	16.7	6.6
July	193.3	80.3	71.3	9.0	112.9	87.9	17.4	7.6
August	188.3	80.0	70.9	9.1	108.2	88.9	13.4	6.0
September	175.6	75.1	67.2	7.9	100.5	77.0	14.7	8.7
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

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.	Channe Islands
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
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
1974 1st quarter	25 752	4 776	1 814	1 145	835	2 538	4 576	3 473	2 104	4 956
2nd quarter	33 689	6 168	2 876	1 516	1 355	4 880	6 025	4 483	3 238	9 053
3rd quarter	36 786	6 801	3 398	1 740	1 478	5 578	6 924	5 043	3 961	11 103
4th quarter	28 212	5 427	2 347	1 286	1 036	3 324	4 966	4 519	2 624	6 697
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
1974 July	37 976	7 011	3 489	1 823	1 547	5 535	7 133	5 283	4 166	10 565
August	37 403	6 901	3 548	1 757	1 567	5 789	7 093	5 183	4 074	12 106
September	34 979	6 491	3 156	1 639	1 321	5 409	6 547	4 664	3 644	10 609
October	31 279	5 943	2 859	1 510	1 103	4 221	5 903	4 928	2 678	8 209
November	26 697	5 400	2 196	1 240	1 018	2 890	4 614	4 341	2 665	5 924
December	26 660	4 938	1 986	1 109	986	2 862	4 380	4 289	2 530	5 958
1975 January	26 821	5 174	1 907	1 286	1 047	2 755	4 770	4 838	2 420	5 485
February	23 496	4 333	1 748	1 095	868	2 541	3 996	4 257	1 983	5 052
July	36 019	6 750	3 357	1 682	1 426	5 700	6 764	5 939	3 656	10 446
August	36 220	6 862	3 360	1 686	1 389	5 496	6 582	5 698	3 601	11 811
September	34 235	6 454	3 148	1 616	1 293	5 157	6 077	6 049	3 212	9 928
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

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)	Channel Islands (000)	
1966	1 196	177	56	28	23	72	187	26	117	122	
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	
1974	1st quarter	1 760	197	78	51	26	40	213	59	99	72
	2nd quarter	2 435	271	128	67	37	98	259	75	141	198
	3rd quarter	3 043	351	180	86	50	133	338	96	204	262
	4th quarter	1 986	215	103	53	26	62	212	80	108	122
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
1974	July	3 031	348	176	89	53	124	357	100	212	251
	August	3 130	366	192	89	56	144	341	100	220	297
	September	2 968	339	171	79	42	132	317	89	181	238
	October	2 351	265	140	64	31	92	259	90	120	182
	November	1 790	201	95	50	25	49	196	74	93	97
	December	1 815	180	72	44	21	45	182	76	112	88
1975	January	1 782	181	64	48	22	39	192	78	100	67
	February	1 535	161	76	44	20	41	162	69	78	74
	July	3 248	387	197	85	51	125	366	116	207	256
	August	3 404	412	211	87	57	137	359	112	219	303
	September	3 099	368	186	81	45	122	331	119	166	243
	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	1 974	188	71	48	18	38	211	89	94	65
	February	1 698	177	80	49	20	41	186	87	80	67

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months

Tonnes

	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	
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646	
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	
1974	1st quarter	46 527	5 038	794	286	72	1 593	3 630	371	1 467	2 256
	2nd quarter	48 460	5 128	980	151	90	1 587	3 511	453	1 618	1 906
	3rd quarter	45 066	4 678	926	128	86	1 314	3 313	518	1 646	1 893
	4th quarter	46 926	4 824	1 066	148	81	1 288	3 599	505	2 366	1 461
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
1974	July	46 368	5 030	951	141	101	1 424	3 083	486	1 599	1 861
	August	43 027	4 471	890	107	73	1 131	3 420	579	1 560	1 706
	September	45 802	4 532	937	137	83	1 388	3 437	489	1 780	2 113
	October	49 110	4 885	947	176	80	1 462	3 586	528	1 894	1 668
	November	48 607	5 389	1 492	146	76	1 201	3 873	511	3 824	1 335
	December	43 061	4 199	759	123	87	1 199	3 339	476	1 381	1 381
1975	January	42 296	4 257	815	127	63	1 256	2 511	437	1 212	1 796
	February	43 036	3 979	769	161	74	1 217	2 246	376	1 145	1 850
	July	43 460	3 475	888	105	87	1 183	2 354	554	1 227	1 901
	August	38 434	3 283	751	100	60	969	2 428	493	1 117	1 656
	September	40 984	3 623	839	132	80	1 153	2 763	564	1 145	1 628
	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	1 203	1 527

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 Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966	249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
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
1974 1st quarter	417.4	228.2	9.0	65.4	153.8	54.7	3 116.4	1 718.1	55.1
2nd quarter	455.1	238.0	8.2	58.9	170.9	52.3	3 578.2	1 928.6	53.9
3rd quarter	572.8	328.2	9.8	69.3	249.2	57.3	4 454.6	2 820.1	63.3
4th quarter	470.2	261.0	12.5	68.4	180.1	55.5	3 589.5	2 002.9	55.8
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
1974 July	540.3	295.6	8.9	63.4	223.4	54.7	4 221.1	2 538.4	60.1
August	536.9	308.7	9.0	62.5	237.2	57.5	4 191.3	2 699.8	64.4
September	641.3	380.4	11.4	82.0	287.1	59.3	4 951.5	3 222.0	65.1
October	488.8	267.2	10.0	66.0	191.2	54.7	3 794.2	2 125.2	56.0
November	432.2	232.9	11.2	67.3	154.4	53.9	3 270.9	1 705.9	52.2
December	489.7	283.0	16.4	71.9	194.6	57.8	3 703.5	2 177.7	58.8
1975 January	422.5	226.6	9.2	50.8	166.7	53.6	3 253.4	1 863.7	57.3
February	392.3	209.0	10.3	59.3	139.4	53.3	2 957.6	1 543.7	52.2
July	539.0	303.9	10.0	60.3	233.6	56.4	4 212.4	2 654.5	63.0
August	542.1	318.5	9.7	57.5	251.4	58.7	4 264.2	2 863.6	67.1
September	625.6	378.3	12.2	75.3	290.1	60.5	4 839.5	3 261.1	67.4
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

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 Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
1966	24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
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
1974 1st quarter	24.3	14.8	0.2	1.8	12.7	60.9	228.1	152.2	66.7
2nd quarter	34.6	19.1	0.2	1.9	17.0	55.2	337.9	204.1	60.4
3rd quarter	37.6	22.5	0.2	1.9	20.4	59.8	374.2	243.4	65.0
4th quarter	26.7	14.8	0.3	1.8	12.8	55.4	252.7	152.2	60.2
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
1974 July	39.0	22.9	0.2	1.9	20.7	58.6	387.3	247.6	63.9
August	37.8	22.4	0.2	1.7	20.5	59.3	377.6	244.9	64.9
September	36.1	22.2	0.2	2.0	20.0	61.4	357.7	237.7	66.5
October	31.8	18.3	0.3	1.9	16.1	57.4	307.6	192.4	62.6
November	24.3	13.4	0.3	1.8	11.3	55.4	228.0	135.2	59.3
December	23.9	12.7	0.3	1.6	10.9	53.2	222.4	129.0	58.0
1975 January	25.0	12.6	0.3	1.5	10.8	50.4	232.8	128.3	55.1
February	21.0	10.6	0.2	1.1	9.3	50.7	195.8	110.5	56.4
July	36.6	22.6	0.2	1.3	21.1	61.8	367.4	250.4	68.2
August	35.7	22.4	0.2	1.1	21.0	62.7	359.9	249.9	69.4
September	33.1	20.7	0.2	1.3	19.2	62.6	331.4	227.7	68.7
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

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		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
				Freight (000 000)	Passengers (000 000)				
1965	201.7	102.8	4.5	24.1	74.2	51.0	1 472.1	894.8	60.8
1966	225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
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
1974 1st quarter	393.2	213.4	8.8	63.5	141.0	54.3	2 888.2	1 565.8	54.2
2nd quarter	420.6	218.9	7.9	57.1	153.9	52.0	3 240.2	1 724.4	53.2
3rd quarter	535.2	305.8	9.5	67.4	228.9	57.1	4 080.5	2 576.6	63.1
4th quarter	443.5	246.2	12.3	66.6	167.3	55.5	3 336.9	1 850.7	55.5
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
1974 July	501.4	272.8	8.7	61.4	202.7	54.4	3 833.9	2 290.8	59.8
August	499.1	286.3	8.8	60.7	216.8	57.4	3 813.8	2 454.9	64.4
September	605.1	358.3	11.1	80.0	267.1	59.2	4 593.8	2 984.2	65.0
October	456.9	248.9	9.8	64.0	175.1	54.5	3 486.6	1 932.8	55.4
November	407.9	219.5	10.9	65.5	143.1	53.8	3 043.0	1 570.7	51.6
December	465.8	270.3	16.2	70.4	183.8	58.0	3 481.1	2 048.7	58.8
1975 January	397.4	214.0	9.0	49.3	155.8	53.9	3 020.6	1 735.4	57.5
February	371.3	198.3	10.1	58.1	130.2	53.4	2 761.8	1 433.2	51.9
July	502.4	281.3	9.8	59.0	212.4	56.0	3 845.0	2 404.1	62.5
August	506.3	296.1	9.4	56.3	230.3	58.5	3 904.3	2 613.7	66.9
September	592.4	357.5	12.0	74.0	271.6	60.4	4 508.1	3 033.4	67.3
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

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
1965	55.0	19.8	11.9	4.3	7.4	2.6	35.7	12.9
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
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
1974 1st quarter	174.5	29.5	69.4	11.7	20.5	3.5	54.6	14.3
2nd quarter	221.6	32.7	101.2	15.0	44.1	6.5	76.3	11.3
3rd quarter	281.0	32.9	116.9	13.7	85.2	10.0	78.8	9.2
4th quarter	169.7	26.5	57.7	9.0	27.4	4.2	84.6	13.3
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
1974 July	291.8	35.1	125.4	15.1	88.3	10.6	78.1	9.4
August	289.4	35.0	122.0	14.8	89.2	10.8	78.2	9.5
September	261.8	29.0	103.4	11.4	78.2	8.7	80.2	8.9
October	190.8	28.1	77.4	11.4	38.1	5.6	75.3	11.1
November	144.9	25.1	51.9	9.0	13.7	2.4	79.3	13.7
December	173.4	26.2	43.9	6.6	30.3	4.6	99.2	15.0
1975 January	183.4	30.3	41.5	6.9	27.8	4.6	114.1	18.8
February	146.8	27.2	41.1	7.6	13.8	2.6	91.9	17.1
July	328.1	37.8	126.0	14.5	92.4	10.7	109.7	12.6
August	342.2	38.7	136.1	15.4	93.6	10.6	112.5	12.7
September	317.0	33.6	122.3	12.8	79.4	8.4	115.3	12.2
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

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)
1965	137.3	115.9	84.4	99.4	1 569	1 580	1 007	1 166
1966	239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
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
1974 1st quarter	787.6	600.0	76.2	380.7	4 023	6 007	1 493	1 576
2nd quarter	1 168.2	874.9	74.9	579.6	6 025	8 606	1 428	1 509
3rd quarter	1 346.4	1 152.9	85.6	764.0	6 996	10 161	1 453	1 509
4th quarter	663.8	551.7	83.0	353.8	3 450	5 199	1 507	1 559
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	1 586
1974 July	1 445.5	1 175.1	81.3	774.1	7 324	10 653	1 455	1 518
August	1 406.7	1 236.6	87.9	822.7	7 357	10 641	1 446	1 503
September	1 187.0	1 046.9	88.2	695.2	6 308	9 188	1 457	1 506
October	894.0	738.5	82.6	481.5	4 677	6 939	1 484	1 534
November	597.5	517.3	86.6	324.5	3 035	4 692	1 546	1 594
December	500.0	399.2	79.8	255.5	2 638	3 966	1 503	1 562
1975 January	475.3	390.0	82.0	259.4	2 539	3 742	1 474	1 504
February	469.9	423.1	90.1	285.8	2 616	3 711	1 419	1 480
July	1 441.8	1 277.4	88.6	837.9	7 504	11 057	1 474	1 525
August	1 556.8	1 443.8	92.7	948.2	8 151	11 983	1 470	1 523
September	1 400.8	1 254.5	89.6	817.9	7 293	10 803	1 481	1 533
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

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)
1965	72.7	61.1	84.1	21.9	562	722	1 285	2 790
1966	128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
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
1974 1st quarter	192.5	149.5	77.7	43.7	959	1 220	1 272	3 421
2nd quarter	435.5	334.2	76.7	102.5	1 537	2 434	1 584	3 260
3rd quarter	840.4	710.5	84.5	211.0	2 540	4 751	1 883	3 391
4th quarter	276.0	216.6	78.5	61.8	1 055	1 525	1 446	3 505
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
1974 July	874.5	713.7	81.6	219.7	2 786	4 996	1 793	3 243
August	884.2	761.4	86.1	235.3	2 761	5 070	1 836	3 236
September	762.6	656.5	86.1	178.0	2 072	4 187	2 021	3 688
October	385.2	291.9	75.8	80.0	1 246	2 013	1 616	3 649
November	139.7	112.2	80.3	32.1	725	780	1 076	3 495
December	303.1	245.6	81.0	73.2	1 195	1 781	1 490	3 355
1975 January	275.2	227.9	82.8	64.0	1 062	1 653	1 556	3 561
February	140.1	113.0	80.7	31.5	718	840	1 170	3 587
July	894.2	720.9	80.6	230.3	2 764	4 873	1 763	3 130
August	899.7	733.2	81.5	234.1	2 677	4 916	1 856	3 132
September	766.0	583.1	76.1	173.5	2 210	4 029	1 823	3 361
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	78.4 67.4	1 146	1 828	1 595	2 987 2 987
February	147.3	115.5	78.4	34.4 33.3	807	992	1 229	3 387 3 024

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	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
												(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
1974 1st quarter	1 216	56	32	178	180	27	89	46	102	15	32	30	266	14	76	6	68
2nd quarter	1 778	78	44	241	199	62	167	61	157	26	39	35	413	26	94	32	103
3rd quarter	2 237	84	50	277	212	67	232	93	152	31	46	53	615	32	105	54	131
4th quarter	1 361	68	34	196	157	24	103	67	129	20	26	27	320	21	70	16	84
Dec-Feb	1 104	49	30	168	159	17	83	63	103	19	22	28	203	18	73	6	63
1975 1st quarter	1 244	57	32	192	179	20	99	66	111	20	22	30	241	20	81	7	68
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
Dec-Feb	1 172	54	35	176	165	24	89	76	113	26	15	29	197	20	76	8	68
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	—	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						
1974 1st quarter	384.2	18.4	17.9	47.1	11.5	21.0	8.5	17.9	157.2	8.8	75.9						
2nd quarter	537.0	19.6	19.2	109.9	9.0	18.4	10.0	16.7	258.9	8.8	66.7						
3rd quarter	794.3	24.5	28.4	200.5	15.0	24.8	12.2	21.8	355.7	17.0	94.5						
4th quarter	488.9	23.2	20.7	76.9	10.4	28.5	11.5	20.9	203.4	10.5	82.9						
Dec-Feb	424.6	22.9	19.8	55.9	11.4	29.1	11.6	23.1	156.6	10.7	83.5						
1975 1st quarter	425.0	21.0	19.4	56.1	11.7	27.7	14.4	21.4	158.9	10.0	84.4						
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	32.0	12.0	32.8	14.7	26.2	215.0	13.1	99.4						
Dec-Feb	479.3	28.7	21.3	59.8	12.9	32.9	13.5	28.4	168.7	13.0	100.2						

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.

Aircraft Movements February 1976

Table 11

	Total	Commercial Movements					Other flights by air transport operators	Non-commercial Movements			
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training		Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	6 517	4 454	—	403	—	332	105	—	1 181	—	42
+ Heathrow	20 023	18 421	—	58	—	94	212	—	1 167	13	58
+ Luton	2 384	828	2	161	16	86	33	467	785	—	6
+ Southend	3 180	672	—	—	—	124	—	1 478	904	2	—
+ Stansted	1 868	178	—	38	—	881	31	116	552	72	—
Total (London Area)	33 972	24 553	2	660	16	1 517	381	2 061	4 589	87	106
Westland Heliport (Battersea)	397	85	—	82	—	—	—	—	174	—	56
Other UK Airports											
+ Leeds/Bradford	2 387	585	—	17	28	28	31	1 302	384	4	8
+ Liverpool	4 797	800	14	156	37	37	10	2 869	826	10	38
+ Manchester	4 776	3 001	—	143	22	123	224	516	711	6	30
+ Birmingham	4 100	1 269	—	20	6	221	39	1 698	830	2	15
+ Coventry	3 834	—	14	2	96	498	71	2 412	733	—	8
+ East Midlands	3 636	689	84	147	4	597	34	1 220	813	7	41
+ Newcastle	2 549	875	2	25	477	57	—	876	178	—	50
+ Tees-side	3 169	475	330	21	1	1 239	—	616	376	2	109
+ Bristol	1 488	299	—	2	—	8	10	818	327	2	12
+ Glamorgan	1 673	407	—	101	—	66	—	840	245	2	12
Swansea	777	31	—	15	16	4	—	508	197	—	6
+ Blackpool	6 114	226	—	12	78	582	—	4 555	651	6	4
+ Bournemouth	2 575	385	—	95	—	494	—	872	690	4	35
+ Cambridge	2 380	22	—	13	11	8	2	644	316	—	1 364
+ Exeter	1 789	115	—	12	91	10	4	757	456	26	318
Gloucester/Cheltenham	2 316	13	4	—	8	446	—	1 520	303	—	22
Hawarden	716	—	—	—	—	40	—	528	134	—	14
Isles of Scilly	123	104	—	3	3	—	—	—	1	—	12
+ Lydd	1 361	265	—	—	—	30	—	584	448	—	34
+ Manston	231	97	—	14	60	42	—	—	18	—	—
+ Norwich	994	491	—	14	143	17	152	4	171	—	2
Penzance Heliport	146	104	—	—	—	16	26	—	—	—	—
+ Southampton	1 718	565	2	30	12	672	13	218	188	—	18
+ Edinburgh	5 732	1 354	—	8	—	149	10	2 322	608	12	1 369
+ Glasgow	5 266	2 555	—	48	—	177	52	1 285	597	—	552
+ Prestwick	5 149	493	—	4	—	3 650	11	491	152	—	348
+ Aberdeen	6 090	2 929	—	288	14	758	8	1 866	202	7	18
Benbecula	239	197	—	—	32	4	—	—	—	—	6
Inverness	1 429	541	—	1	192	374	—	262	59	—	—
Islay	119	52	—	3	25	6	—	—	1	—	32
+ Kirkwall	804	584	—	33	13	—	6	130	38	—	—
Stornoway	276	233	—	12	5	6	—	—	4	2	14
+ Sumburgh	1 369	985	—	83	229	72	—	—	—	—	—
Tiree	66	60	—	—	2	—	—	4	—	—	—
Wick	216	179	—	10	—	—	—	15	—	4	8
+ Belfast	5 402	1 510	—	80	47	—	—	1 151	237	—	2 377
+ Isle of Man	1 173	520	—	29	103	200	—	184	128	3	6
Total (incl. London Area)	121 348	47 648	452	2 183	1 771	12 148	1 084	33 028	15 804	186	7 044
Channel Islands Airports											
Alderney	400	400	..	..	..	..	..	..	..	..	..
Guernsey	1 725	1 725	..	..	..	..	..	..	..	..	..
Jersey	2 527	2 527	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	4 652	4 652	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator February 1976

Table

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	4 454	5	2 343	346	122	1 520	118
+ Heathrow	18 421	8 690	475	8 869	242	21	124
+ Luton	828	—	—	—	—	752	76
+ Southend	672	—	464	—	—	198	10
+ Stansted	178	—	—	—	—	85	93
TOTAL (London Area)	24 553	8 695	3 282	9 215	364	2 576	421
Westland Heliport (Battersea)	85	—	—	—	4	81	—
Other UK Airports							
+ Leeds/Bradford	585	229	303	22	2	29	—
+ Liverpool	800	472	—	51	13	233	31
+ Manchester	3 001	1 300	276	794	40	582	9
+ Birmingham	1 269	576	402	76	40	155	20
+ Coventry	—	—	—	—	—	—	—
+ East Midlands	689	27	429	—	—	231	2
+ Newcastle	875	257	556	—	8	54	—
+ Tees-side	475	—	457	—	—	18	—
Bristol	299	163	70	28	15	23	—
Glamorgan	407	107	146	35	45	61	13
Swansea	31	—	—	—	—	28	3
+ Blackpool	226	—	198	—	—	28	—
+ Bournemouth	385	3	316	—	—	64	2
+ Cambridge	22	—	—	—	—	12	10
Exeter	115	—	111	—	—	2	2
Gloucester/Cheltenham	13	—	2	—	—	11	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	104	104	—	—	—	—	—
+ Lydd	265	—	134	—	—	131	—
Manston	97	—	—	—	—	78	19
Norwich	491	—	410	—	—	81	—
Penzance Heliport	104	104	—	—	—	—	—
+ Southampton	565	120	396	—	—	43	6
+ Edinburgh	1 354	642	659	32	11	6	4
+ Glasgow	2 555	1 518	575	285	21	129	27
+ Prestwick	493	312	—	160	—	9	12
+ Aberdeen	2 929	666	366	—	261	1 554	82
Benbecula	197	48	149	—	—	—	—
Inverness	541	292	121	—	—	128	—
Islay	52	40	—	—	—	12	—
+ Kirkwall	584	192	—	20	39	333	—
Stornoway	233	96	128	—	—	9	—
+ Sumburgh	985	186	10	—	268	521	—
Tiree	60	—	54	—	—	6	—
Wick	179	168	—	—	—	11	—
+ Belfast	1 510	1 010	355	24	—	109	12
+ Isle of Man	520	368	151	—	—	1	—
TOTAL (Incl. London Area)	47 648	17 695	10 056	10 742	1 131	7 349	675
Channel Islands Airports							
Alderney	400	—	366	—	—	34	—
Guernsey	1 725	122	1 430	—	—	173	—
Jersey	2 527	461	1 788	22	—	250	6
TOTAL (Channel Islands Airports)	4 652	583	3 584	22	—	457	6

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages

	December 1975 —February 1976	December 1974 —February 1975	Percentage Change
London Area Airports			
+ Gatwick	4 936	4 428	11·5
+ Heathrow	18 888	19 537	-3·3
+ Luton	1 009	853	18·3
+ Southend	711	660	7·7
+ Stansted	186	181	2·8
TOTAL (London Area)	25 730	25 659	0·3
Westland Heliport (Battersea)	91	185	-50·8
Other UK Airports			
+ Leeds/Bradford	622	612	1·6
+ Liverpool	808	1 078	-25·0
+ Manchester	3 012	3 125	-3·6
+ Birmingham	1 302	1 223	6·5
+ Coventry	—	23	—
+ East Midlands	680	634	7·3
+ Newcastle	875	773	13·2
+ Tees-side	449	390	15·1
+ Bristol	355	463	-23·3
+ Glamorgan	392	489	-19·8
Swansea	33	18	83·3
+ Blackpool	237	253	-6·3
+ Bournemouth	386	443	-12·9
+ Cambridge	34	37	-8·1
+ Exeter	120	128	-6·2
Gloucester/Cheltenham	23	34	-32·4
Hawarden	—	—	—
Isles of Scilly	106	97	9·3
+ Lydd	261	308	-15·3
+ Manston	69	109	-36·7
+ Norwich	511	435	17·5
Penzance Heliport	106	97	9·3
+ Southampton	616	592	4·1
+ Edinburgh	1 362	1 134	20·1
+ Glasgow	2 612	2 657	-1·7
+ Prestwick	570	591	-3·6
+ Aberdeen	2 977	1 842	61·6
Benbecula	186	130	43·1
Inverness	492	429	14·7
Islay	70	73	-4·1
+ Kirkwall	583	581	0·3
Stornoway	233	149	56·4
+ Sumburgh	998	987	1·1
Tiree	62	61	1·6
Wick	203	210	-3·3
+ Belfast	1 564	1 730	-9·6
+ Isle of Man	548	581	-5·7
TOTAL (Incl. London Area)	49 276	48 362	1·9
Channel Islands Airports			
Alderney	472	459	2·8
Guernsey	1 881	2 000	-5·9
Jersey	2 797	3 040	-8·0
TOTAL (Channel Islands Airports)	5 150	5 498	-6·3

Air Passengers by Type and Nationality of Operator February 1976

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	241 936	240 535	1 401	188	—	78 977	—	4 165	—	19 898	168	128 539	1 048	8 768	185
+ Heathrow	1 385 298	1 360 503	24 795	674 094	—	15 795	—	629 302	24 515	33 288	—	673	—	7 351	280
+ Luton	76 181	75 921	260	—	—	—	—	—	—	—	—	72 045	252	3 876	8
+ Southend	7 858	7 858	—	—	—	7 598	—	—	—	—	—	257	—	3	—
+ Stansted	13 167	13 167	—	—	—	—	—	—	—	—	—	1 667	—	11 500	—
TOTAL (London Area)	1 724 440	1 697 984	26 456	674 282	—	102 370	—	633 467	24 515	53 186	168	203 181	1 300	31 498	473
Westland Heliport (Battersea)	205	205	—	—	—	—	—	—	—	9	—	196	—	—	—
Other UK Airports															
+ Leeds/Bradford	14 655	12 531	2 124	8 036	434	3 630	1 686	649	—	145	—	71	4	—	—
+ Liverpool	19 904	19 407	497	16 458	367	—	—	2 025	—	406	—	506	130	12	—
+ Manchester	150 739	145 476	5 263	71 495	883	4 884	1 188	20 114	1 600	3 165	—	45 428	1 592	390	—
+ Birmingham	59 457	57 157	2 300	25 725	273	6 049	1 843	4 271	184	2 598	—	16 381	—	2 133	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ East Midlands	23 521	23 241	280	830	—	11 188	82	—	—	—	—	11 051	198	172	—
+ Newcastle	39 685	37 220	2 465	18 806	29	12 142	2 436	—	—	762	—	5 510	—	—	—
+ Tees-side	13 663	12 023	1 640	—	—	10 966	1 640	—	—	—	—	1 057	—	—	—
+ Bristol	7 873	5 493	2 380	1 835	1 578	409	307	724	311	252	184	2 273	—	—	—
+ Glamorgan	15 724	14 146	1 578	2 587	1	1 359	939	1 039	301	1 927	192	6 273	145	961	—
Swansea	82	82	—	—	—	—	—	—	—	—	—	74	—	8	—
+ Blackpool	3 143	3 143	—	—	—	2 981	—	—	—	—	—	162	—	—	—
+ Bournemouth	4 972	4 939	33	12	21	3 485	10	—	—	—	—	1 438	1	4	1
+ Cambridge	96	96	—	—	—	—	—	—	—	—	—	33	—	63	—
+ Exeter	2 248	1 920	328	—	—	1 920	328	—	—	—	—	—	—	—	—
Gloucester/Cheltenham	34	34	—	—	—	13	—	—	—	—	—	21	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	1 808	1 808	—	1 808	—	—	—	—	—	—	—	—	—	—	—
+ Lydd	5 845	5 845	—	—	—	5 841	—	—	—	—	—	4	—	—	—
+ Manston	209	209	—	—	—	—	—	—	—	—	—	110	—	99	—
+ Norwich	8 825	8 825	—	—	—	8 121	—	—	—	—	—	704	—	—	—
Penzance Heliport	1 808	1 808	—	1 808	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	12 697	12 606	91	3 918	50	8 563	41	—	—	—	—	108	—	17	—
+ Edinburgh	57 330	55 172	2 158	39 838	545	13 848	1 577	880	—	337	36	181	—	88	—
+ Glasgow	123 999	122 477	1 522	84 093	—	17 356	—	6 167	1 518	1 076	—	10 999	—	2 786	4
+ Prestwick	15 936	8 575	7 361	6 442	3 628	—	—	1 095	3 170	—	—	451	—	587	563
+ Aberdeen	51 200	50 419	781	24 134	725	6 870	1	—	—	2 382	—	15 937	4	1 096	51
Benbecula	1 758	1 719	39	1 146	—	573	39	—	—	—	—	—	—	—	—
Inverness	9 882	8 806	1 076	7 874	1 076	587	—	—	—	—	—	345	—	—	—
Islay	661	621	40	595	40	—	—	—	—	—	—	26	—	—	—
+ Kirkwall	6 999	6 083	916	3 686	673	—	—	63	228	996	—	1 338	15	—	—
Stornoway	3 378	3 378	—	2 798	—	543	—	—	—	—	—	37	—	—	—
+ Sumburgh	14 961	14 284	677	4 396	—	37	—	—	—	3 315	—	6 536	677	—	—
Tiree	315	138	177	—	—	132	175	—	—	—	—	6	2	—	—
Wick	3 722	1 501	2 231	1 486	2 223	—	—	—	—	—	—	15	8	—	—
+ Belfast	67 027	66 990	37	58 414	25	6 444	6	300	—	—	—	571	6	1 261	—
+ Isle of Man	13 942	12 689	1 253	9 571	1 109	3 074	144	—	—	—	—	44	—	—	—
TOTAL (Incl. London Area)	2 482 753	2 419 050	63 703	1 072 073	13 680	233 385	12 442	670 794	31 827	70 556	580	331 067	4 082	41 175	1 092
Channel Islands Airports															
Alderney	1 960	1 960	—	—	—	1 886	—	—	—	—	—	74	—	—	—
Guernsey	22 398	21 075	1 323	5 355	101	15 520	1 219	—	—	—	—	200	3	—	—
Jersey	45 367	44 391	976	20 815	—	22 583	976	568	—	—	—	403	—	22	—
TOTAL (Channel Is. Airports)	69 725	67 426	2 299	26 170	101	39 989	2 195	568	—	—	—	677	3	22	—

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	December 1975 —February 1976	December 1974 —February 1975	Percentage change
London Area Airports			
+ Gatwick	275 267	246 475	11·7
+ Heathrow	1 467 790	1 362 110	7·8
+ Luton	88 731	81 223	9·2
+ Southend	9 178	9 885	-7·2
+ Stansted	12 175	10 838	12·3
TOTAL (London Area)	1 853 142	1 710 530	8·3
Westland Heliport (Battersea)	208	305	-31·8
Other UK Airports			
+ Leeds/Bradford	14 932	15 430	-3·2
+ Liverpool	22 231	30 468	-27·0
+ Manchester	145 994	128 430	13·7
+ Birmingham	54 980	50 653	8·5
+ Coventry	—	82	—
+ East Midlands	21 649	19 878	8·9
+ Newcastle	36 011	34 148	5·5
+ Tees-side	11 333	10 889	4·1
+ Bristol	6 799	7 128	-4·6
+ Glamorgan	11 680	13 853	-15·7
Swansea	90	62	45·2
+ Blackpool	3 554	3 960	-10·3
+ Bournemouth	4 857	5 512	-11·9
+ Cambridge	171	192	-10·9
+ Exeter	2 110	2 508	-15·9
Gloucester/Cheltenham	85	164	-48·2
Hawarden	—	—	—
Isles of Scilly	1 859	1 839	1·1
+ Lydd	4 330	4 535	-4·5
+ Manston	225	321	-29·9
+ Norwich	9 023	7 414	21·7
Penzance Heliport	1 859	1 839	1·1
+ Southampton	13 850	12 916	7·2
+ Edinburgh	56 086	46 760	19·9
+ Glasgow	125 241	115 314	8·6
+ Prestwick	15 876	16 423	-3·3
+ Aberdeen	51 333	39 026	31·5
Benbecula	1 783	1 739	2·5
Inverness	8 965	8 543	4·9
Islay	806	986	-18·3
+ Kirkwall	6 302	5 855	7·6
Stornoway	3 694	3 343	10·5
+ Sumburgh	14 253	12 586	13·2
Tiree	148	193	-23·3
Wick	1 867	2 245	-16·8
+ Belfast	77 471	80 825	-4·1
+ Isle of Man	14 028	16 068	-12·7
TOTAL (Incl. London Area)	2 598 824	2 412 961	7·7
Channel Islands Airports			
Alderney	2 483	2 582	-3·8
Guernsey	22 061	21 752	1·4
Jersey	48 534	51 848	-6·4
TOTAL (Channel Islands Airports)	73 078	76 182	-4·1

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total Dec 1975– Feb 1976	International			Domestic		
		Dec 1975– Feb 1976	Dec 1974– Feb 1975	Per- centage change	Dec 1975– Feb 1976	Dec 1974– Feb 1975	Per- centage change
London Area Airports							
+ Gatwick	275 267	231 234	210 295	10	44 033	36 180	22
+ Heathrow	1 467 790	1 211 919	1 145 484	6	255 871	216 626	18
+ Luton	88 731	86 163	80 845	7	2 568	378	
+ Southend	9 178	9 052(a)	9 753(a)	-7	126	132	-5
+ Stansted	12 175	11 887	10 765	10	289	72	
TOTAL (London Area)	1 853 142	1 550 255	1 457 142	6	302 887	253 388	20
Westland Heliport (Battersea)	208	—	2		208	303	-31
Other UK Airports							
+ Leeds/Bradford	14 932	2 168	2 282	-5	12 764	13 149	-3
+ Liverpool	22 231	5 657	7 789	-27	16 574	22 679	-27
+ Manchester	145 994	88 879	76 167	17	57 115	52 263	9
+ Birmingham	54 980	33 147	33 662	-2	21 832	16 991	28
+ Coventry	—	—	17		—	65	
+ East Midlands	21 649	12 826	11 055	16	8 823	8 823	—
+ Newcastle	36 011	10 974	9 678	13	25 037	24 471	2
+ Tees-side	11 333	902	1 154	-22	10 431	9 735	7
+ Bristol	6 799	4 951	4 761	4	1 848	2 367	-22
+ Glamorgan	11 680	8 819	9 060	-3	2 861	4 793	-40
Swansea	90	21	15	40	69	47	47
+ Blackpool	3 554	227	273	-17	3 327	3 687	-10
+ Bournemouth	4 857	1 372	1 795	-24	3 486	3 717	-6
+ Cambridge	171	140	151	-7	31	40	-23
+ Exeter	2 110	285	325	-12	1 825	2 183	-16
Gloucester/Cheltenham	85	—	—	—	85	164	-48
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	1 859	—	—	—	1 859	1 839	1
+ Lydd	4 330	4 301	4 535	-5	30	—	—
+ Manston	225	225	321	-30	—	—	—
+ Norwich	9 023	4 869	4 191	16	4 154	3 223	29
Penzance	1 859	—	—	—	1 859	1 839	1
+ Southampton	13 850	386	468	-18	13 464	12 448	8
+ Edinburgh	56 086	4 299	2 743	57	51 787	44 016	18
+ Glasgow	125 241	21 810	21 211	3	103 431	94 104	10
+ Prestwick	15 876	13 586	12 639	7	2 290	3 784	-39
+ Aberdeen	51 333	16 918	10 282	65	34 415	28 744	20
Benbecula	1 783	—	—	—	1 783	1 739	3
Inverness	8 965	8	4	100	8 957	8 539	5
Islay	806	—	—	—	806	986	-18
+ Kirkwall	6 302	81	155	-48	6 221	5 700	9
Stornoway	3 694	1	—	—	3 692	3 343	10
+ Sumburgh	14 253	4 971	4 515	10	9 282	8 070	15
Tiree	148	—	—	—	148	193	-23
Wick	1 867	—	2	—	1 867	2 243	-17
+ Belfast	77 471	2 052	1 696	21	75 419	79 129	-5
+ Isle of Man	14 028	351	374	-6	13 677	15 694	-13
TOTAL (Incl. London Area)	2 598 824	1 794 479	1 678 466	7	804 345	734 495	10

(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

Table 18

Monthly Averages

	December 1975 —February 1976			December 1974 —February 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	9.8	7.3	2.5	8.9	6.8	2.1	9
London – Vienna	8.6	7.2	1.3	8.0	6.5	1.5	8
Other Routes	1.2	—	1.1	1.0	0.3	0.6	23
Belgium	54.3	53.1	1.2	53.9	53.7	0.2	1
London – Brussels	40.3	39.7	0.6	41.1	41.1	—	-2
Other S.E. England – Belgium	9.9	9.6	0.4	9.2	9.1	—	8
Other Routes	4.0	3.9	0.2	3.6	3.4	0.2	12
Denmark	34.6	25.9	8.7	30.2	23.2	6.9	15
London – Copenhagen	29.9	22.1	7.8	25.4	19.4	5.9	18
Other Routes	4.7	3.8	0.9	4.8	3.8	1.0	-1
Finland	6.4	5.4	0.9	5.3	4.6	0.7	20
France	176.8	165.2	11.6	173.1	157.9	15.2	2
London – Nice	6.7	6.2	0.5	6.1	5.6	0.5	11
– Paris	129.2	126.3	2.9	127.1	122.0	5.1	2
– N. France (a)	7.6	6.7	0.9	7.0	6.8	0.2	9
– Other France	13.5	10.6	2.9	14.1	9.5	4.6	-5
Manchester – Paris	4.3	4.3	—	4.2	4.2	—	3
Other U.K. – Paris	6.8	5.4	1.4	6.5	5.3	1.2	5
Luton – Other France	1.0	0.1	1.0	1.6	—	1.6	-36
Other S.E. England – France	5.2	5.1	—	5.0	4.2	0.8	3
Other Routes	2.4	0.4	2.0	1.5	0.3	1.1	65
Germany (Fed. Republic)	155.1	104.7	50.4	149.2	101.5	47.7	4
London – Dusseldorf	19.8	17.7	2.0	19.1	16.9	2.2	4
– Frankfurt	36.7	32.6	4.0	35.6	31.2	4.4	3
– Hamburg	16.5	14.8	1.7	14.5	14.2	0.3	13
– Munich	32.8	10.3	22.5	32.8	10.5	22.4	—
– Other Germany	23.6	21.5	2.0	22.5	21.2	1.4	5
Luton – Germany	9.7	0.1	9.6	9.5	—	9.5	2
Manchester – Germany	8.7	5.2	3.5	7.0	5.1	2.0	23
Other Routes	7.5	2.5	5.1	8.1	2.5	5.6	-7
Gibraltar	5.1	4.7	0.4	6.4	6.1	0.3	-20
Greece	24.6	18.6	6.1	16.8	14.6	2.2	47
Iceland	1.7	1.6	0.1	2.1	2.0	0.2	-22
London – Reykjavik	0.8	0.8	0.1	1.2	1.1	0.2	-31
Glasgow – Reykjavik	0.8	0.8	—	—	—	—	—
Other Routes	—	—	—	0.9	0.9	—	-98

Table 18 cont.

	December 1975 —February 1976			December 1974 —February 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	108.0	105.6	2.4	105.1	103.8	1.3	3
London – Cork	9.1	8.9	0.2	8.7	8.6	0.1	5
– Dublin	55.5	54.6	0.9	54.1	53.9	0.2	3
– Shannon	6.3	6.1	0.2	5.8	5.8	—	9
Manchester – Dublin	9.6	9.6	—	10.0	9.9	—	-3
Birmingham – Dublin	8.1	8.1	—	7.4	7.3	—	10
Glasgow – Dublin	3.9	3.9	—	3.7	3.7	—	5
Liverpool – Dublin	4.4	4.3	0.1	4.4	4.4	—	—
Leeds/Bradford – Dublin	1.6	1.6	—	1.8	1.8	—	-11
Edinburgh – Dublin	1.2	1.2	—	2.1	1.7	0.5	-43
Bristol – Dublin	1.7	1.7	—	1.4	1.4	0.1	22
Other Routes	6.6	5.6	1.0	5.7	5.3	0.4	16
Italy	89.6	51.1	38.5	83.4	51.7	31.7	7
London – Genoa (g)	0.8	—	0.8	0.2	—	0.2	24
– Milan	27.2	17.8	9.4	26.3	18.2	8.1	3
– Rimini (g)	—	—	—	—	—	—	—
– Rome	26.5	21.4	5.1	28.7	22.5	6.2	-8
– Venice	4.1	2.1	2.1	3.0	1.7	1.3	39
– Other Italy	15.5	8.4	7.1	13.3	8.0	5.3	17
Luton – Rimini	—	—	—	—	—	—	—
– Other Italy	12.3	0.2	12.1	9.5	—	9.5	30
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	0.9	—	0.9	0.8	—	0.8	11
Other Routes	2.3	1.2	1.1	1.7	1.4	0.3	37
Luxembourg	3.6	3.6	—	3.5	3.5	—	4
London – Luxembourg	3.6	3.5	—	3.5	3.5	—	3
Other Routes	—	—	—	—	—	—	208
Netherlands	112.9	111.2	1.7	105.0	102.6	2.4	8
London – Amsterdam	67.5	67.0	0.6	65.8	64.7	1.1	3
– Rotterdam	15.7	15.6	0.2	15.2	14.9	0.2	4
Other S.E. England – Netherlands	5.1	4.8	0.3	2.7	2.6	0.1	86
Manchester – Amsterdam	8.0	7.8	0.2	7.2	7.1	—	12
Other Routes	16.6	16.1	0.5	14.1	13.2	0.9	17
Norway	25.8	19.4	6.4	18.6	15.3	3.4	38
London – Oslo	14.6	10.5	4.1	11.2	9.4	1.8	30
Other Routes	11.2	8.9	2.3	7.4	5.9	1.5	51
Portugal	15.4	9.9	5.5	21.8	12.0	9.7	-29
London – Lisbon	9.6	7.3	2.3	12.3	9.1	3.2	-22
Other Routes	5.8	2.6	3.2	9.4	2.9	6.5	-39
Soviet Union and Eastern Europe (b)	21.0	13.8	7.2	21.4	13.5	7.9	-2
London – Moscow	5.6	4.6	1.0	5.7	4.5	1.1	-2
– Prague	1.7	1.6	—	1.8	1.8	—	-7
Other Routes	13.8	7.6	6.2	13.9	7.2	6.7	-1

Table 18 cont.

	December 1975 —February 1976			December 1974 —February 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	197.1	56.7	140.4	202.8	64.9	137.9	-3
London – Barcelona	10.7	9.2	1.5	14.2	11.5	2.7	-24
– Ibiza	2.0	0.4	1.6	2.5	0.6	1.9	-23
– Madrid	24.0	20.2	3.7	24.1	20.9	3.2	—
– Malaga	13.0	7.5	5.6	16.3	11.0	5.3	-20
– Palma	25.2	7.4	17.8	25.5	8.0	17.4	-1
– Other Spain	26.2	10.4	15.7	23.5	12.0	11.5	11
Luton – Alicante	5.5	—	5.5	6.9	—	6.9	-20
– Barcelona	0.2	—	0.2	1.9	—	1.9	-90
– Gerona	3.5	—	3.5	2.2	—	2.2	56
– Ibiza	2.3	—	2.3	2.3	—	2.3	-2
– Palma	8.6	—	8.5	9.3	—	9.3	-8
– Other Spain	7.4	—	7.4	5.2	—	5.2	43
Other S.E. England – Spain	0.1	—	0.1	—	—	—	—
Manchester – Barcelona	—	—	—	0.9	—	0.9	—
– Palma	9.6	—	9.6	9.1	—	9.1	6
Other N. England – Spain	23.0	1.2	21.8	20.3	0.4	19.9	13
Scotland – Spain	10.6	0.1	10.5	9.5	0.5	9.1	11
Other Routes	25.2	0.1	25.1	29.1	0.1	29.0	-13
Sweden	20.2	12.7	7.5	18.3	11.7	6.6	11
London – Stockholm	13.3	8.4	4.9	12.2	7.6	4.6	9
Other Routes	6.9	4.3	2.6	6.0	4.0	2.0	15
Switzerland	76.3	59.2	17.0	73.0	58.4	14.6	4
London – Basle	4.2	4.1	0.1	4.4	4.2	0.2	-4
– Geneva	32.9	23.9	9.1	32.1	24.2	7.9	3
– Zurich	33.9	27.3	6.6	32.3	26.9	5.4	5
Luton – Switzerland	0.9	—	0.9	0.9	—	0.9	10
Other Routes	4.3	3.9	0.4	3.3	3.0	0.3	29
Yugoslavia	8.1	6.0	2.1	6.4	5.1	1.3	27
London – Dubrovnic	1.4	—	1.4	1.0	—	1.0	44
– Ljubljana	1.1	1.1	—	1.1	1.1	—	2
Luton – Yugoslavia	0.3	—	0.3	0.1	—	0.1	—
Other Routes	5.2	4.9	0.3	4.2	4.0	0.3	23
Other Europe	42.4	27.9	14.6	37.6	25.2	12.4	13
WESTERN HEMISPHERE							
Canada	60.2	48.4	11.8	55.9	47.8	8.1	8
London – Montreal	9.8	9.4	0.4	10.9	10.8	0.1	-10
– Toronto	25.4	19.4	6.1	23.5	18.2	5.4	8
– Other Canada	12.5	9.6	2.9	10.1	8.9	1.1	24
Other UK – Montreal	1.0	1.0	—	1.3	1.3	—	-24
– Toronto	9.6	7.4	2.2	8.9	7.5	1.3	8
Other Routes	1.9	1.7	0.2	1.3	1.1	0.2	49

Table 18 cont.

	December 1975 —February 1976			December 1974 —February 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	170.0	154.9	15.1	156.7	143.2	13.5	8
London – New York	65.8	59.1	6.7	58.3	53.5	4.9	13
– Other East Coast USA	46.2	44.1	2.1	47.0	45.4	1.6	–2
– Chicago and Detroit	18.5	16.5	2.0	15.7	14.2	1.5	18
– West Coast USA	27.1	25.3	1.9	26.5	24.1	2.4	2
– Other USA	5.3	4.3	1.0	2.1	0.9	1.2	149
Other UK – New York	5.7	5.2	0.5	5.7	4.9	0.8	—
Other Routes	1.3	0.3	1.0	1.4	0.2	1.2	–4
West Atlantic and Caribbean Islands	21.6	21.5	0.1	20.3	19.7	0.5	7
Central and South America	8.9	8.3	0.6	7.5	7.3	0.3	19
REST OF THE WORLD							
Canary Islands	39.1	4.2	34.9	30.0	5.4	24.7	30
North Africa (c)	18.7	8.3	10.4	15.8	8.3	7.5	18
East Africa (d)	13.0	10.7	2.3	11.4	9.4	2.0	14
Central Africa (e)	6.3	6.3	—	6.1	6.0	0.1	3
West Africa (d)	13.0	11.7	1.3	10.7	9.8	0.9	22
South Africa	28.6	27.4	1.1	23.1	22.6	0.5	24
Middle East (f)	76.8	75.9	1.0	63.3	62.1	1.3	21
India	20.3	20.3	—	18.7	18.5	0.1	9
Pakistan	8.8	8.7	0.1	7.1	7.1	0.1	23
Far East	51.8	47.8	4.1	42.8	36.0	6.9	21
Australia and New Zealand	29.0	28.9	0.1	22.9	22.9	—	2
Other Routes n.e.i.	27.9	8.7	19.2	22.4	9.2	13.3	25
ALL ROUTES	1 782.7	1 355.8	426.9	1 657.5	1 273.2	384.3	8

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.

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

Domestic Passengers by Main Routes

Table 19

Monthly Averages

Origin/Destination		December 1975 —February 1976 (000)	December 1974 —February 1975 (000)	Percentage change
London (a)	Aberdeen	13.6	11.3	20
	Belfast	36.6	38.9	-6
	Birmingham	5.8	2.4	
	Channel Islands	27.1	28.0	-3
	Edinburgh	37.8	33.3	14
	Glasgow	65.3	58.4	12
	Isle of Man	1.0	1.5	-36
	Leeds/Bradford	7.5	7.6	-2
	Liverpool	7.7	9.4	-19
	Manchester	31.1	28.7	8
	Newcastle	19.0	18.7	2
	Tees-side	9.2	8.6	7
	Other airports	38.5	6.2	
	Belfast	Birmingham	5.2	5.4	-4
East Midlands		2.9	3.0	-5
Edinburgh		1.9	1.9	-2
Glasgow		7.6	7.7	-1
Isle of Man		0.9	1.1	-16
Leeds/Bradford		2.0	2.5	-20
Liverpool		2.2	3.3	-34
Manchester		10.2	9.5	7
Newcastle		1.5	1.6	-4
Other airports		4.4	4.2	3
Channel Islands		Bournemouth	2.2	2.3	-6
	Birmingham	2.2	2.2	4
	Bristol/Glamorgan	1.8	2.3	-19
	East Midlands	1.5	2.0	-24
	Glasgow	—	—	—
	Leeds/Bradford	0.1	0.1	-8
	Liverpool	—	—	—
	Manchester	1.1	1.6	-33
	Newcastle	—	—	—
	Southampton	11.5	11.8	-3
	Other airports	2.0	2.2	-7
Edinburgh	Birmingham	1.7	1.4	16
	Glasgow	—	—	—
	Manchester	3.4	2.3	49
Glasgow	Other airports	7.0	5.0	39
	Birmingham	4.0	3.8	3
	East Midlands	3.2	2.9	9
	Isle of Man	0.5	0.6	-13
	Leeds/Bradford	1.1	1.4	-17
	Liverpool	—	1.4	—
	Manchester	5.3	4.0	30
	Southampton	1.2	—	—
	Other Scottish airports	12.2	11.8	3
	Other airports	3.0	2.0	-48
Isle of Man	Blackpool	2.1	2.4	-12
	Liverpool	6.4	7.2	-11
	Manchester	2.1	2.5	-13
	Newcastle	—	—	—
Penzance	Other airports	0.6	0.5	36
	Isles of Scilly	1.9	1.8	1
Other Routes	9.8	24.8	-60	
TOTAL	427.0	393.5	9	

(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 February 1976

Table 20

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators			Overseas operators			UK operators		Overseas operators			
		British Airways		Others	British Airways		Others	British Airways		Others	Set down		Picked up
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up
London Area Airports													
+ Gatwick	5 761.5	—	—	483.2	922.6	9.2	23.5	45.3	—	1 200.9	2 880.6	45.1	151.1
+ Heathrow	32 373.8	4 985.5	5 796.3	33.2	152.7	9 098.6	10 921.1	34.8	57.3	117.0	254.8	203.6	718.9
+ Luton	140.9	—	—	—	—	—	—	—	—	30.6	—	55.1	55.2
+ Southend	978.0	—	—	514.0	403.0	—	—	—	—	18.0	18.0	7.0	17.0
+ Stansted	1 228.8	—	—	—	—	—	—	—	—	233.3	881.7	16.0	97.8
TOTAL (London Area)	40 483.0	4 985.5	5 796.3	1 030.4	1 478.3	9 107.8	10 944.6	80.1	57.3	1 599.8	4 036.1	326.8	1 040.0
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Leeds/Bradford	26.8	8.3	5.9	3.4	1.2	6.0	1.9	—	—	—	0.1	—	—
+ Liverpool	1 132.4	35.8	236.3	—	—	72.2	22.8	—	1.6	23.5	455.4	55.5	229.3
+ Manchester	2 622.6	275.3	274.9	5.4	3.8	929.4	993.7	—	1.6	9.6	80.2	0.2	48.5
+ Birmingham	143.4	41.1	45.6	9.1	2.9	16.5	28.2	—	—	—	—	—	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—
+ East Midlands	480.0	1.5	5.7	208.6	232.7	—	—	—	—	10.9	20.6	—	—
+ Newcastle	54.7	8.0	19.6	12.4	14.7	—	—	—	—	—	—	—	—
+ Tees-side	17.7	—	—	9.1	8.6	—	—	—	—	—	—	—	—
+ Bristol	30.1	5.3	1.9	2.8	0.9	5.4	13.8	—	—	—	—	—	—
+ Glamorgan	15.8	0.5	4.9	1.3	0.1	0.2	1.2	—	—	—	—	—	7.6
Swansea	0.3	—	—	—	—	—	—	—	—	—	—	—	0.3
+ Blackpool	52.2	—	—	4.2	36.9	—	—	—	—	—	11.1	—	—
+ Bournemouth	418.7	—	—	230.4	166.0	—	—	—	—	6.9	15.4	—	—
+ Cambridge	34.2	—	—	—	—	—	—	—	—	—	—	23.2	11.0
+ Exeter	70.0	—	—	4.6	12.8	—	—	—	—	—	28.1	—	24.5
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	8.1	4.0	4.1	—	—	—	—	—	—	—	—	—	—
+ Lydd	269.3	—	—	—	0.3	—	—	—	—	81.1	187.9	—	—
+ Manston	21.5	—	—	—	—	—	—	—	—	8.2	6.5	4.2	2.5
+ Norwich	61.0	—	—	25.3	33.9	—	—	—	—	1.6	0.2	—	—
Penzance Heliport	8.1	4.1	4.0	—	—	—	—	—	—	—	—	—	—
+ Southampton	83.2	4.2	5.5	13.1	60.0	—	—	—	—	0.1	0.3	—	—
+ Edinburgh	161.7	31.5	33.2	29.9	42.8	1.3	3.7	—	—	—	—	7.3	12.0
+ Glasgow	1 290.3	550.4	295.5	37.5	34.8	155.4	214.6	—	0.5	—	1.6	—	—
+ Prestwick	931.2	383.8	170.1	—	—	245.0	74.7	—	—	—	0.5	—	57.1
+ Aberdeen	442.4	30.8	51.7	47.1	38.8	—	—	9.2	16.5	56.3	191.4	0.4	0.2
Benbecula	11.8	9.8	1.0	0.9	0.1	—	—	—	—	—	—	—	—
Inverness	12.4	3.8	8.6	—	—	—	—	—	—	—	—	—	—
Islay	3.1	1.6	1.5	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	40.4	26.8	8.0	—	—	—	—	3.2	0.2	0.5	1.7	—	—
Stornoway	29.8	26.0	2.6	0.1	1.1	—	—	—	—	—	—	—	—
+ Sumburgh	110.6	23.9	7.5	—	—	—	—	7.1	25.1	34.8	12.2	—	—
Tiree	0.7	—	—	0.7	—	—	—	—	—	—	—	—	—
Wick	4.9	3.1	1.8	—	—	—	—	—	—	—	—	—	—
+ Belfast	971.7	197.9	123.4	93.4	33.9	5.2	2.8	—	—	477.0	35.0	—	3.1
+ Isle of Man	230.8	148.5	34.3	38.9	9.1	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	50 274.9	6 811.5	7 143.9	1 808.6	2 213.7	10 544.4	12 302.0	99.6	102.8	2 310.3	5 084.3	417.6	1 436.1
Channel Islands Airports													
Alderney	16.7	—	—	14.3	1.6	—	—	—	—	0.8	—	—	—
Guernsey	631.6	7.2	5.0	172.7	66.0	—	—	—	—	127.1	253.6	—	—
Jersey	878.2	28.6	45.4	441.8	332.5	18.1	0.7	—	—	8.8	7.2	—	—
TOTAL (Channel Islands Airports)	1 526.5	35.8	50.4	628.8	400.1	18.1	0.7	—	—	131.7	260.8	—	—

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	December 1975 —February 1976 (tonnes)	December 1974 —February 1975 (tonnes)	Percentage change
London Area Airports			
+ Gatwick	6 447.2	5 271.4	22.3
+ Heathrow	31 661.6	34 720.8	-8.8
+ Luton	132.3	191.5	-30.9
+ Southend	991.3	1 198.0	-17.3
+ Stansted	1 532.5	1 416.2	8.2
TOTAL (London Area)	40 765.0	42 797.8	-4.7
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+ Leeds/Bradford	31.0	49.6	-37.5
+ Liverpool	1 040.6	1 059.5	-1.8
+ Manchester	2 679.3	3 035.9	-11.7
+ Birmingham	216.7	230.6	-6.0
+ Coventry	—	3.9	—
+ East Midlands	469.6	546.5	-14.1
+ Newcastle	61.3	103.0	-40.5
+ Tees-side	21.3	33.9	-37.2
+ Bristol	34.5	50.6	-31.8
+ Glamorgan	16.7	23.6	-29.2
Swansea	0.6	—	—
+ Blackpool	46.2	48.3	-4.3
+ Bournemouth	349.5	379.6	-7.9
+ Cambridge	67.8	62.9	7.8
+ Exeter	68.1	18.9	—
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	7.2	10.7	-32.7
+ Lydd	263.9	311.5	-15.3
+ Manston	20.0	300.8	-93.4
+ Norwich	71.6	22.1	—
Penzance Heliport	7.2	10.7	-32.7
+ Southampton	95.5	58.7	62.7
+ Edinburgh	216.5	298.3	-27.4
+ Glasgow	1 305.4	1 307.7	-0.2
+ Prestwick	955.2	1 092.5	-12.6
+ Aberdeen	389.9	231.9	68.1
Benbecula	13.4	17.1	-21.6
Inverness	11.4	25.1	-54.6
Islay	4.4	4.5	-2.2
+ Kirkwall	38.6	41.9	-7.9
Stornoway	29.7	25.7	15.6
+ Sumburgh	116.6	76.2	53.0
Tiree	0.7	0.5	40.0
Wick	6.0	6.7	-10.4
+ Belfast	874.1	1 018.5	-14.2
+ Isle of Man	228.9	227.5	0.6
TOTAL (Incl. London Area)	50 524.5	53 533.3	-5.6
Channel Islands Airports			
Alderney	14.2	16.5	-13.9
Guernsey	615.3	497.3	23.7
Jersey	736.9	962.2	-23.4
TOTAL (Channel Islands Airports)	1 366.3	1 676.0	-18.5

All Scheduled Services February 1976

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways Overseas Division	9 684	2 804	12 986	175 157	2 385 631	1 237 367	51.9	5 959	301 688	157 676	8 589	35 972	113 116	52.3
British Airways European Division	5 507	7 816	10 604	526 692	656 566	357 000	54.4	3 305	68 935	34 042	997	1 903	31 143	49.4
British Airways Helicopters	6	104	35	1 821	203	111	54.7	10	13	9	—	1	9	69.9
British Airways Regional Division—														
Channel Islands Airways	359	1 082	1 098	44 712	25 998	15 140	58.2	218	2 447	1 356	20	52	1 284	55.4
Scottish Airways	456	1 473	1 329	43 039	31 682	16 902	53.3	207	2 954	1 509	15	49	1 446	51.1
Cambrian Airways	216	936	699	30 747	15 716	8 173	52.0	348	1 436	724	4	68	652	50.4
Northeast Airlines	223	578	637	29 970	20 711	12 179	58.8	56	1 857	1 036	—	25	1 011	55.8
British Caledonian Airways	1 793	2 070	3 174	66 996	206 252	102 449	49.7	1 019	23 632	11 748	420	2 118	9 210	49.7
Air Anglia	384	1 089	1 251	14 514	16 655	6 446	38.7	34	1 667	660	—	15	645	39.6
Aurigny Air Services	62	1 115	357	9 226	887	477	53.8	48	85	41	—	3	38	48.2
British Air Ferries	91	431	386	6 969	2 748	1 311	47.7	890	493	309	—	189	119	62.6
British Island Airways	159	886	634	20 729	7 926	3 869	48.8	163	729	357	—	28	329	48.9
British Midland Airways	310	1 001	1 083	26 745	21 314	9 533	44.7	137	1 704	791	—	54	737	46.4
Brymon Airways	24	119	108	608	309	117	37.9	—	28	9	—	—	9	34.0
Dan-Air Services	219	759	771	13 933	12 506	5 149	41.2	—	1 021	420	—	—	420	41.2
Intra Airways	6	74	37	1 378	206	99	48.2	4	18	8	—	—	8	44.4
Loganair	51	384	276	1 715	425	260	61.2	—	39	24	—	—	24	61.6
TOTAL Passenger Services	19 549	22 721	35 462	1 014 951	3 405 734	1 776 584	52.2	12 396	408 746	210 718	10 044	40 474	160 200	51.6
Cargo Services														
British Airways Overseas Division	741	228	1 032					1 958	24 176	13 118	83	13 038		54.3
British Airways European Division	424	534	701					2 831	5 502	2 470	47	2 423		44.3
British Caledonian Airways	69	23	87					248	2 085	1 416	4	1 411		67.9
Air Anglia	22	45	65					55	269	32	—	32		11.9
Air Freight	24	115	130					264	81	55	—	55		68.7
Air-Bridge Carriers	25	84	89					463	267	164	—	164		61.3
British Island Airways	85	279	311					561	392	173	24	149		44.2
Intra Airways	20	125	135					301	73	50	—	50		69.5
TOTAL Cargo Services	1 410	1 433	2 550					6 681	32 844	17 477	158	17 323		53.1
GRAND TOTAL	20 960	24 154	38 012	1 014 951	3 405 734	1 776 584	52.2	19 077	441 589	228 196	10 203	57 797	160 200	51.7

International Scheduled Services February 1976

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			Percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways Overseas Division	9 684	2 804	12 986	175 157	2 385 631	1 237 367	51.9	5 959	301 688	157 676	8 589	35 972	113 116	52.3
British Airways European Division	4 612	5 832	8 573	378 239	539 601	288 880	53.5	2 854	56 782	28 069	956	1 737	25 377	49.4
British Airways Overseas Division—														
Channel Islands Airways	94	225	223	9 864	7 446	4 276	57.4	70	764	393	1	27	365	51.5
Cambrian Airways	80	237	222	7 422	6 377	3 156	49.5	22	555	262	—	9	253	47.2
Northeast Airlines	73	137	199	4 849	6 450	3 128	48.5	15	547	270	—	10	260	49.3
British Caledonian Airways	1 452	1 352	2 375	42 098	178 339	90 171	50.6	659	20 713	10 525	305	2 050	8 170	50.8
Air Anglia	276	568	848	9 024	12 317	4 050	32.9	34	1 242	420	—	15	405	33.8
Aurigny Air Services	26	445	151	713	365	201	55.0	2	35	17	—	1	16	47.6
British Air Ferries	91	431	386	6 969	2 748	1 311	47.7	890	493	309	—	189	119	62.6
British Island Airways	61	283	240	7 573	3 052	1 596	52.3	24	281	142	—	6	136	50.4
British Midland Airways	88	208	278	4 952	6 295	2 367	37.6	46	490	199	—	21	179	40.7
Brymon Airways	11	44	52	130	113	34	30.3	—	10	3	—	—	3	27.9
Dan-Air Services	108	236	358	5 220	5 830	2 237	38.4	—	476	183	—	—	183	38.4
Intra Airways	5	72	35	1 366	185	96	51.9	4	16	8	—	—	7	50.0
TOTAL Passenger Services	16 662	12 874	26 926	653 576	3 154 749	1 638 871	51.9	10 578	384 091	198 475	9 851	40 038	148 587	51.7
Cargo Services														
British Airways Overseas Division	741	228	1 032					1 958	24 176	13 118	83	13 038		54.3
British Airways European Division	397	485	637					2 250	4 990	2 147	46	2 101		42.3
British Caledonian Airways	69	23	87					248	2 085	1 416	4	1 411		67.9
Air Anglia	14	30	42					36	170	21	—	21		12.4
Air Freight	24	115	130					264	81	55	—	55		68.7
British Island Airways	34	72	119					92	157	56	—	56		35.7
TOTAL Cargo Services	1 279	953	2 047					4 847	31 658	16 812	134	16 682		53.0
GRAND TOTAL	17 941	13 827	28 973	653 576	3 154 749	1 638 871	51.9	15 424	415 749	215 287	9 984	56 716	148 587	51.8

Domestic Scheduled Services February 1976

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)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
Passenger Services														
British Airways European Division	895	1 984	2 031	148 453	116 965	68 120	58.2	451	12 153	5 972	40	166	5 767	49.1
British Airways Helicopters	6	104	35	1 821	203	111	54.7	10	13	9	—	1	9	69.9
British Airways Overseas Division—														
Channel Islands Airways	265	857	875	34 848	18 552	10 864	58.6	148	1 683	963	19	24	919	57.2
Scottish Airways	456	1 473	1 329	43 039	31 682	16 902	53.3	207	2 954	1 509	15	49	1 446	51.1
Cambrian Airways	136	699	477	23 325	9 339	5 017	53.7	326	881	462	4	58	400	52.4
Northeast Airlines	149	441	438	25 121	14 260	9 051	63.5	41	1 310	766	—	15	751	58.5
British Caledonian Airways	340	718	799	24 898	27 913	12 278	44.0	360	2 919	1 223	115	68	1 040	41.9
Air Anglia	108	521	403	5 490	4 338	2 396	55.2	—	425	240	—	—	240	56.3
Aurigny Air Services	36	670	205	8 513	522	276	52.9	46	50	24	—	2	22	48.6
British Island Airways	97	603	394	13 156	4 874	2 273	46.6	139	448	215	—	22	193	48.0
British Midland Airways	223	793	805	21 793	15 019	7 165	47.7	91	1 214	592	—	33	559	48.7
Brymon Airways	13	75	55	478	196	83	42.3	—	18	7	—	—	7	37.6
Dan-Air Services	111	523	413	8 713	6 676	2 911	43.6	—	545	238	—	—	238	43.6
Intra Airways	1	2	3	12	21	4	16.7	—	2	—	—	—	—	16.1
Loganair	51	384	276	1 715	425	260	61.2	—	39	24	—	—	24	61.6
TOTAL Passenger Services	2 887	9 847	8 537	361 375	250 985	137 712	54.9	1 818	24 655	12 244	194	437	11 613	49.7
Cargo Services														
British Airways European Division	27	49	64					582	512	323	1	322		63.2
Air Anglia	8	15	23					20	99	11	—	11		11.0
Air-Bridge Carriers	25	84	89					463	267	164	—	164		61.3
British Island Airways	51	207	192					469	235	117	24	93		49.8
Intra Airways	20	125	135					301	73	50	—	50		69.5
TOTAL Cargo Services	131	480	503					1 835	1 186	665	25	641		56.1
GRAND TOTAL	3 019	10 327	9 040	361 375	250 985	137 712	54.9	3 653	25 840	12 909	219	1 077	11 613	50.0

All Non-scheduled Services February 1976

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes*	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	265	70	380	7 959	48 439	40 173	82.9	—	5 244	3 737	—	3 737	71.2
British Airways European Division	443	393	793	23 771	36 069	28 596	79.3	1 188	6 907	4 177	1 611	2 566	60.5
British Airtours	364	162	527	27 832	68 712	63 134	91.9	—	6 253	5 434	—	5 434	86.9
British Airways Helicopters	197	1 806	986	11 449	3 969	1 360	34.3	106	386	122	14	108	31.6
British Airways Regional Division—													
Channel Islands Airways	55	59	108	3 405	4 438	3 211	72.3	—	421	289	—	289	68.5
Scottish Airways	24	60	66	1 717	1 696	880	51.9	—	145	79	—	79	54.8
Cambrian Airways	97	238	197	8 401	7 752	5 028	64.9	—	688	405	—	405	58.9
Northeast Airlines	84	105	155	12 385	11 470	10 628	92.7	—	1 000	884	—	884	88.4
British Caledonian Airways	1 303	597	1 892	30 339	56 866	45 355	79.8	3 303	35 050	22 336	18 333	4 003	63.7
Air Anglia	29	83	78	139	202	46	22.7	—	20	5	—	5	22.7
Air Freight	37	98	171	837	544	262	48.2	23	102	60	41	20	59.4
Air-Bridge Carriers	18	46	60	—	—	—	—	108	166	65	65	—	39.0
Alidair	119	397	350	8 454	4 438	2 284	51.5	277	739	294	96	198	39.8
Beecham Imperial	5	7	11	21	38	18	47.1	—	3	2	—	2	46.6
Bristow Helicopters	395	2 621	2 478	18 541	6 658	3 150	47.3	199	558	485	55	430	86.9
Britannia Airways	1 683	1 098	2 672	125 227	218 853	194 197	88.7	—	18 601	16 507	—	16 507	88.7
British Air Ferries	26	56	108	142	194	47	24.4	102	189	68	64	4	36.0
British Executive Air Services	26	193	164	980	368	132	35.9	13	34	13	2	11	38.2
British Island Airways	46	107	153	316	122	90	73.5	56	216	88	80	8	40.7
British Midland Airways	826	614	1 375	48 719	120 860	74 988	62.0	68	11 560	6 762	883	5 879	58.5
Dan-Air Services	1 811	1 406	3 229	103 451	108 798	215 536	172 970	266	17 500	13 939	117	13 822	79.7
Fairflight Charters	50	85	181	211	144	100	69.4	20	35	23	15	8	65.7
Fitair	7	10	24	40	49	28	57.1	—	6	2	—	2	33.3
Green Shield Stamp	17	26	26	103	158	90	56.8	—	16	7	—	7	41.9
I D S Aircraft	49	75	90	183	269	123	45.7	—	18	10	—	10	55.6
International Aviation Service	491	218	881	—	—	—	—	1 601	14 468	9 128	9 128	—	63.1
Intra Airways	8	36	39	411	285	118	41.4	34	25	12	2	9	48.0
Laker Airways	832	386	1 237	35 981	110 533	89 991	81.4	—	10 926	8 706	—	8 706	79.7
Loganair	61	603	233	1 516	472	196	41.5	—	43	18	—	18	41.1
Lowland Aero Service	4	13	14	55	24	17	70.8	—	3	1	—	1	33.3
MAM Aviation	31	40	47	105	247	81	32.8	—	22	7	—	7	31.8
Management Aviation	7	34	34	272	90	53	58.9	1	6	4	—	4	66.7
McAlpine Aviation	220	321	349	803	1 720	607	35.3	—	136	49	—	49	36.0
Merlot International Airlines	14	22	30	58	94	56	58.9	—	9	4	—	4	49.8
Monarch Airlines	296	189	500	19 211	40 231	33 281	82.7	—	3 947	3 021	—	3 021	76.5
Moseley Aviation	8	32	29	143	48	39	81.3	—	4	3	—	3	75.0
Northern Executive Aviation	6	17	18	86	50	31	62.0	—	5	3	—	3	78.3
Peters Aviation	33	59	116	476	405	295	72.9	3	33	26	2	25	79.5
Ryburn Air	8	50	30	38	41	17	41.3	5	5	2	1	1	39.4
Thurston Aviation	36	120	124	198	209	58	27.8	14	31	13	7	6	41.9
Tradewinds Airways	456	129	880	—	—	—	—	890	11 863	6 018	6 018	—	50.7
Trans-Meridian Air Cargo	523	160	1 045	—	—	—	—	1 236	13 354	8 306	8 306	—	62.2
Vernair Transport	47	88	164	403	326	223	68.5	—	28	18	—	18	63.7
TOTAL	11 057	12 929	22 042	494 378	497 255	962 620	80.2	9 522	160 766	111 130	44 838	66 293	69.1
Class 5A Licence TOTAL	299	425	533	22 826	41 165	36 245	88.1	..	3 834	3 149	20	3 129	82.1
TOTAL Excludes 5A Licence	10 758	12 504	21 509	471 552	456 090	926 375	79.8	9 522	156 932	107 981	44 818	63 164	68.8

*Does not include cargo carried under Class 5 Licences.

International Non-scheduled Services February 1976

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	265	70	380	7 959	48 439	40 173	82.9	—	5 244	3 737	—	3 737	71.2
British Airways European Division	440	390	790	23 659	35 916	28 492	79.3	1 188	6 893	4 168	1 611	2 557	60.5
British Airtours	364	162	527	27 832	68 712	63 134	91.9	—	6 253	5 434	—	5 434	86.9
British Airways Helicopters	184	1 675	921	11 251	3 852	1 336	34.7	103	375	119	13	106	31.7
British Airways Regional Division—													
Channel Islands Airways	55	59	108	3 405	4 438	3 211	72.3	—	421	289	—	289	68.5
Scottish Airways	8	10	15	573	574	451	78.6	—	50	42	—	42	84.2
Cambrian Airways	67	115	105	4 823	5 544	3 807	68.7	—	489	307	—	307	62.8
Northeast Airlines	80	91	140	11 631	11 151	10 395	93.2	—	974	865	—	865	88.8
British Caledonian Airways	1 303	597	1 892	30 339	56 866	45 355	79.8	3 303	35 050	22 336	18 333	4 003	63.7
Air Anglia	3	7	10	5	18	2	12.7	—	2	—	—	—	12.7
Air Freight	20	42	88	25	133	17	12.5	15	61	40	38	1	65.2
Air-Bridge Carriers	8	9	25	—	—	—	—	23	54	23	23	—	43.2
Alidair	46	164	122	6 512	2 987	1 786	59.8	2	276	158	2	156	57.4
Beecham Imperial	5	7	11	21	38	18	47.1	—	3	2	—	2	46.6
Bristow Helicopters	395	2 621	2 478	18 541	6 658	3 150	47.3	199	558	485	55	430	86.9
Britannia Airways	1 683	1 098	2 672	125 227	218 853	194 197	88.7	—	18 601	16 507	—	16 507	88.7
British Air Ferries	26	53	104	142	190	47	24.9	96	184	67	63	4	36.5
British Executive Air Services	26	193	164	980	368	132	35.9	13	34	13	2	11	38.2
British Island Airways	23	65	80	245	94	70	74.2	—	110	55	48	7	49.6
British Midland Airways	748	474	1 157	45 603	115 165	73 278	63.6	4	11 115	6 592	847	5 746	59.3
Dan-Air Services	1 734	1 202	2 974	100 842	106 189	213 430	80.7	128	17 165	13 798	40	13 758	80.4
Fairflight Charters	50	85	181	211	144	100	69.4	20	35	23	15	8	65.7
Fitair	1	2	4	6	8	3	37.5	—	1	—	—	—	35.0
Green Shield Stamp	15	19	24	94	148	88	59.1	—	15	7	—	7	43.7
I D S Aircraft	49	75	90	183	269	123	45.7	—	18	10	—	10	55.6
International Aviation Service	491	218	881	—	—	—	—	1 601	14 468	9 128	9 128	—	63.1
Intra Airways	8	36	39	411	285	118	41.4	34	25	12	2	9	48.0
Laker Airways	832	386	1 237	35 981	110 533	89 991	81.4	—	10 926	8 706	—	8 706	79.7
MAM Aviation	31	40	47	105	247	81	32.8	—	22	7	—	7	31.8
McAlpine Aviation	184	217	281	651	1 464	556	38.0	—	117	44	—	44	37.6
Merlot International Airlines	13	18	27	46	89	51	57.2	—	8	4	—	4	48.2
Monarch Airlines	296	189	500	19 211	40 231	33 281	82.7	—	3 947	3 021	—	3 021	76.5
Moseley Aviation	1	6	4	20	4	3	75.0	—	—	—	—	—	70.0
Northern Executive Aviation	2	5	6	27	16	12	75.0	—	2	1	—	1	78.4
Peters Aviation	28	46	95	334	345	252	73.1	2	28	23	2	21	81.0
Ryburn Air	4	8	15	26	22	15	64.6	—	3	1	—	1	45.6
Thurston Aviation	16	46	53	84	106	28	26.4	1	12	4	1	3	33.3
Tradewind Airways	456	129	880	—	—	—	—	890	11 863	6 018	6 018	—	50.7
Trans-Meridian Air Cargo	523	160	1 045	—	—	—	—	1 236	13 354	8 306	8 306	—	62.2
Vernair Transport	1	2	5	10	9	7	71.4	—	1	1	—	1	66.7
TOTAL	10 486	10 791	20 174	477 015 48 2362	947 347	765 949	80.8	8 865	158 756	110 351	44 546	65 805	69.5
Class 5A Licence TOTAL	262	280	422	19 159	38 855	34 967	90.0	—	3 569	3 026	—	3 026	84.8
TOTAL Excludes 5A Licence	10 224	10 511	19 752	457 856 46 3203	908 492	730 982	80.5	8 865	155 187	107 325	44 546	62 779	69.2

*Does not include cargo carried under Class 5 Licences.

Domestic Non-scheduled Services February 1976

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)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	2	3	3	112	153	104	68.1	—	14	9	—	9	68.1
British Airways Helicopters	13	131	65	198	117	24	20.5	3	11	3	1	2	27.3
British Airways Regional Division—													
Scottish Airways	16	50	51	1 144	1 123	429	38.3	—	94	37	—	37	39.1
Cambrian Airways	31	123	92	3 578	2 208	1 222	55.3	—	199	98	—	98	49.2
Northeast Airlines	4	14	15	754	319	233	73.1	—	27	19	—	19	72.1
Air Anglia	26	76	68	134	184	44	23.7	—	18	4	—	4	23.7
Air Freight	17	56	83	812	411	245	59.7	7	41	21	2	18	50.7
Air-Bridge Carriers	10	37	35	—	—	—	—	85	112	42	42	—	37.0
Alidair	73	233	228	1 942	1 451	498	34.3	274	464	136	94	42	29.3
British Air Ferries	1	3	4	—	3	—	—	6	6	1	1	—	19.0
British Island Airways	23	42	73	71	28	20	71.0	56	106	33	32	2	31.5
British Midland Airways	78	140	218	3 116	5 695	1 710	30.0	64	445	170	36	133	38.1
Dan-Air Services	76	204	256	2 609	2 107	779	37.0	138	335	141	78	64	42.2
Fitair	6	8	20	34	41	25	61.0	—	5	2	—	2	40.0
Green Shield Stamp	2	7	2	9	10	2	22.9	—	1	—	—	—	15.5
Loganair	61	603	233	1 516	472	196	41.5	—	43	18	—	18	41.1
Lowland Aero Service	4	13	14	55	24	17	70.8	—	3	1	—	1	33.3
Management Aviation	7	34	34	272	90	53	58.9	1	6	4	—	4	66.7
McAlpine Aviation	36	104	68	152	256	51	19.9	—	19	5	—	5	26.3
Merlot International Airlines	1	4	3	12	6	5	86.0	—	1	—	—	—	71.7
Moseley Aviation	7	26	25	123	44	36	81.8	—	4	3	—	3	75.0
Northern Executive Aviation	4	12	12	59	34	19	55.9	—	3	2	—	2	66.7
Peters Aviation	4	13	21	142	60	43	71.9	—	5	4	—	4	71.8
Ryburn Air	4	42	15	12	18	2	12.9	5	2	1	1	—	31.9
Thurston Aviation	20	74	71	114	103	30	29.1	13	19	9	6	3	47.4
Vernair Transport	45	86	159	393	317	216	68.4	—	27	17	—	17	63.6
TOTAL	571	2 138	1 868	17 363	15 273	6 004	39.3	656	2 010	780	292	488	38.8
Class 5A Licence TOTAL	37	145	110	3 667	2 310	1 278	55.3	..	265	123	20	103	46.4
TOTAL Excludes 5A Licence	534	1 993	1 757	13 696	12 963	4 726	36.5	656	1 745	657	272	385	37.6

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations February 1976

Table 24

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Available (000)	Tonne-km Used (000)	Percentage of available
				ABC	Other	Available (000)	Used (000)	Percentage of available			
International Services											
British Airways Overseas Division	44	8	66	394	—	7 274	2 181	30.0	913	202	22.1
Laker Airways	137	40	184	2 910	—	21 700	16 525	76.2	2 266	1 653	72.9
TOTAL	182	48	250	3 304	—	28 975	18 706	64.6	3 180	1 854	58.3

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers February 1976

Table 25

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km			Tonne-km			Number of passengers uplifted	
					Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available	Class 2	Class 4
International Services												
British Airways Overseas Division	72	22	105	4 535	12 699	10 618	83.6	1 482	979	66.1	—	—
British Airways European Division	169	134	283	18 326	26 546	22 658	85.4	2 512	2 026	80.7	—	—
British Airtours	194	113	295	19 192	36 658	32 645	89.1	3 336	2 807	84.1	—	—
British Airways Regional Division—												
Channel Islands Airways	52	52	100	3 017	4 202	3 014	71.7	397	272	68.6	—	—
Scottish Airways	8	10	15	573	574	451	78.6	50	42	84.2	—	—
Cambrian Airways	31	36	42	1 126	2 632	1 885	71.6	232	151	65.0	—	—
Northeast Airlines	79	88	136	11 495	11 048	10 334	93.5	966	860	89.1	—	—
British Caledonian Airways	244	271	452	25 719	26 708	23 575	88.3	2 504	2 027	80.9	—	—
Britannia Airways	1 603	982	2 528	113 152	208 437	186 228	89.3	17 715	15 830	89.4	—	—
Dan-Air Services	1 243	908	2 141	83 969	145 760	121 246	83.2	11 659	9 699	83.2	—	209
Laker Airways	491	244	736	26 053	62 270	52 843	84.9	5 991	5 045	84.2	—	—
Monarch Airlines	264	164	446	17 028	36 365	30 487	83.8	3 558	2 764	77.7	—	—
TOTAL International Services	4 449	3 024	7 280	324 185 325 225	573 900	495 986	86.4	50 400	42 502	84.3	—	209
Domestic Services—NIL												
GRAND TOTAL	4 449	3 024	7 280	324 185 325 225	573 900	495 986	86.4	50 400	42 502	84.3	—	209

All Class 4 Licence Operations February 1976

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 Overseas Division	135	32	184	—	2 724	27 398	26 839	98.0	2 723	2 494	91.6
British Airways European Division	2	2	3	—	651	497	490	98.6	54	38	70.7
British Airways Regional Division— Northeast Airlines	1	4	4	—	291	87	87	99.7	8	7	93.5
British Caledonian Airways	116	47	170	—	3 647	19 955	15 000	75.2	1 942	1 345	69.3
Britannia Airways	19	15	31	—	1 213	2 407	1 430	59.4	205	122	59.3
British Island Airways	—	1	2	—	47	16	15	94.0	2	1	87.0
British Midland Airways	1	2	2	—	146	44	44	100.0	4	3	93.4
Dan-Air Services	405	189	633	209	13 942	57 338	44 477	77.6	4 587	3 559	77.6
Intra Airways	6	12	25	—	188	203	84	41.4	17	7	41.2
Laker Airways	81	70	161	—	5 040	7 216	5 974	82.8	649	543	83.8
Loganair	21	366	54	—	1 047	168	86	51.2	15	8	51.1
Monarch Airlines	25	19	41	—	1 694	3 037	2 282	75.1	298	210	70.4
TOTAL	810	759	1 310	209	30 630 34 715	118 365	96 809	81.8	10 504	8 338	79.4

International Class 4 Licence Operations February 1976

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 Overseas Division	135	32	184	—	2 724	27 398	26 839	98.0	2 723	2 494	91.6
British Airways European Division	2	2	3	—	651	497	490	98.6	54	38	70.7
British Caledonian Airways	116	47	170	—	3 647	19 955	15 000	75.2	1 942	1 345	69.3
Britannia Airways	19	15	31	—	1 213	2 407	1 430	59.4	205	122	59.3
British Island Airways	—	1	2	—	47	16	15	94.0	2	1	87.0
Dan-Air Services	405	189	633	209	13 942	57 338	44 477	77.6	4 587	3 559	77.6
Intra Airways	6	12	25	—	188	203	84	41.4	17	7	41.2
Laker Airways	81	70	161	—	5 040	7 216	5 974	82.8	649	543	83.8
Monarch Airlines	25	19	41	—	1 694	3 037	2 282	75.1	298	210	70.4
TOTAL	788	387	1 250	209	29 146 33 231	118 067	96 592	81.8	10 477	8 319	79.4

Domestic Class 4 Licence Operations February 1976

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 Airways Regional Division— Northeast Airlines	1	4	4	—	291	87	87	99.7	8	7	93.5
British Midland Airways	1	2	2	—	146	44	44	100.0	4	3	93.4
Loganair	21	366	54	—	1 047	168	86	51.2	15	8	51.1
TOTAL	23	372	61	—	1 484	298	216	72.5	27	18	69.2

All Class 6 Licence Operations February 1976

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	17	37	20	117	229	60	26.1
British Caledonian Airways	544	155	723	1 917	17 250	11 462	66.4
Air-Bridge Carriers	4	15	15	79	46	21	44.9
Alidair	49	161	154	268	319	92	28.8
British Air Ferries	1	2	4	6	8	3	38.1
Dan-Air Services	51	117	173	267	256	117	45.8
International Aviation Service	217	81	357	861	6 953	5 842	84.0
Tradewinds Airways	221	69	428	494	5 515	3 166	57.4
Trans-Meridian Air Cargo	218	77	444	659	5 955	4 677	78.5
TOTAL	1 322	714	2 318	4 665	36 531	25 439	69.6

International Class 6 Licence Operations February 1976

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	17	37	20	117	229	60	26.1
British Caledonian Airways	544	155	723	1 917	17 250	11 462	66.4
British Air Ferries	1	2	4	6	8	3	38.1
Dan-Air Services	18	59	70	129	93	40	42.4
International Aviation Service	217	81	357	861	6 953	5 842	84.0
Tradewinds Airways	221	69	428	494	5 515	3 166	57.4
Trans-Meridian Air Cargo	218	77	444	659	5 955	4 677	78.5
TOTAL	1 236	480	2 047	4 180	36 003	25 249	70.1

Domestic Class 6 Licence Operations February 1976

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Air-Bridge Carriers	4	15	15	79	46	21	44.9
Alidair	49	161	154	268	319	92	28.8
Dan-Air Services	33	58	102	138	163	78	47.7
TOTAL	86	234	271	485	528	190	36.0

All Class 7 Licence Operations February 1976

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)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	197	1 806	986	11 449	3 969	1 360	34.3	106	386	122	14	108	31.6
Bristow Helicopters	395	2 621	2 478	18 541	6 658	3 150	47.3	199	558	485	55	430	86.9
British Executive Air Services	26	193	164	980	368	132	35.9	13	34	13	2	11	38.2
TOTAL	618	4 620	3 629	30 970	10 995	4 642	42.2	318	978	620	71	549	63.4

International Class 7 Licence Operations February 1976

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)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	184	1 675	921	11 251	3 852	1 336	34.7	103	375	119	13	106	31.7
Bristow Helicopters	395	2 621	2 478	18 541		3 150	47.3	199	558	485	55	430	86.9
British Executive Air Services	26	193	164	980		132	35.9	13	34	13	2	11	38.2
TOTAL	605	4 489	3 564	30 772	0878	4 618	42.5	315	967	617	70	547	63.8

Domestic Class 7 Licence Operations February 1976

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	13	131	65	198	117	24	20.5	3	11	3	1	2	27.3
TOTAL	13	131	65	198	117	24	20.5	3	11	3	1	2	27.3

All Exempt Operations February 1976

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)	Total (000)	Tonne-kilometres used		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways European Division	203	186	424	3 022	3 923	2 644	67.4	1 072	3 588	1 781	1 527	254	49.6
British Airtours	2	2	4	184	418	204	48.7	—	38	17	—	17	44.8
British Airways Regional Division—													
Channel Islands Airways	3	7	8	388	236	197	83.6	—	25	17	—	17	67.2
Scottish Airways	16	50	51	1 144	1 123	429	38.3	—	94	37	—	37	39.1
Cambrian Airways	5	14	15	395	366	166	45.2	—	33	13	—	13	39.9
Northeast Airlines	1	2	3	128	53	46	87.7	—	5	4	—	4	81.5
British Caledonian Airways	285	93	390	861	8 787	5 803	66.0	1 387	9 481	5 315	4 794	521	56.1
Air Anglia	29	83	78	139	202	46	22.7	—	20	5	—	5	22.7
Air Freight	26	69	122	837	544	262	48.2	24	65	32	13	20	50.1
Air-Bridge Carriers	9	12	28	—	—	—	—	30	60	24	24	—	40.1
Alidair	31	88	97	2 349	1 968	700	35.6	9	192	62	3	59	32.3
Beecham Imperial	5	7	11	21	38	18	47.1	—	3	2	—	2	46.6
Britannia Airways	62	101	113	10 862	8 008	6 539	81.7	—	681	556	—	556	81.7
British Air Ferries	25	54	104	133	189	43	22.8	97	182	65	61	4	35.9
British Island Airways	24	46	78	215	80	60	75.6	56	111	37	32	5	33.2
British Midland Airways	89	148	242	3 371	6 453	2 201	34.1	69	509	210	38	172	41.2
Dan-Air Services	97	186	255	4 772 4 994	9 788	5 237	53.5	—	787	420	—	420	53.4
Fairflight Charters	50	85	181	211	144	100	69.4	21	35	23	15	8	65.7
Fitair	7	10	24	40	49	28	57.1	—	6	2	—	2	33.3
Green Shield Stamp	17	26	26	103	158	90	56.8	—	16	7	—	7	41.9
I D S Aircraft	49	75	90	183	269	123	45.7	—	18	10	—	10	55.6
International Aviation Service	253	128	490	—	—	—	—	741	6 611	2 479	2 479	—	37.5
Intra Airways	2	24	14	223	82	34	41.5	34	7	5	2	3	71.4
Laker Airways	122	32	155	1 978	19 347	14 649	75.7	—	2 020	1 465	—	1 465	72.5
Loganair	40	237	179	469	304	110	36.2	—	28	10	—	10	35.7
Lowland Aero Service	4	13	14	55	24	17	70.8	—	3	1	—	1	33.3
MAM Aviation	31	40	47	105	247	81	32.8	—	22	7	—	7	31.8
Management Aviation	7	34	34	272	90	53	58.9	1	6	4	—	4	66.7
McAlpine Aviation	220	321	349	803	1 720	607	35.3	—	136	49	—	49	36.0
Merlot International Airlines	14	22	30	58	94	56	58.9	—	9	4	—	4	49.8
Monarch Airlines	5	4	9	261	601	293	48.8	—	59	27	—	27	45.0
Moseley Aviation	8	32	29	143	48	39	81.3	—	4	3	—	3	75.0
Northern Executive Aviation	6	17	18	86	50	31	62.0	1	5	3	—	3	78.3
Peters Aviation	33	59	116	476	405	295	72.9	3	33	26	2	25	79.5
Ryburn Air	8	50	30	38	41	17	41.3	5	5	2	1	1	39.4
Thurston Aviation	36	120	124	198	209	58	27.8	14	31	13	7	6	41.9
Tradewinds Airways	178	47	346	—	—	—	—	397	4 823	2 171	2 171	—	45.0
Trans-Meridian Air Cargo	305	83	601	—	—	—	—	578	7 399	3 629	3 629	—	49.0
Vernair Transport	47	88	164	403	326	223	68.5	—	28	18	—	18	63.7
TOTAL	2 353	2 695	5 088	34 926 35 148	66 383	41 501	62.5	4 539	37 177	18 553	14 797	3 756	49.9

International Exempt Operations February 1976

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)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	202	184	422	2 911	3 858	2 617	67.8	1 072	3 581	1 779	1 527	252	49.7
British Airtours	2	2	4	184	418	204	48.7	—	38	17	—	17	44.8
British Airways Regional Division—													
Channel Islands Airways	3	7	8	388	236	197	83.6	—	25	17	—	17	67.2
Cambrian Airways	2	8	7	148	201	45	22.3	—	19	4	—	4	19.3
British Caledonian Airways	285	93	390	861	8 787	5 803	66.0	1 387	9 481	5 315	4 794	521	56.1
Air Anglia	3	7	10	5	18	2	12.7	—	2	—	—	—	12.7
Air Freight	9	13	38	25	133	17	12.5	16	24	12	10	1	48.9
Air-Bridge Carriers	8	9	25	—	—	—	—	23	54	23	23	—	43.2
Alidair	8	16	23	407	517	202	39.1	2	48	18	1	17	38.0
Beecham Imperial	5	7	11	21	38	18	47.1	—	3	2	—	2	46.6
Britannia Airways	62	101	113	10 862	8 008	6 539	81.7	—	681	556	—	556	81.7
British Air Ferries	25	51	100	133	186	43	23.3	91	176	64	60	4	36.5
British Island Airways	1	4	5	144	51	40	78.2	—	5	3	—	3	72.1
British Midland Airways	11	10	26	401	801	535	66.7	4	67	43	2	42	64.9
Dan-Air Services	53	40	102	2 163 2 385	7 681	4 459	58.1	—	615	357	—	357	58.0
Fairflight Charters	50	85	181	211	144	100	69.4	21	35	23	15	8	65.7
Fitair	1	2	4	6	8	3	37.5	—	1	—	—	—	35.0
Green Shield Stamp	15	19	24	94	148	88	59.1	—	15	7	—	7	43.7
IDS Aircraft	49	75	90	183	269	123	45.7	—	18	10	—	10	55.6
International Aviation Service	253	128	490	—	—	—	—	741	6 611	2 479	2 479	—	37.5
Intra Airways	2	24	14	223	82	34	41.5	34	7	5	2	3	71.4
Laker Airways	122	32	155	1 978	19 347	14 649	75.7	—	2 020	1 465	—	1 465	72.5
MAM Aviation	31	40	47	105	247	81	32.8	—	22	7	—	7	31.8
McAlpine Aviation	184	217	281	651	1 464	556	38.0	—	117	44	—	44	37.6
Merlot International Airlines	13	18	27	46	89	51	57.2	—	8	4	—	4	48.2
Monarch Airlines	5	4	9	261	601	293	48.8	—	59	27	—	27	45.0
Moseley Aviation	1	6	4	20	4	3	75.0	—	—	—	—	—	70.0
Northern Executive Aviation	2	5	6	27	16	12	75.0	1	2	1	—	1	78.4
Peters Aviation	28	46	95	334	345	252	73.1	3	28	23	2	21	81.0
Ryburn Air	4	8	15	26	22	15	64.6	—	3	1	—	1	45.6
Thurston Aviation	16	46	53	84	106	28	26.4	1	12	4	1	3	33.3
Tradewinds Airways	178	47	346	—	—	—	—	397	4 823	2 171	2 171	—	45.0
Trans-Meridian Air Cargo	305	83	601	—	—	—	—	578	7 399	3 629	3 629	—	49.0
Vernair Transport	1	2	5	10	9	7	71.4	—	1	1	—	1	66.7
TOTAL	1 941	1 439	3 728	22 912 23 134	53 835	37 015	68.8	4 370	35 998	18 108	14 716	3 391	50.3

Domestic Exempt Operations February 1976

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)	Total (000)	Tonne-kilometres used		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways European Division	—	2	2	111	65	27	41.7	—	7	2	—	2	35.4
British Airways Regional Division—													
Scottish Airways	16	50	51	1 144	1 123	429	38.3	—	94	37	—	37	39.1
Cambrian Airways	3	6	7	247	165	121	73.2	—	15	10	—	10	66.0
Northeast Airlines	1	2	3	128	53	46	87.7	—	5	4	—	4	81.5
Air Anglia	26	76	68	134	184	44	23.7	—	18	4	—	4	23.7
Air Freight	17	56	83	812	411	245	59.7	8	41	21	2	18	50.7
Air-Bridge Carriers	1	3	3	—	—	—	—	7	7	1	1	—	14.9
Alidair	23	72	74	1 942	1 451	498	34.3	7	144	44	2	42	30.4
British Air Ferries	1	3	4	—	3	—	—	7	6	1	1	—	19.0
British Island Airways	23	42	73	71	28	20	71.0	56	106	33	32	2	31.5
British Midland Airways	77	138	216	2 970	5 652	1 666	29.5	64	442	166	36	130	37.6
Dan-Air Services	44	146	153	2 609	2 107	779	37.0	—	172	64	—	64	36.9
Fitair	6	8	20	34	41	25	61.0	—	5	2	—	2	40.0
Green Shield Stamp	2	7	2	9	10	2	22.9	—	1	—	—	—	15.5
Loganair	40	237	179	469	304	110	36.2	—	28	10	—	10	35.7
Lowland Aero Service	4	13	14	55	24	17	70.8	—	3	1	—	1	33.3
Management Aviation	7	34	34	272	90	53	58.9	1	6	4	—	4	66.7
McAlpine Aviation	36	104	68	152	256	51	19.9	—	19	5	—	5	26.3
Merlot International Airlines	1	4	3	12	6	5	86.0	—	1	—	—	—	71.7
Moseley Aviation	7	26	25	123	44	36	81.8	—	4	3	—	3	75.0
Northern Executive Aviation	4	12	12	59	34	19	55.9	—	3	2	—	2	66.7
Peters Aviation	4	13	21	142	60	43	71.9	—	5	4	—	4	71.8
Ryburn Air	4	42	15	12	18	2	12.9	5	2	1	1	—	31.9
Thurston Aviation	20	74	71	114	103	30	29.1	13	19	9	6	3	47.4
Vernair Transport	45	86	159	393	317	216	68.4	—	27	17	—	17	63.6
TOTAL	412	1 256	1 360	12 014	12 548	4 486	35.7	169	1 179	445	81	364	37.7

Class 5 Operations for UK Airlines February 1976

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways Overseas Division	14	8	25	306	1 068	534	50.0	..	126	63	—	—	63	50.0
British Airways European Division	7	8	11	302	427	238	55.7	..	42	24	—	—	24	57.1
British Airtours	168	47	228	8 456	31 636	30 285	95.7	..	2 879	2 610	—	—	2 610	90.7
British Airways Regional Division—														
Cambrian Airways	61	188	140	6 880	4 754	2 978	62.6	..	423	241	—	—	241	57.0
Northeast Airlines	3	11	12	471	282	161	57.1	..	22	13	—	—	13	59.1
Air-Bridge Carriers	5	19	17	—	—	—	—	..	60	20	—	20	—	33.3
Alidair	36	140	93	5 991	2 340	1 558	66.6	..	216	136	—	—	136	63.0
Dan-Air Services	3	2	4	192	430	273	63.5	..	34	22	—	—	22	64.7
Monarch Airlines	2	2	3	228	228	218	95.6	..	32	20	—	—	20	62.5
TOTAL	299	425	533	22 826	41 165	36 245	88.1	..	3 834	3 149	—	20	3 129	82.1

Class 5 Operations for Non-UK Operators February 1975

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways European Division	46	26	52	1 470	4 676	2 566	54.9	..	482	248	6	18	224	51.5
British Caledonian Airways	116	31	157	6	95	36	37.9	..	3 874	2 187	—	2 151	36	56.5
Air Freight	11	29	49	—	—	—	—	..	37	28	—	28	—	75.7
Alidair	2	8	6	114	130	26	20.0	..	12	4	—	1	3	33.3
British Island Airways	22	60	74	54	26	14	53.8	..	104	50	—	48	2	48.1
British Midland Airways	737	464	1 131	45 202	114 364	72 743	63.6	..	11 048	6 549	—	845	5 704	59.3
Dan-Air Services	12	4	24	367	2 221	1 736	78.2	..	177	121	—	—	121	68.4
International Aviation Service	21	9	34	—	—	—	—	..	904	807	—	807	—	89.3
Tradewinds Airways	57	13	107	—	—	—	—	..	1 524	682	—	682	—	44.8
TOTAL	1 024	644	1 634	47 213	121 512	77 121	63.5	..	18 162	10 676	6	4 580	6 090	58.8

Aircraft Type and Utilisation—All Airlines February 1976

Table 31.1

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1975	Daily utilisation per aircraft (hrs) Quarter ended December 1975
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	68	248	2	301	4	2 481	465	5	3.4
Aviation Traders Merchantman	515	—	595	—	888	—	—	6	4.6
AW650 Argosy	32	—	110	—	119	—	—	4	4.6
BAC 111-200	504	1 116	3	1 167	3	35 385	17 779	9	5.8
BAC 111-300/400	1 346	1 477	—	2 441	—	82 481	87 391	16	7.8
BAC 111-500	2 378	4 202	—	4 963	—	254 036	156 333	38	6.4
BAC Britannia-300	167	—	100	—	363	—	—	2	4.8
BAC VC10 Standard	—	—	—	—	—	—	—	5	1.3
BAC VC10 Super	3 182	990	—	4 292	—	43 531	251 341	15	10.6
BAC Viscount-700	110	373	73	267	78	10 977	2 615	5	2.6
BAC Viscount-700D/800/810	1 158	3 893	110	3 757	109	120 063	38 226	39	4.2
BAC/Aerospatiale Concorde	81	16	—	70	—	661	3 364	—	—
Beagle 206	4	13	—	14	—	55	17	1	—
Beechcraft B80 Queen-Air	47	88	—	164	—	403	223	4	2.1
Bell 206 Jetranger	9	112	—	47	—	127	11	—	0.5
Bell 212 Twin	51	634	—	315	—	3 337	278	6	1.6
Boeing 707-120/120B	345	114	—	467	—	10 625	42 985	2	9.8
Boeing 707-320C/336	4 697	1 070	511	4 138	2 301	51 415	260 438	28	8.7
Boeing 707-420	1 026	443	8	1 454	25	43 687	135 795	15	6.8
Boeing 720/720B	98	45	—	140	—	6 561	14 891	3	6.9
Boeing 727-100	502	261	—	748	—	30 626	59 633	5	7.5
Boeing 737-200	1 683	1 098	—	2 672	—	125 227	194 197	14	9.5
Boeing 747	4 073	995	—	5 405	—	95 647	771 121	17	12.2
Britten-Norman Islander	112	1 068	—	522	—	3 142	404	13	1.9
Britten-Norman Trislander	76	1 098	—	414	—	9 587	584	9	2.8
Canadair CL 44	979	—	289	—	1 925	—	—	13	6.9
Cessna 340	8	50	—	30	—	38	17	1	0.7
Cessna 401/421	4	13	—	10	—	13	4	2	0.4
Cessna 500 Citation	19	36	—	35	—	122	65	2	0.9
DC10	540	82	—	683	—	14 496	76 603	5	8.2
DC3 Dakota/Pionair	94	176	272	189	324	2 626	480	13	1.5
DC8-54/55F Jet Trader	212	—	72	—	290	—	—	2	7.1
DH 104 Dove	22	6	30	10	75	42	18	3	1.0
DH 106 Comet 4B/C	311	201	—	532	—	20 001	31 231	10	4.4
DH 114 Heron	38	53	12	110	28	476	295	6	1.0
DHC 6 Twin-Otter	10	55	—	38	—	336	63	1	3.2
Fokker Friendship 100/600	312	831	—	1 000	—	11 623	5 176	5	6.4
HP Herald 100/200	393	1 379	384	1 061	468	30 783	6 040	18	4.0
HS 121 Trident 1C	422	667	—	849	—	39 631	23 732	11	3.8
HS 121 Trident 1E	161	271	—	326	—	25 697	15 678	3	6.0
HS 121 Trident 2E	1 434	1 126	—	2 277	—	60 375	75 329	15	6.0
HS 121 Trident 3B	2 361	3 058	—	4 574	—	243 335	179 664	26	6.2
HS 125	276	375	—	429	—	1 017	832	20	0.8
HS 748	325	976	114	994	170	16 644	5 826	10	4.6
Lockheed L1011 Tristar	188	251	—	370	—	37 521	27 613	6	3.4
PA23 Aztec/Apache	55	118	7	131	11	229	107	8	0.7
PA31 Navajo	95	294	15	296	16	835	265	10	1.1
Riley Dove	12	8	10	15	22	56	32	1	1.4
Sikorsky 58T	58	554	1	363	1	1 905	211	9	1.6
Sikorsky S61N	466	2 690	—	2 635	—	23 643	4 058	30	3.0
Westland Wessex	47	767	—	336	—	4 051	248	5	2.0
TOTAL	31 110	33 351	2 718	51 051	7 220	1 465 253 1 470 600	2 491 677	496	5.1

Aircraft Type and Utilisation—Individual Airlines Table 31.2

February 1976

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1975	Daily utilisation per aircraft (hrs) Quarter ended December 1975
		Passenger	Cargo	Passenger	Cargo				
British Airways Overseas Division									
DC10	490	56	—	609	—	7 062	61 814	2	12.9
BAC VC10 Super	3 182	990	—	4 292	—	45 531	251 341	15	10.1
Boeing 707-320C/336	2 240	514	228	2 068	1 032	21 946	124 979	11	9.8
Boeing 707-420	662	281	8	927	25	15 855	72 661	6	7.3
Boeing 747	4 073	955	—	5 475	—	95 647	771 121	17	11.8
BAC/Aerospatiale Concorde	81	16	—	70	—	661	3 364	—	—
BAC VC10 Standard	—	—	—	—	—	—	—	5	1.3
TOTAL	10 729	2 812	236	13 371	1 057	184 702	1 285 280	56	10.1
British Airways European Division									
BAC 111-500	1 266	2 884	—	2 809	—	167 093	69 591	18	5.2
HS 121 Trident 2E	1 435	1 126	—	2 277	—	60 375	75 328	15	5.6
Aviation Traders Merchantman	515	—	595	—	888	—	—	6	4.9
HS 121 Trident 1C	423	667	—	849	—	39 631	23 732	11	3.0
HS 121 Trident 3B	2 361	3 058	—	4 574	—	243 335	179 664	26	5.8
Lockheed L1011 Tristar	188	251	—	370	—	37 521	27 613	6	3.4
TOTAL	6 188	7 986	595	10 879	888	547 955	375 928	82	5.0
British Airways Airtours									
Boeing 707-420	364	162	—	527	—	27 832	63 134	9	5.3
British Airways Helicopters									
Sikorsky S61N	172	1 319	—	853	—	11 091	1 367	12	1.2
Bell 206 Jetranger	9	112	—	47	—	127	11	—	—
Sikorsky 58T	8	148	—	46	—	518	29	2	0.4
Bell 212 Twin	14	331	—	75	—	1 534	64	1	1.0
TOTAL	203	1 910	—	1 021	—	13 270	1 471	15	1.1
British Airways Regional Division—									
Channel Islands Airways									
BAC Viscount-700D/800/810	256	834	—	875	—	32 859	9 992	9	4.2
BAC 111-300/400	150	299	—	316	—	14 663	7 726	2	5.8
TOTAL	405	1 133	—	1 191	—	47 522	17 718	11	4.5
Scottish Airways									
HS 748	60	231	—	202	—	4 915	1 386	2	2.5
BAC Viscount-700D/800/810	243	1 031	—	824	—	26 076	7 397	7	3.9
BAC 111-300/400	168	259	—	351	—	13 095	8 520	1	7.0
TOTAL	471	1 521	—	1 377	—	44 086	17 303	10	3.9
Cambrian Airways									
BAC Viscount-700	21	152	—	88	—	2 737	418	2	1.7
BAC Viscount-700D/800/810	135	712	—	496	—	20 488	4 318	6	3.2
BAC 111-300/400	162	369	—	339	—	16 755	8 468	3	4.2
TOTAL	318	1 233	—	923	—	39 980	13 204	11	3.2

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1975	Daily utilisation per aircraft (hrs) Quarter ended December 1975
		Passenger	Cargo	Passenger	Cargo				
Northeast Airlines									
BAC Viscount-700D/800/810	140	406	—	462	—	15 272	5 839	5	3.4
HS 121 Trident 1E	161	271	—	326	—	25 697	15 678	3	4.5
TOTAL	301	677	—	788	—	40 969	21 517	8	3.8
British Caledonian Airways									
BAC 111-200	437	1 019	—	1 026	—	31 647	14 866	7	5.1
BAC 111-500	644	928	—	1 262	—	49 140	40 695	12	4.5
Boeing 707-320C/336	2 052	344	283	1 460	1 269	13 786	91 459	10	9.8
TOTAL	3 133	2 291	283	3 748	1 269	94 573	147 020	29	6.6
Air Anglia									
AW 650 Argosy	—	—	—	—	—	—	—	1	—
Fokker Friendship 100/600	312	831	—	1 000	—	11 623	5 176	5	6.6
PA31 Navajo	45	163	—	142	—	363	92	3	1.0
Herald 100/200	—	—	—	—	—	—	—	1	—
TOTAL	358	994	—	1 142	—	11 986	5 268	10	3.6
Air Freight									
DC3 Dakota/Pionair	61	66	147	112	189	837	262	7	1.6
Air-Bridge Carriers									
AW650 Argosy	32	—	110	—	119	—	—	3	2.4
BAC Viscount-700D/800/810	11	—	20	—	30	—	—	1	—
TOTAL	43	—	130	—	149	—	—	4	1.7
Alidair									
BAC Viscount-700	89	221	73	179	78	8 240	2 196	3	1.1
BAC Viscount-700D/800/810	30	13	90	14	79	214	88	1	1.3
TOTAL	119	234	163	193	157	8 454	2 284	4	1.1
Aurigny Air Services									
Britten-Norman Trislander	56	995	—	320	—	9 046	443	6	3.6
Britten-Norman Islander	6	120	—	37	—	180	34	2	0.7
TOTAL	62	1 115	—	357	—	9 226	477	8	2.8
Beecham Imperial									
HS 125	5	7	—	11	—	21	18	2	0.6
Bristow Helicopters									
Sikorsky S61N	294	1 371	—	1 782	—	12 552	2 691	18	3.2
Westland Wessex	47	767	—	336	—	4 051	248	5	2.4
Sikorsky 58T	43	373	—	285	—	1 115	129	7	1.8
Bell 212 Twin	11	110	—	76	—	823	82	1	3.6
TOTAL	395	2 621	—	2 479	—	18 541	3 150	31	2.8
Britannia Airways									
Boeing 737-200	1 683	1 098	—	2 672	—	125 227	194 197	14	7.8

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger Cargo	Aircraft Hours Passenger Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1975	Daily utilisation per aircraft (hrs) Quarter ended December 1975
British Air Ferries							
HP Herald 100/200	49	231 6	176 12	4 630	894	3	2.4
Aviation Traders Carvair	68	248 2	301 4	2 481	465	5	3.0
TOTAL	117	479 8	477 16	7 111	1 359	8	2.8
British Executive Air Services							
Bell 212 Twin	26	193 —	164 —	980	132	4	1.6
Bell 206 Jetranger	—	— —	— —	—	—	—	0.4
TOTAL	26	193 —	164 —	980	132	4	1.4
British Island Airways							
HP Herald 100/200	290	895 377	645 454	21 045	3 959	12	3.7
British Midland Airways							
HP Herald 100/200	54	253 1	240 2	5 108	1 187	2	4.7
BAC Viscount 700D/800/810	345	897 —	1 086 —	25 154	10 590	10	4.2
Boeing 707 320C/336	245	160 —	374 —	15 020	23 287	5	3.4
TOTAL	645	1 310 1	1 700 2	45 282	35 064	17	4.0
Brymon Airways							
Britten-Norman Islander	15	64 —	70 —	272	54	2	2.1
DHC 6 Twin-Otter	10	55 —	38 —	336	63	1	2.4
TOTAL	24	119 —	108 —	608	117	3	2.2
Dan-Air Services							
HS 748	265	745 114	792 170	11 729	4 440	8	4.6
BAC 111-200	67	97 3	141 3	3 738	2 913	2	4.6
BAC 111-300/400	428	304 —	740 —	20 046	30 460	5	6.5
BAC 111-500	271	246 —	532 —	25 153	27 657	5	5.4
DH 106 Comet 4B/C	311	201 —	532 —	20 001	31 231	10	3.3
Boeing 727-100	502	261 —	748 —	30 626	59 633	5	6.7
Boeing 707-320C/336	161	52 —	236 —	5 114 367	20 713	2	5.0
TOTAL	2 004	1 906 117	3 721 173	111 660 117 007	177 048	37	4.9
Fairflight Charters							
DH 114 Heron	5	— 6	— 22	—	—	1	0.6
DH 104 Dove	22	6 30	10 75	42	18	3	0.8
PA23 Aztec/Apache	2	6 —	8 —	18	7	1	0.5
Riley Dove	12	8 10	15 22	56	32	1	0.3
PA31 Navajo	9	19 —	29 —	95	43	1	0.6
TOTAL	50	39 46	62 119	211	100	7	0.6
Fitair							
PA31 Navajo	7	10 —	24 —	40	28	—	—
Green Shield Stamp							
HS 125	17	26 —	26 —	103	90	1	1.0

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1975	Daily utilisation per aircraft (hrs) Quarter ended December 1975
		Passenger	Cargo	Passenger	Cargo				
I D S Aircraft									
Cessna 500 Citation	19	36	—	35	—	122	65	2	0.8
PA23 Aztec/Apache	30	39	—	55	—	61	58	1	1.3
PA31 Navajo	—	—	—	—	—	—	—	2	0.9
TOTAL	49	75	—	90	—	183	123	5	1.0
International Aviation Service									
BAC Britannia-300	167	—	100	—	363	—	—	2	5.1
D38-54/55F Jet Trader	212	—	72	—	290	—	—	2	8.3
TOTAL	380	—	172	—	653	—	—	4	6.7
Intra Airways									
DC3 Dakota/Pionair	33	110	125	77	135	1 789	218	6	1.2
Laker Airways									
BAC 111-300/400	437	246	—	695	—	17 922	32 217	5	7.1
DC10	50	26	—	74	—	7 434	14 789	3	5.9
Boeing 707-120/120B	345	114	—	467	—	10 625	42 985	2	8.6
TOTAL	832	386	—	1 236	—	35 981	89 991	10	7.1
Loganair									
Britten-Norman Trislander	20	103	—	94	—	541	141	3	1.2
Britten-Norman Islander	92	884	—	415	—	2 690	315	7	2.1
TOTAL	112	987	—	509	—	3 231	456	10	1.8
Lowland Aero Service									
Beagle 206	4	13	—	14	—	55	17	—	—
MAM Aviation									
HS 125	31	40	—	47	—	105	81	1	1.9
Management Aviation									
Sikorsky 58T	7	33	1	32	1	272	53	..	..
McAlpine Aviation									
Cessna 401/421	4	13	—	10	—	13	4	2	0.1
HS 125	209	280	—	315	—	730	587	13	0.3
PA23 Aztec/Apache	7	28	—	24	—	60	16	2	0.4
TOTAL	220	321	—	349	—	803	607	17	0.3
McDonald Aviation									
DH 114 Heron	—	—	—	—	—	—	—	1	0.9
PA23 Aztec Apache	—	—	—	—	—	—	—	1	—
TOTAL	—	—	—	—	—	—	—	2	0.3
Merlot International Airlines									
HS 125	14	22	—	30	—	58	56	3	0.6

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1975	Daily utilisation per aircraft (hrs) Quarter ended December 1975
Monarch Airlines									
BAC 111-500	198	144	—	360	—	12 650	18 389	3	6.5
Boeing 720/720B	98	45	—	140	—	6 561	14 891	3	7.0
TOTAL	296	189	—	500	—	19 211	33 281	6	6.6
Moseley Aviation									
PA31 Navajo	8	32	—	29	—	143	39	1	0.6
Northern Executive Aviation									
PA31 Navajo	6	16	1	18	1	86	31	—	—
Britten-Norman Islander	—	—	—	—	—	—	—	1	0.8
TOTAL	6	16	1	18	1	86	31	1	0.8
Peters Aviation									
DH 114 Heron	33	53	6	110	6	476	295	4	0.8
Ryburn Air									
Cessna 340	8	50	—	30	—	38	17	1	0.6
Beagle 206	—	—	—	—	—	—	—	1	—
TOTAL	8	50	—	30	—	38	17	2	0.3
Thurston Aviation									
PA23 Aztec/Apache	16	45	7	44	11	90	26	3	0.4
PA31 Navajo	20	54	14	54	15	108	32	3	0.5
Britten-Norman Islander	—	—	—	—	—	—	—	1	0.4
TOTAL	36	99	21	98	26	198	58	7	0.5
Tradewinds Airways									
Canadair CL 44	456	—	129	—	880	—	—	5	8.0
Trans-Meridian Air Cargo									
Canadair CL 44	523	—	160	—	1 045	—	—	8	6.1
Vernair Transport									
Beechcraft B80 Queen-Air	47	88	—	164	—	403	223	4	5.0
GRAND TOTAL	31 110	33 351	2 718	51 051	7 220	1 465 253	2 491 677	496	5.1

Operations Subject to Variable Charge by Type of Licence February 1976

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	439 248	227 105	67 403	159 706	51.7
Class 2	3 180	1 854	—	1 854	58.3
Class 3	50 189	42 345	—	42 345	84.4
Class 4	10 504	8 338	—	8 338	79.4
Class 5	14 623	9 393	4 048	5 345	64.2
Class 6	35 879	24 914	24 839	75	69.4
Class 7	978	620	71	549	63.4
TOTAL	554 600	314 568	96 361	218 212	56.7
Non-chargeable Operations					
Aircraft hired from Foreign Operators	9 493	5 699	1 560	4 139	60.0
Exempt Services	37 161	18 546	14 797	3 749	49.9
TOTAL	46 654	24 245	16 357	7 888	52.0
GRAND TOTAL	601 254	338 813	112 718	226 100	56.4

Output by Type of Licence and Aircraft Ownership February 1976

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	439 248	762	1 580	441 589
Class 2	3 180	—	—	3 180
Class 3	50 189	212	—	50 400
Class 4	10 504	—	—	10 504
Class 6	35 879	—	652	36 531
Class 7	978	—	—	978
Exempt Services	34 749	16	2 411	37 177
TOTAL	574 727	990	4 643	580 359
Class 5 hired to UK Airlines				3 834
Non UK Airlines				18 162
TOTAL				21 996
GRAND TOTAL				602 355

Passenger Analysis by Type of Licence and Fare Category February 1976

Table 34

Type of Licence or Service	First Class	Total	Fare Categories			ABC	IT	Other	Total Passengers
			Individually Booked Economy	Booked ITX	Other Fares				
SCHEDULED									
Class 1 All	30 738	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 014 951
International	30 738	(a)	(a)	(a)	(a)	(a)	(a)	(a)	653 576
Domestic	—	(a)	(a)	(a)	(a)	(a)	(a)	(a)	361 375
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NON-SCHEDULED									
Class 2 All	—	—	—	—	—	3 304	—	—	3 304
International	—	—	—	—	—	3 304	—	—	3 304
Domestic	—	—	—	—	—	—	—	—	—
Class 3 All	—	—	—	—	—	—	324 185	—	324 185
International	—	—	—	—	—	—	324 185	—	324 185
Domestic	—	—	—	—	—	—	—	—	—
Class 4 All	—	—	—	—	—	—	209	30 630	30 839
International	—	—	—	—	—	—	209	29 146	29 355
Domestic	—	—	—	—	—	—	—	1 484	1 484
Class 7 All	—	—	—	—	—	—	—	30 970	30 970
International	—	—	—	—	—	—	—	30 772	30 772
Domestic	—	—	—	—	—	—	—	198	198
Exempt All	—	—	—	—	—	—	—	34 926	34 926
International	—	—	—	—	—	—	—	22 912	22 912
Domestic	—	—	—	—	—	—	—	12 014	12 014
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TOTAL NON-SCHEDULED									
All	—	—	—	—	—	3 304	324 394	96 526	424 224
International	—	—	—	—	—	3 304	324 394	82 830	410 528
Domestic	—	—	—	—	—	—	—	13 696	13 696

(a) Undergoing 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 charter flights;

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

Class 7 authorises sole-use charter flights.

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 but typical 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 on 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.