

Civil Aviation Authority



CAA Monthly Statistics
(up to and including February 1977)

CAA Monthly Statistics

(up to and including February 1977)

© Civil Aviation Authority, 1977

ISSN 0306 3577

The Civil Aviation Authority has no objection to the reproduction of extracts of information contained in this document if the Authority is acknowledged as its source.

Printed in England by D. Greenaway & Sons Ltd.,
and distributed by Civil Aviation Authority, Greville House, 37 Gratton Road, Cheltenham.

Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

Civil Aviation Authority
Room T410
Space House
43/59 Kingsway
London WC2B 6TE
Tel. 01 379 7311 Ext. 2475

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

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

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

The series comprise:

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

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

Contents

Foreword

Civil Aviation Statistics—February 1977	1
--	----------

Graphs

Output of UK Airlines: Tonne-kilometres made available	4
UK Airports: Terminal passengers arriving or departing	4

Tables

1	Size Structure of UK Airports and Airlines	3
2	Main Outputs of UK Airports and Airlines	5
3	Use of UK Airports: Main Categories of Operator and Service	6
4	Movements at UK Airports by Purpose	7
5	Air Transport Movements by Airports	8
6	Terminal Passengers by Airports	9
7	Cargo Taken Up and Set Down by Airports	10
	<i>Scheduled Services by UK Airlines</i>	
8.1	All Services	11
8.2	Domestic Services	12
8.3	International Services	13
	<i>Non-scheduled Services by UK Airlines</i>	
9.1	By Main Type of Service	14
9.2	Load factors and distances: Inclusive Tours	15
9.3	Load factors and distances: Advance Booking and Other Separate Fare Charters	16
10	UK Passenger Movement by Air Analysis by Countries of Landing and Embarkation	17

Airport Activity

11	Aircraft Movements	18
12	Air Transport Movements by Type and Nationality of Operator	19
13	Air Transport Movements Comparison with a Year Earlier	20
14	Air Transport Landings Diverted to UK Reporting Airports	21

Air Passengers

15	Air Passengers by Type and Nationality of Operator	22
16	Terminal Air Passengers	23
17	International and Domestic Passenger Traffic	24
18	International Air Passenger Traffic to and from UK Airports	25–28
19	Domestic Passengers by Main Routes	29

Air Cargo

20	Cargo by Type and Nationality of Operator	30
21	Cargo Comparison with a Year Earlier	31

Contents *continued*

Airline Operations

	<i>Scheduled Services</i>	
22.1	All Services	32
22.2	International Services	33
22.3	Domestic Services	34
	<i>Non-scheduled Services</i>	
23.1	All Services	35
23.2	International Services	36
23.3	Domestic Services	37
24	Class 2 Licence Operations	38
25	Class 3 Licence Operations	38
26.1	All Class 4 Licence Operations	39
26.2	International Class 4 Operations	39
26.3	Domestic Class 4 Operations	39
27.1	All Class 6 Licence Operations	40
27.2	International Class 6 Licence Operations	40
27.3	Domestic Class 6 Operations	40
28.1	All Class 7 Licence Operations	41
28.2	International Class 7 Licence Operations	41
28.3	Domestic Class 7 Licence Operations	41
29.1	Exempt Operations	42
29.2	International Exempt Operations	43
29.3	Domestic Exempt Operations	44
30.1	Class 5 Operations for UK Operators	45
30.2	Class 5 Operations for Non-UK Operators	45
	<i>Aircraft Type and Utilisation</i>	
31.1	All Airlines	46
31.2	Individual Airlines	47–50
32	Operations Subject to Variable Charge	51
33	Output by Type of Licence	51
34	Passenger Analysis by Type of Licence and Fare Category	52
Appendix A	Definitions—Traffic Statistics	53
Appendix B	Measures and their Computation	55

Civil Aviation Statistics—February 1977

Activity at UK Airports

Air transport movements reached a level of 49 000 in February 1977, a growth of 3·6 per cent against February 1976; the proportion of all-freight movements declined marginally to stand at 7·1 per cent of the total. London area movements accounted for 25 000 movements (2·0 per cent growth as compared with the previous year). Only Heathrow reported a decline in traffic (−4·0 per cent; 739 fewer movements). Gatwick reported 656 additional movements (14·7 per cent growth), Southend 297 additional movements (44·2 per cent growth) Luton 188 additional movements (22·7 per cent growth) and Stansted 91 additional movements (51·1 per cent growth). Outside the London area, a total of 24 000 movements was reported, a growth of 5·3 per cent. Aberdeen reported the highest increase in actual movements (694 additional movements; 23·7 per cent growth), followed by Sumburgh and Edinburgh with 379 additional movements (38·5 per cent growth) and 187 additional movements (13·8 per cent growth) respectively. Glasgow reported the heaviest fall in movements (647 fewer movements; 25·3 per cent decline), followed by Belfast and Southampton with 138 fewer movements (9·1 per cent decline) and 132 fewer movements (23·4 per cent decline) respectively. In terms of all-freight movements, Lydd reported the highest increase (50 additional movements; 38·8 per cent growth) and Liverpool the heaviest fall (128 fewer movements; 57·9 per cent decline). Charter movements in February 1977, as compared with the previous year, grew by 19·6 per cent, but scheduled declined marginally. The UK operators' share of all traffic increased 1·2 percentage points to stand at 77·2 per cent; scheduled traffic increased 1·1 percentage points to 73·2 per cent and charter traffic marginally to 91·3 per cent.

The number of terminal passengers reported by UK airports in February 1977 was more than 2·6 million, an increase of 9·3 per cent over the same period in the previous year. London area passengers grew by 11·7 per cent to 1·9 million. All five airports in the area reported growth, Stansted 46·2 per cent (6079 additional passengers), Southend 37·9 per cent (2976 additional passengers), Gatwick 27·0 per cent (64 859 additional passengers), Luton 19·3 per cent (14 652 additional passengers) and Heathrow 8·1 per cent (110 088 additional passengers). Outside the London area, 0·7 million terminal passengers used UK airports, a growth of 3·8 per cent. Edinburgh reported the greatest increase in passengers handled (26 630 additional passengers; 48·3 per cent growth, followed by Aberdeen and Sumburgh with 13 679 additional passengers (27·1 per cent growth) and 5460 additional passengers (38·2 per cent growth) respectively. Glasgow reported the heaviest fall (31 402 fewer passengers; 25·6 per cent decline), followed by Belfast and Southampton with 3559 fewer passengers (5·3 per cent decline) and 2359 fewer passengers (18·7 per cent decline) respectively. Passengers travelling on scheduled services increased by 7·8 per cent and those on charter services by 16·4 per cent. The UK operators' share of scheduled passengers fell marginally to 65·8

per cent and their share of charter passengers fell 3·9 percentage points to 86·8 per cent.

Almost 1·9 million passengers travelled on international services (12·1 per cent growth) and 0·8 million on domestic services (3·0 per cent growth). International scheduled services carried 10·7 per cent more passengers than a year earlier and international charter services 16·9 per cent more. The most heavily used scheduled routes were those to France with 12·9 per cent of the total traffic (8·4 per cent growth), followed by those to USA and the Netherlands with 10·2 per cent of the total (9·3 per cent growth) and 8·9 per cent of the total (14·4 per cent growth) respectively. Services to Spain carried 27·2 per cent of the total charter passengers (9·6 per cent decline), services to Germany carried 11·0 per cent of the total (5·3 per cent decline) and those to Italy 10·9 per cent of the total (34·2 per cent growth). Of the passengers travelling on the main domestic routes, those on London, Edinburgh and Isle of Man services increased (5·3 per cent, 13·2 per cent and 4·6 per cent growth respectively). Traffic carried on Glasgow services declined (−26·0 per cent), as did traffic on routes to the Channel Islands and Belfast (−14·9 per cent and −8·1 per cent respectively).

During February 1977, air freight handled at UK airports amounted to 56 000 tonnes (11·1 per cent growth as compared with February 1976); 32 000 tonnes of this travelled on all-freight flights (12·9 per cent growth), whilst freight carried on passenger flights increased by 8·7 per cent. In the London area, total tonnage rose by 12·0 per cent; only Southend reported a fall in traffic (159 fewer tonnes; −16·3 per cent). Heathrow handled 2170 additional tonnes (6·7 per cent growth), Gatwick 2009 additional tonnes (34·9 per cent growth) and Stansted 560 additional tonnes (45·6 per cent growth). Luton handled 299 additional tonnes, 274 tonnes of which travelled on all-freight flights; total growth at Luton was more than two-fold. Over the rest of the UK, total tonnage rose by 7·1 per cent. Prestwick, Bournemouth and Manchester reported the heaviest increases in tonnage handled (429 additional tonnes; 46·1 per cent growth, 294 additional tonnes; 70·3 per cent growth and 240 additional tonnes; 9·2 per cent growth respectively). East Midlands again reported the heaviest fall in tonnage handled (252 fewer tonnes; 52·5 per cent decline), followed by Glasgow and Belfast with 102 fewer tonnes (7·9 per cent decline) and 68 fewer tonnes (7·0 per cent decline) respectively. Freight carried on scheduled services rose by 9·1 per cent, as compared with the previous year, and on charter services there was an increase of 19·5 per cent. The UK operators' share of total traffic fell 1·0 percentage points to stand at 49·8 per cent; their share of scheduled tonnage fell 2·6 percentage points to 41·5 per cent, but their share of charter tonnage rose 2·4 percentage points to stand at 82·8 per cent.

Output of UK Airlines

The output of UK airlines for all services in February 1977 was 668 million available tonne-kilometres, an increase of 11.0 per cent on February 1976.

The scheduled service output of 469 million available tonne-kilometres was 6.1 per cent higher than a year earlier. The overall load factor was 54.7 per cent compared with 51.7 the previous year. Seat kilometres used were 54.8 per cent of those available. Seat factors on domestic and international scheduled services were 57.6 and 54.6 per cent respectively compared with 54.9 and 51.9 per cent a year earlier.

The non-scheduled output of 199 million available tonne-kilometres was 23.6 per cent higher than in February 1976. Advance Booking Charters and Inclusive Tour Charters accounted for 7.5 and 54.4 million available tonne-kilometres respectively compared with 3.2 and 50.4 million a year earlier.

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

Size Structure of UK Airports and Airlines Year ended 31 December 1976

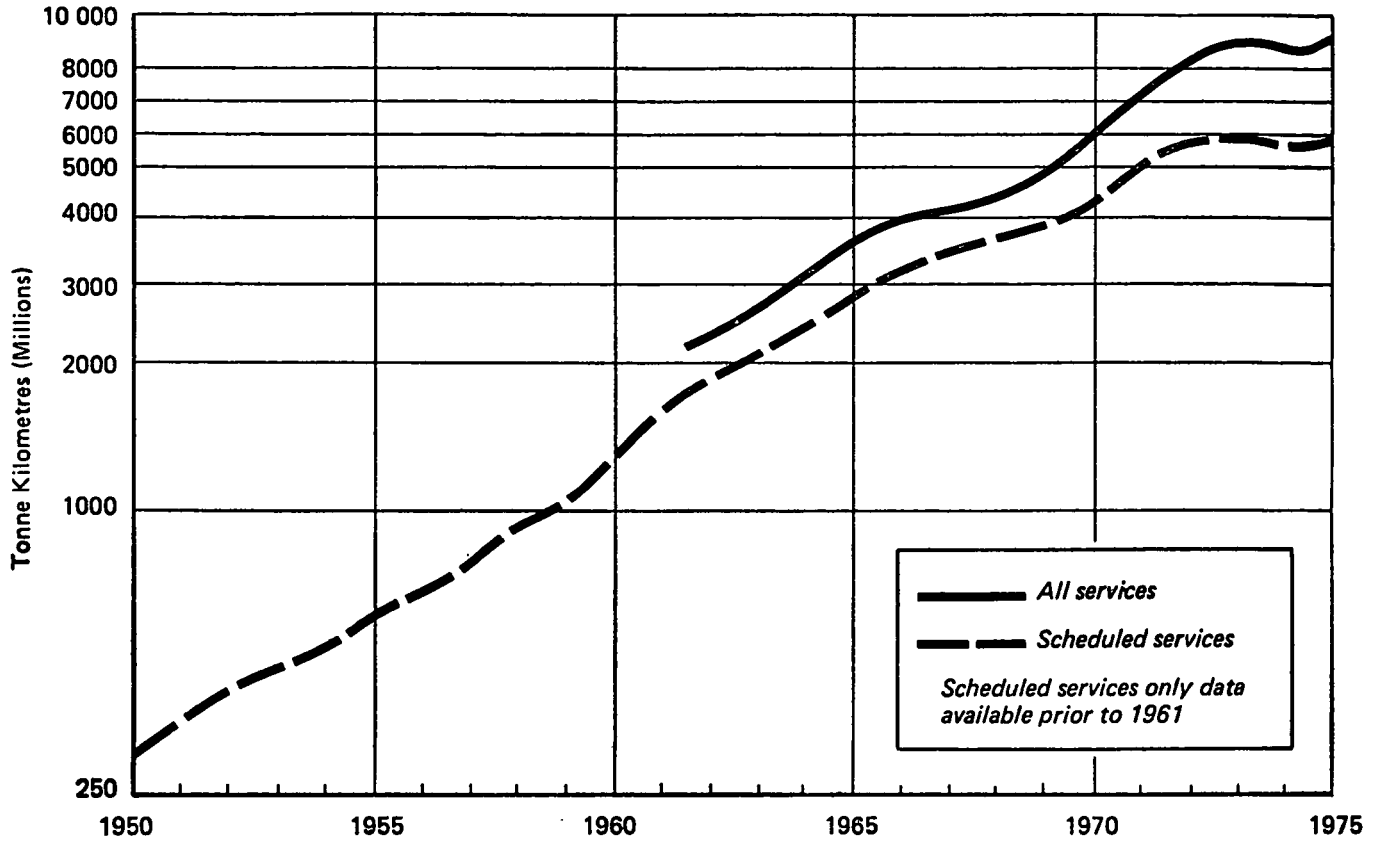
Table 1

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	23 243	52.04	100	100.00
Gatwick	5 714	12.79	98	47.96
Manchester	2 760	6.18	95	35.17
Glasgow	1 976	4.42	93	28.99
Luton	1 807	4.05	91	24.57
Birmingham	1 113	2.49	88	20.52
Belfast	1 082	2.42	86	18.03
Edinburgh	991	2.22	84	15.61
Aberdeen	823	1.84	81	13.39
Newcastle	646	1.45	79	11.55
East Midlands	482	1.08	77	10.10
Prestwick	398	0.89	74	9.02
Liverpool	355	0.80	72	8.13
Isle of Man	345	0.77	70	7.34
Leeds/Bradford	287	0.64	67	6.57
Southampton	283	0.63	65	5.92
Stansted	268	0.60	63	5.29
Sumburgh	243	0.54	60	4.69
Southend	218	0.49	58	4.15
Bristol	205	0.46	56	3.66
Tees-side	201	0.45	53	3.20
Glamorgan	192	0.43	51	2.75
Others (21 reporting airports)	1 035	2.32	49	2.32

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres available	Percentage of UK airlines this size and smaller	Percentage of a.t. – km of UK airlines this size and smaller
British Airways Overseas Division	5 060	52.27	100	100.03
British Airways European Division	1 134	11.71	98	47.73
British Caledonian Airways	840	8.68	95	36.01
Dan Air Services	477	4.93	93	27.33
Laker Airways	380	3.93	91	22.4
Britannia Airways	342	3.53	88	18.48
International Aviation Services	291	3.01	86	14.95
Trans-Meridian Air Cargo	234	2.42	84	11.94
British Airtours	217	2.24	81	9.52
Tradewinds Airways	156	1.61	79	7.28
British Airways Regional Division	149	1.54	77	5.67
Monarch Airlines	147	1.52	74	4.13
British Midland Airways	142	1.47	72	2.61
Air Anglia	27	0.28	70	1.15
British Island Airways	23	0.24	67	0.87
Alidair	11	0.11	65	0.63
British Air Ferries	11	0.11	63	0.52
Others (26 airlines)	39	0.40	60	0.40

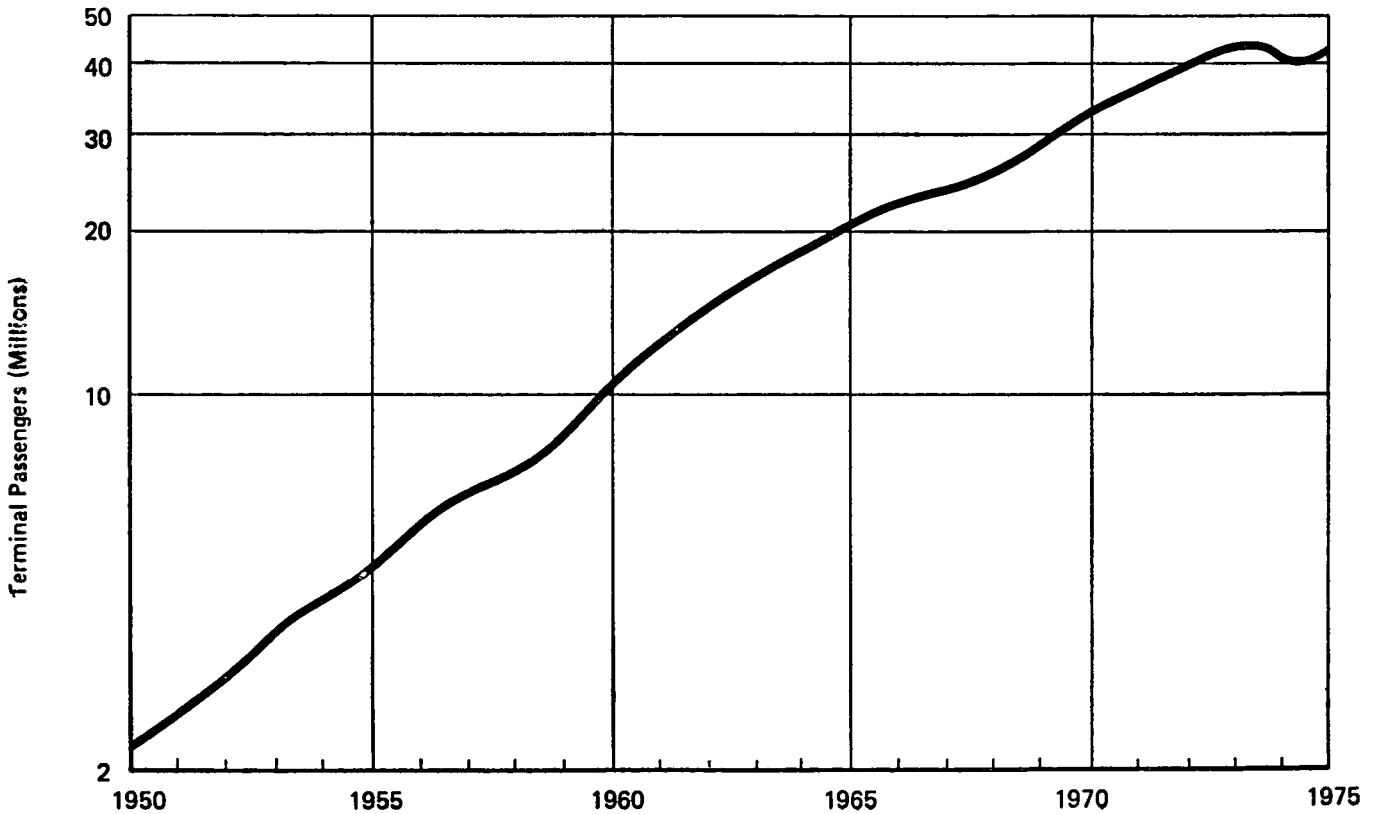
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1951-1977

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
1975	1 911	701	41 846	8 928	5 984	2 944
1976	1 896	740	44 666	9 690	6 578	3 112
Year ended						
Feb. 1976	1 910	704	42 276	9 033	6 066	2 967
Feb. 1977	1 911	744	45 144	9 788	6 615	3 173
Latest year's growth (percentages)						
	0.1	5.7	6.8	8.4	9.1	6.9
Mean rates of growth (percentages) to 1976						
20 years	6.4	4.3	11.1	..	12.5	..
10 years	5.6	6.3	7.6	11.0	9.0	16.5
5 years	1.9	1.8	2.4	3.1	4.1	1.4

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1974	59.2	3 340	35.1	1 699	10.2	666	12.4	844	1.5	131
1975	58.4	3 487	33.2	1 721	11.3	711	12.2	900	1.7	154
1976	61.7	3 722	34.4	1 810	12.8	742	12.5	989	2.0	181
1975 1st quarter	48.4	2 532	28.4	1 338	8.1	431	11.1	703	0.9	59
2nd quarter	61.6	3 611	35.3	1 763	11.9	763	12.6	920	1.8	165
3rd quarter	69.8	4 766	38.6	2 209	14.8	1 110	13.7	1 157	2.6	290
4th quarter	53.6	3 039	30.4	1 575	10.4	541	11.5	820	1.3	103
1976 1st quarter	50.9	2 706	29.6	1 451	9.2	443	11.3	751	0.9	60
2nd quarter	65.1	3 906	36.4	1 887	13.8	826	12.7	994	2.1	200
3rd quarter	73.8	4 984	39.7	2 236	16.6	1 144	14.2	1 274	3.2	331
4th quarter	56.8	3 294	31.9	1 667	11.4	555	11.8	937	1.7	135
1975 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
July	75.6	5 054	40.4	2 277	17.2	1 151	14.6	1 282	3.3	345
August	74.6	5 139	40.1	2 249	16.7	1 233	14.4	1 306	3.3	352
September	71.2	4 758	38.5	2 181	15.9	1 047	13.7	1 233	3.1	297
October	64.4	3 983	35.3	1 926	13.5	763	13.3	1 086	2.4	209
November	53.7	2 984	30.8	1 568	10.5	456	10.9	850	1.5	109
December	52.2	2 915	29.5	1 506	10.2	446	11.2	874	1.3	88
1977 January	52.6	2 955	29.8	1 510	10.4	487	11.3	886	1.1	72
February	49.4	2 645	28.1	1 401	10.0	447	10.3	729	1.0	68

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total (000)	Commercial			Non-commercial			Other (000)
		Total (000)	Air transport (000)	Other (000)	Total (000)	Aero club and private (000)	Test and training (000)	
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1974	154.1	66.0	59.2	6.9	88.1	65.2	15.0	7.9
1975	159.2	65.1	58.4	6.7	94.2	70.2	15.6	8.4
1976	158.0	68.4	61.7	6.7	89.6	67.2	13.3	9.1
1975 1st quarter	134.2	53.5	48.4	5.0	80.7	55.1	17.9	7.7
2nd quarter	178.0	68.8	61.6	7.2	109.2	81.6	17.9	9.7
3rd quarter	185.7	78.5	69.8	8.7	107.2	84.6	15.2	7.4
4th quarter	138.9	59.4	53.6	5.8	79.5	59.3	11.5	8.7
1976 1st quarter	130.2	55.9	50.9	5.0	74.3	51.8	13.4	9.1
2nd quarter	181.2	73.1	65.1	8.0	108.1	82.6	15.8	9.6
3rd quarter	186.2	82.3	73.8	8.5	104.0	83.4	11.8	8.8
4th quarter	134.3	62.4	56.8	5.6	71.9	50.8	12.2	8.9
1975 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
July	197.5	84.7	75.6	9.1	112.9	90.9	13.6	8.5
August	195.6	83.2	74.6	8.7	112.4	92.0	11.7	8.7
September	165.5	78.9	71.2	7.6	86.7	67.4	10.2	9.1
October	151.7	71.3	64.4	6.8	80.4	57.3	12.9	10.2
November	141.0	59.1	53.7	5.4	82.0	57.7	14.2	10.1
December	110.3	56.8	52.2	4.6	53.4	37.4	9.6	6.4
1977 January	127.6	57.3	52.6	4.7	70.3	48.7	13.0	8.6
February	131.0	54.0	49.4	4.7	77.0	52.4	14.3	10.3

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southand	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands	
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189	
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767	
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586	
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339	
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529	
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634	
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772	
1974	31 110	5 793	2 609	1 422	1 176	4 080	5 623	4 380	2 982	7 952	
1975	30 062	5 606	2 622	1 430	1 153	4 094	5 242	5 472	2 696	8 007	
1976	30 857	5 658	2 823	1 628	1 115	4 082	5 641	7 215	2 641	7 905	
1975	1st quarter	26 019	4 738	1 951	1 195	1 011	2 919	3 860	4 570	2 200	5 880
	2nd quarter	31 315	5 979	2 888	1 487	1 350	4 795	5 675	5 260	2 862	8 919
	3rd quarter	35 491	6 689	3 288	1 661	1 369	5 451	6 474	5 895	3 490	10 728
	4th quarter	27 421	5 016	2 360	1 375	881	3 211	4 960	6 164	2 231	6 501
1976	1st quarter	26 318	4 661	2 079	1 387	777	2 770	4 677	6 041	2 131	5 500
	2nd quarter	32 305	6 015	3 053	1 696	1 230	4 715	5 868	7 423	2 817	9 202
	3rd quarter	36 271	6 920	3 576	1 899	1 404	5 463	6 908	7 811	3 535	10 684
	4th quarter	28 534	5 038	2 575	1 531	949	3 380	5 109	7 583	2 081	6 235
1975	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
	July	37 048	7 071	3 654	1 950	1 420	5 672	7 209	7 814	3 727	10 455
	August	36 852	7 056	3 613	1 939	1 426	5 429	6 917	7 734	3 575	11 675
	September	34 913	6 623	3 462	1 809	1 366	5 287	6 597	7 885	3 304	9 921
	October	32 227	5 960	3 032	1 676	1 062	4 228	5 976	7 841	2 421	8 069
	November	26 484	4 799	2 499	1 502	986	3 079	4 849	7 599	1 946	5 489
	December	26 892	4 354	2 194	1 416	800	2 834	4 503	7 310	1 876	5 147
1977	January	27 127	4 582	2 085	1 468	863	2 682	4 662	7 214	1 951	4 758
	February	25 046	4 352	2 084	1 451	849	2 740	3 918	7 081	1 850	4 569

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)
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1974	2 306	259	122	64	35	84	256	78	138	163
1975	2 412	275	136	65	34	86	253	96	131	168
1976	2 604	283	133	71	34	81	280	118	119	163
1975 1st quarter	1 810	180	85	50	24	49	165	76	94	89
2nd quarter	2 469	296	149	68	37	101	264	92	135	192
3rd quarter	3 250	389	198	84	51	128	352	116	197	267
4th quarter	2 120	233	111	56	23	66	230	100	99	123
1976 1st quarter	1 914	193	84	52	23	46	210	94	88	82
2nd quarter	2 704	310	147	76	37	97	293	120	124	193
3rd quarter	3 439	403	186	94	50	120	377	137	174	255
4th quarter	2 358	227	115	60	25	60	242	119	89	119
1975 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	31	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
July	3 460	406	190	98	50	119	404	139	188	251
August	3 552	419	194	97	56	126	374	138	182	284
September	3 307	385	176	88	45	115	354	134	153	230
October	2 811	296	153	74	33	86	297	129	103	181
November	2 129	204	105	56	23	52	222	116	77	91
December	2 135	181	86	49	18	42	206	112	87	86
1977 January	2 170	194	78	52	23	34	210	109	86	67
February	1 897	182	83	55	24	40	181	107	76	72

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months		Tonnes									
		Oil									
		Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1967		26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968		30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969		34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970		34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971		34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972		40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973		45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1974		46 745	4 917	941	178	82	1 445	3 513	462	1 774	1 879
1975		42 767	3 871	839	118	66	1 188	2 571	539	1 182	1 662
1976		44 268	3 822	866	96	78	1 170	2 657	723	1 267	1 679
1975 1st quarter		45 025	4 197	783	138	67	1 284	2 327	429	1 227	1 825
2nd quarter		43 039	3 807	904	122	59	1 260	2 611	563	1 215	1 686
3rd quarter		40 959	3 460	826	112	76	1 102	2 515	537	1 163	1 728
4th quarter		42 045	4 020	844	101	62	1 105	2 832	628	1 121	1 408
1976 1st quarter		42 131	3 878	734	106	47	1 095	2 513	686	1 174	1 655
2nd quarter		43 575	3 838	802	99	69	1 258	2 579	730	1 231	1 985
3rd quarter		44 370	3 642	1 047	91	100	1 135	2 579	709	1 460	1 688
4th quarter		46 995	3 930	882	90	94	1 191	2 776	767	1 204	1 390
1975 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	67	1 177	2 976	660	1 280	1 535
November		41 910	4 238	838	90	65	1 036	2 809	599	1 080	1 345
December		41 761	3 822	795	93	65	1 101	2 711	625	1 002	1 344
1976 January		40 051	3 649	641	83	44	864	2 337	551	1 104	1 228
February		40 483	3 782	623	72	46	1 026	2 383	656	1 023	1 527
July		45 976	3 716	823	92	97	1 229	2 512	727	1 231	1 769
August		41 070	3 190	870	75	86	960	2 374	680	1 166	1 673
September		46 063	4 020	1 447	105	118	1 216	2 852	720	1 984	1 623
October		47 729	4 388	1 015	103	84	1 390	2 948	756	1 396	1 499
November		46 248	3 879	833	93	133	1 153	2 677	820	1 154	1 399
December		47 008	3 524	799	74	66	1 031	2 703	725	1 063	1 273
1977 January		42 477	3 574	483	81	62	913	2 325	701	1 090	1 121
February		45 359	3 975	433	136	73	1 299	2 664	791	1 119	1 666

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
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973	496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1974	478.9	263.9	9.9	65.5	188.5	55.1	3 684.7	2 117.4	57.5
1975	498.0	275.9	11.0	60.3	204.5	55.4	3 824.0	2 292.7	60.0
1976	548.2	309.2	12.1	64.2	233.0	56.4	4 291.3	2 580.1	60.1
1975 1st quarter	439.3	241.6	10.8	63.2	167.7	55.0	3 315.6	1 868.7	56.4
2nd quarter	496.6	264.9	10.4	63.2	191.3	53.3	3 783.0	2 142.2	56.6
3rd quarter	568.9	333.6	10.6	64.4	258.3	58.7	4 438.7	2 926.4	66.0
4th quarter	487.0	263.5	12.2	50.4	200.8	54.1	3 758.7	2 233.5	59.4
1976 1st quarter	491.2	265.3	11.4	63.6	190.3	54.0	3 778.3	2 119.9	56.1
2nd quarter	568.6	311.7	11.5	65.8	234.3	54.8	4 470.4	2 603.2	58.2
3rd quarter	601.5	362.0	11.3	62.9	287.8	60.2	4 778.6	3 197.2	66.9
4th quarter	531.5	297.9	14.0	64.5	219.5	56.0	4 137.7	2 400.2	58.0
1975 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
July	563.4	333.9	10.4	58.5	265.1	59.3	4 493.4	2 960.7	65.9
August	573.6	345.5	10.6	57.1	277.8	60.2	4 583.0	3 104.7	67.7
September	667.4	406.7	12.9	73.2	320.6	60.9	5 259.5	3 526.3	67.0
October	542.0	296.9	11.7	60.0	225.2	54.8	4 305.0	2 453.3	57.0
November	479.2	268.8	12.4	62.3	194.1	56.1	3 721.6	2 119.4	56.9
December	573.4	328.1	17.8	71.1	239.2	57.2	4 386.5	2 627.9	59.9
1977 January	463.6	262.8	10.3	50.4	202.1	56.7	3 590.2	2 224.4	62.0
February	469.1	256.4	12.0	64.7	179.7	54.7	3 573.8	1 958.7	54.8

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	
				Freight (000 000)	Passengers (000 000)					
1967	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9	
1968	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6	
1969	24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1	
1970	25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9	
1971	26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5	
1972	28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8	
1973	32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5	
1974	30.8	17.8	0.2	1.9	15.7	57.8	298.2	188.0	63.0	
1975	28.3	16.3	0.2	1.2	14.9	57.6	278.5	177.1	63.6	
1976	32.2	17.6	0.2	1.1	16.2	54.7	317.0	192.9	60.9	
1975	1st quarter	21.7	11.7	0.2	1.2	10.2	53.9	202.8	121.4	59.9
	2nd quarter	29.4	16.9	0.2	1.2	15.4	57.5	292.2	183.6	62.8
	3rd quarter	35.1	21.9	0.2	1.2	20.4	62.4	352.9	242.7	68.8
	4th quarter	26.9	14.8	0.2	1.0	13.5	55.0	265.9	160.6	60.4
1976	1st quarter	27.2	14.1	0.2	1.1	12.7	51.8	264.9	151.1	57.1
	2nd quarter	33.8	18.5	0.2	1.2	17.1	54.7	334.1	202.6	60.7
	3rd quarter	37.6	22.0	0.2	1.2	20.6	59.9	375.3	245.1	65.3
	4th quarter	30.0	15.8	0.2	1.0	14.5	52.7	293.5	176.2	58.8
1975	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
	July	38.6	22.8	0.2	1.2	21.4	59.2	386.2	254.7	66.0
	August	37.9	21.9	0.2	1.1	20.5	57.7	379.5	244.4	64.4
	September	36.2	21.3	0.2	1.2	19.9	58.9	360.3	236.3	65.6
	October	34.1	18.6	0.2	1.2	17.2	54.7	334.3	204.9	61.3
	November	29.0	14.9	0.2	1.0	13.6	51.4	281.8	162.0	57.5
	December	27.0	13.8	0.2	0.9	12.7	51.0	264.4	151.0	57.1
1977	January	27.8	13.9	0.2	0.9	12.8	50.2	270.0	151.5	56.1
	February	25.6	13.3	0.2	1.0	12.1	51.8	248.8	143.4	57.6

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1974	448.1	246.1	9.6	63.7	172.8	54.9	3 386.5	1 929.4	57.0
1975	469.7	259.5	10.8	59.1	189.7	55.3	3 545.6	2 115.6	59.7
1976	516.1	291.6	11.9	63.1	216.8	56.5	3 974.3	2 387.3	60.1
1975 1st quarter	417.6	229.8	10.6	61.9	157.5	55.0	3 112.7	1 747.2	56.1
2nd quarter	467.2	248.0	10.1	62.0	175.9	53.1	3 490.9	1 958.5	56.1
3rd quarter	533.7	311.6	10.4	63.1	238.1	58.4	4 085.8	2 683.7	65.7
4th quarter	460.1	248.7	12.0	49.4	187.3	54.1	3 492.9	2 072.9	59.4
1976 1st quarter	463.9	251.2	11.2	62.5	177.5	54.2	3 513.4	1 968.7	56.0
2nd quarter	534.9	293.2	11.3	64.6	217.3	54.8	4 136.2	2 400.6	58.0
3rd quarter	563.9	340.0	11.1	61.7	267.2	60.3	4 403.3	2 952.1	67.0
4th quarter	501.5	282.1	13.8	63.4	205.0	56.3	3 844.2	2 227.6	57.9
1975 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
July	524.8	311.1	10.2	57.3	243.7	59.3	4 107.3	2 706.0	65.9
August	535.7	323.6	10.4	55.9	257.3	60.4	4 203.5	2 860.3	68.0
September	631.2	385.4	12.7	72.0	300.7	61.1	4 899.2	3 290.0	67.2
October	507.9	278.2	11.5	58.8	207.9	54.8	3 970.7	2 248.4	56.6
November	450.2	253.9	12.2	61.2	180.5	56.4	3 439.8	1 957.4	56.9
December	546.4	314.3	17.6	70.3	226.5	57.5	4 122.2	2 476.9	60.1
1977 January	435.9	248.9	10.0	49.6	189.3	57.1	3 320.3	2 072.9	62.4
February	443.5	243.2	11.8	63.7	167.7	54.8	3 325.0	1 815.3	54.6

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1974	211.7	30.4	86.3	12.4	44.5	6.1	81.1	12.0
1975	245.2	33.0	85.9	11.6	48.0	6.5	111.3	15.0
1976	259.4	32.1	95.3	11.8	52.2	6.5	111.6	13.8
1975 1st quarter	175.4	28.5	48.9	7.9	23.8	3.8	102.7	16.8
2nd quarter	245.7	33.1	95.8	12.9	48.7	6.6	101.3	13.6
3rd quarter	329.1	36.7	128.1	14.3	88.5	9.9	112.5	12.5
4th quarter	230.4	32.1	70.8	9.9	31.0	4.3	128.5	17.9
1976 1st quarter	183.5	27.2	54.2	8.0	20.4	3.0	109.0	16.2
2nd quarter	267.7	32.0	111.0	13.3	55.6	6.7	100.1	12.1
3rd quarter	342.7	36.2	142.0	15.0	92.0	9.7	108.7	11.5
4th quarter	243.5	31.1	74.1	9.6	40.8	5.3	128.7	16.6
1975 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
July	346.2	38.1	146.8	16.1	93.8	10.3	105.6	11.6
August	354.3	38.2	148.1	16.0	95.6	10.3	110.6	11.9
September	327.5	32.9	131.2	13.2	86.5	8.7	109.8	11.0
October	285.9	34.5	107.0	12.9	51.6	6.2	127.3	15.4
November	219.1	31.4	58.8	8.4	29.3	4.2	131.1	18.8
December	225.6	28.2	56.4	7.1	41.4	5.2	127.7	16.0
1977 January	215.8	31.8	60.1	8.8	33.8	5.0	121.9	17.9
February	198.9	29.8	54.4	8.1	19.7	2.9	124.8	18.7

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1974	991.5	794.9	80.1	519.5	5 124	7 493	1 462	1 530
1975	981.0	844.3	86.1	558.3	5 158	7 587	1 471	1 512
1976	1 086.0	889.4	81.9	564.1	5 402	8 250	1 527	1 577
1975 1st quarter	559.8	486.7	86.9	328.8	3 048	4 376	1 436	1 480
2nd quarter	1 088.5	908.8	83.5	622.4	5 809	8 367	1 440	1 460
3rd quarter	1 466.5	1 325.2	90.4	868.0	7 649	11 281	1 475	1 527
4th quarter	809.2	656.4	81.1	414.1	4 125	6 323	1 533	1 585
1976 1st quarter	615.9	520.6	84.5	338.5	3 234	4 806	1 486	1 538
2nd quarter	1 262.3	998.5	79.1	639.9	6 276	9 496	1 513	1 560
3rd quarter	1 622.7	1 388.3	85.6	864.4	7 948	12 284	1 546	1 606
4th quarter	842.9	650.2	77.1	413.7	4 149	6 413	1 546	1 572
1975 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
July	1 678.2	1 378.0	82.1	869.3	8 351	12 781	1 530	1 585
August	1 691.2	1 496.7	88.5	926.5	8 195	12 744	1 555	1 615
September	1 498.6	1 290.2	86.1	797.4	7 297	11 327	1 552	1 618
October	1 216.8	973.1	80.0	602.0	5 837	9 117	1 562	1 616
November	671.0	549.7	81.9	335.8	3 318	5 185	1 563	1 637
December	640.9	472.9	73.8	303.2	3 291	4 938	1 500	1 560
1977 January	675.8	527.4	78.0	344.5	3 506	5 132	1 464	1 531
February	614.6	520.3	84.6	345.6	3 259	4 659	1 430	1 505

Non-scheduled Services by UK Airlines

Table 9.3

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

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1974	436.1	352.7	80.9	104.8	1 523	2 483	1 630	3 366
1975	466.4	370.4	79.4	112.4	1 574	2 606	1 656	3 295
1976	532.8	430.7	80.8	122.7	1 627	2 876	1 768	3 510
1975 1st quarter	241.7	198.8	82.3	59.4	1 026	1 442	1 406	3 347
2nd quarter	446.9	355.6	76.2	108.6	1 558	2 505	1 608	3 274
3rd quarter	853.3	679.0	79.6	212.6	2 550	4 606	1 806	3 194
4th quarter	323.6	248.0	76.6	69.0	1 163	1 869	1 607	3 594
1976 1st quarter	217.8	174.9	80.3	54.0	1 007	1 397	1 387	3 239
2nd quarter	564.6	425.0	75.3	126.7	1 790	3 013	1 683	3 354
3rd quarter	933.6	783.0	83.9	220.1	2 469	4 924	1 994	3 557
4th quarter	415.3	339.8	81.8	90.1	1 241	2 170	1 749	3 771
1975 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	1 146	1 828	1 595	2 987
February	147.3	115.5	78.4	34.1	807	992	1 229	3 387
July	950.1	779.6	82.1	235.7	2 637	5 136	1 948	3 308
August	972.8	832.2	85.5	235.2	2 573	5 125	1 992	3 538
September	877.9	737.3	84.0	189.3	2 197	4 512	2 053	3 895
October	523.2	409.9	78.3	101.0	1 391	2 653	1 907	4 058
November	296.0	250.5	84.6	70.3	1 009	1 532	1 518	3 563
December	426.8	359.0	84.1	99.1	1 323	2 325	1 757	3 623
1977 January	351.6	295.6	84.1	78.1	1 171	1 973	1 685	3 785
February	209.7	161.5	77.0	50.4	989	1 346	1 361	3 204

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation Monthly Averages

European continent and Mediterranean Sea area ^(b)	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968	914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969	1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970	1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971	1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972	1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973	1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1974	1 648	72	40	223	187	45	148	67	135	23	36	36	403	23	86	27	96
1975	1 751	66	41	228	190	58	155	83	136	29	26	42	442	28	91	34	103
1976	1 842	71	47	242	206	74	162	107	153	43	25	43	389	35	98	35	113
1975 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	1 195	55	35	179	169	25	91	78	114	26	16	29	201	21	17	8	70
1976 1st quarter	1 261	58	36	196	177	24	100	77	119	28	16	29	216	22	82	9	74
2nd quarter	1 978	76	46	258	216	86	175	99	164	43	25	43	443	38	103	44	119
3rd quarter	2 521	77	56	292	242	134	258	147	171	56	35	67	605	41	117	63	160
4th quarter	1 609	73	51	220	189	50	114	107	156	47	22	34	291	40	93	22	100
Dec-Feb	1 352	63	46	193	189	27	104	101	132	41	19	30	195	34	93	7	77
Rest of World	Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa ^(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa ^(c) (000)	Others (000)						
1968	270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969	327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970	392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971	433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972	512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1973	560.3	17.3	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2						
1974	551.1	21.4	21.5	108.6	11.5	23.2	10.5	19.3	243.8	11.3	80.0						
1975	600.8	27.3	23.0	117.2	12.5	28.9	15.1	24.1	244.9	13.1	94.6						
1976	685.8	31.2	24.7	120.7	13.5	32.3	14.3	27.5	293.1	17.2	111.3						
1975 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	23.0	12.0	32.8	14.7	26.2	215.0	13.1	99.4						
Dec-Feb	489.1	29.3	22.0	60.7	13.2	33.7	13.8	28.9	172.1	13.2	102.3						
1976 1st quarter	480.6	28.3	20.8	56.7	13.0	31.5	15.6	28.1	171.6	12.6	102.4						
2nd quarter	679.5	29.9	24.4	122.6	11.2	27.8	11.3	24.9	314.4	14.2	98.8						
3rd quarter	966.0	35.9	30.2	217.8	17.5	33.3	15.9	29.9	427.3	23.9	134.4						
4th quarter	617.2	30.6	23.6	85.6	12.4	36.8	14.2	27.1	259.3	18.1	109.4						
Dec-Feb	540.6	32.0	20.5	63.3	12.8	39.2	13.4	28.9	200.4	21.3	108.6						

The above figures are derived from airport statistics.

- (a) Excluding passengers to and from the Irish Republic.
- (b) Passengers to and from North Africa and Middle East countries have been attributed to the European continent and Mediterranean Sea area.
- (c) Commonwealth countries only.
- (d) Oil Rigs *not* included.

Air Transport Movements by Type and Nationality of Operator February 1977

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	5 110	35	2 527	321	118	1 958	151
+ Heathrow	17 682	8 451	497	8 506	150	13	65
+ Luton	1 016	—	1	—	3	814	198
+ Southend	969	—	681	—	—	270	18
+ Stansted	269	2	2	—	—	76	189
TOTAL (London Area)	25 046	8 488	3 708	8 827	271	3 131	621
Westland Heliport (Battersea)	126	—	—	—	—	126	—
Other UK Airports							
+ Leeds/Bradford	624	224	309	16	—	71	4
+ Liverpool	718	413	—	56	—	221	28
+ Manchester	3 010	1 344	324	806	22	496	18
+ Birmingham	1 371	584	476	84	24	192	11
+ Coventry	27	—	—	—	—	23	4
+ East Midlands	686	2	416	1	—	265	2
+ Newcastle	979	286	590	12	2	80	9
+ Tees-side	472	—	459	—	2	11	—
Bristol	385	186	112	30	—	51	6
Glamorgan	438	107	194	35	32	70	—
Swansea	26	—	—	—	—	26	—
+ Blackpool	167	—	151	—	—	16	—
+ Bournemouth	451	4	325	4	—	114	4
+ Cambridge	22	—	—	—	—	20	2
Exeter	96	—	95	—	—	—	1
Gloucester/Cheltenham	28	—	—	—	—	28	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	200	198	—	—	—	2	—
+ Lydd	347	—	347	—	—	—	—
Manston	81	—	—	—	—	58	23
Norwich	591	—	451	—	2	130	8
Penzance Heliport	198	198	—	—	—	—	—
+ Southampton	433	73	318	—	—	32	10
+ Edinburgh	1 541	784	654	33	—	20	50
+ Glasgow	1 908	995	471	236	19	154	33
+ Prestwick	469	301	9	120	—	11	28
+ Aberdeen	3 623	662	422	—	694	1 785	60
Benbecula	208	42	166	—	—	—	—
Inverness	559	262	173	—	6	114	4
Islay	48	36	—	—	—	12	—
+ Kirkwall	665	192	100	—	29	342	2
Stornoway	265	90	128	—	—	45	2
+ Sumburgh	1 364	184	44	—	289	837	10
Tiree	52	—	52	—	—	—	—
Wick	297	96	189	—	—	10	2
+ Belfast	1 372	879	346	24	—	107	16
+ Isle of Man	478	351	127	—	—	—	—
TOTAL (Incl. London Area)	49 371	16 981	11 156	10 284	1 392	8 600	958
Channel Islands Airports							
Alderney	365	—	338	—	—	27	—
Guernsey	1 696	146	1 342	24	—	184	—
Jersey	2 508	393	1 843	22	—	240	10
TOTAL (Channel Islands Airports)	4 569	539	3 523	46	—	451	10

Air Transport Movements February 1977

Comparison with a Year Earlier

	International			Domestic			Feb. 77 Total			Feb. 76 Total			Percentage Change		
	Scheduled Passenger Aircraft	Cargo	Charter Passenger Aircraft	Scheduled Passenger Aircraft	Cargo	Charter Passenger Aircraft	Passenger Aircraft	Cargo		Passenger Aircraft	Cargo		Passenger Aircraft	Cargo	
London Area Airports															
+ Gatwick	1 517	92	1 900	272	1 066	208	29	26	4 512	598	3 913	641	15.3	10.5	
+ Heathrow	12 654	1 325	203	25	3 421	54	—	—	16 278	1 404	16 934	1 487	-3.9	-5.6	
+ Luton	—	—	946	27	1	—	31	11	978	38	825	3	18.6	—	
+ Southend	681	—	112	—	—	—	176	—	969	—	672	—	44.2	—	
+ Stansted	2	—	179	85	2	—	1	—	184	85	108	70	70.4	21.4	
TOTAL (London Area)	14 854	1 417	3 340	409	4 490	262	237	37	22 921	2 125	22 452	2 101	2.1	1.1	
Westland Heliport (Battersea)	—	—	—	—	—	—	126	—	126	—	85	—	48.2	—	
Other UK Airports															
+ Leeds/Bradford	115	—	41	—	434	—	34	—	624	—	583	2	7.0	—	
+ Liverpool	111	—	8	32	358	—	148	61	625	93	579	221	7.9	-57.9	
+ Manchester	959	314	436	7	1 194	7	67	26	2 656	354	2 627	374	1.1	-5.3	
+ Birmingham	347	—	209	1	797	—	17	—	1 370	1	1 269	—	8.0	—	
+ Coventry	—	—	13	1	—	—	13	—	26	1	—	—	—	—	
+ East Midlands	209	—	144	4	204	6	84	35	641	45	614	75	4.4	-40.0	
+ Newcastle	262	—	87	—	626	—	4	—	979	—	875	—	11.9	—	
+ Tees-side	57	—	7	2	402	—	4	—	470	2	476	—	-1.3	—	
+ Bristol	116	—	48	1	212	—	8	—	384	1	299	—	28.4	—	
+ Glamorgan	90	—	101	—	246	—	1	—	438	—	406	1	7.9	—	
+ Swansea	—	—	3	—	—	—	23	—	26	—	31	—	16.1	—	
+ Blackpool	24	—	2	—	88	39	13	1	127	40	226	—	-43.8	—	
+ Bournemouth	6	—	73	—	179	148	44	1	302	149	260	125	16.2	19.2	
+ Cambridge	—	—	12	—	—	—	10	—	22	—	22	—	—	—	
+ Exeter	18	—	—	1	77	—	—	—	95	1	111	4	-14.4	-75.0	
+ Gloucester/Cheltenham	—	—	—	—	28	—	—	—	28	—	13	—	—	—	
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Isles of Scilly	—	—	—	—	198	—	2	—	200	—	104	—	92.3	—	
+ Lydd	168	179	—	—	—	—	—	—	168	179	136	129	23.6	38.8	
+ Manston	81	—	—	—	—	—	—	—	81	—	97	—	-16.6	—	
+ Norwich	195	—	102	2	256	—	36	—	589	2	469	22	25.6	—	
+ Penzance Heliport	198	—	—	—	—	—	—	—	198	—	104	—	90.4	—	
+ Southampton	16	—	12	2	374	—	27	1	429	4	565	—	-24.1	—	
+ Edinburgh	177	—	55	—	1 294	—	15	—	1 541	—	1 313	41	17.4	—	
+ Glasgow	292	74	109	1	1 258	78	96	—	1 755	153	2 415	140	-27.3	9.3	
+ Prestwick	144	78	24	12	166	42	2	1	336	133	343	150	-2.0	-11.3	
+ Aberdeen	200	—	1 833	50	882	2	652	4	3 567	56	2 898	31	23.1	80.6	
+ Benbecula	—	—	—	—	208	—	—	—	208	—	197	—	6.6	—	
+ Inverness	—	—	4	—	435	—	120	—	559	—	541	—	3.3	—	
+ Islay	—	—	—	—	36	—	12	—	48	—	52	—	-7.7	—	
+ Kirkwall	—	—	2	—	292	—	371	—	665	—	584	—	13.9	—	
+ Stornoway	1	—	—	—	217	1	46	—	264	1	233	—	13.3	—	
+ Sumburgh	—	—	561	8	228	—	567	—	1 356	8	985	—	37.7	—	
+ Tiree	—	—	52	—	—	—	—	—	52	—	60	—	-13.3	—	
+ Wick	—	—	1	—	285	—	11	—	297	—	179	—	65.9	—	
+ Belfast	24	—	19	—	1 154	71	30	74	1 227	145	1 310	200	-6.3	-27.5	
+ Isle of Man	25	—	—	—	453	—	—	—	478	—	469	51	1.9	—	
TOTAL (Incl. London Area)	18 689	2 062	7 298	533	17 071	657	2 820	241	45 878	3 493	43 982	3 667	4.3	-4.7	
Channel Islands Airports															
+ Alderney	—	—	—	—	—	—	—	—	365	—	400	—	-8.7	—	
+ Guernsey	—	—	—	—	—	—	—	—	1 696	—	1 725	—	-1.7	—	
+ Jersey	—	—	—	—	—	—	—	—	2 508	—	2 527	—	-0.8	—	
TOTAL (Channel Is. Airports)									4 569		4 652		-1.8		

Air Passengers by Type and Nationality of Operator February 1977

Table 15

	Scheduled Services								Charter Flights						
				United Kingdom operators								United Kingdom operators		Overseas operators	
				British Airways		Others		Overseas operators		British Airways		Others		Overseas operators	
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London Area Airports															
+Gatwick	306 517	305 394	1 123	538	—	92 519	—	5 403	—	19 937	—	171 450	888	15 547	235
+Heathrow	1 493 236	1 470 591	22 645	739 618	126	18 873	36	682 315	22 284	22 704	—	96	—	6 985	199
+Luton	90 635	90 573	62	—	—	34	—	—	—	105	—	76 279	13	14 155	49
+Southend	10 834	10 834	—	—	—	10 282	—	—	—	—	—	240	—	312	—
+Stansted	19 389	19 246	143	—	143	31	—	—	—	—	—	292	—	18 923	—
TOTAL (London Area)	1 920 611	1 896 638	23 973	740 156	269	121 739	36	687 718	22 284	42 746	—	248 357	901	55 922	483
Westland Heliport (Battersea)	291	291	—	—	—	—	—	—	—	—	—	291	—	—	—
Other UK Airports															
+Leeds/Bradford	19 172	17 674	1 498	9 104	—	4 462	1 494	582	—	—	—	3 470	4	56	—
+Liverpool	19 535	19 467	68	16 726	66	—	—	2 219	—	—	—	518	2	4	—
+Manchester	150 124	144 376	5 748	74 327	594	6 562	1 269	23 279	1 921	1 724	—	37 777	1 817	707	147
+Birmingham	62 091	59 435	2 656	25 225	634	9 837	1 837	4 547	185	1 664	—	17 780	—	382	—
+Coventry	115	112	3	—	—	—	—	—	—	—	—	92	3	20	—
+East Midlands	24 016	23 901	115	69	—	10 693	49	115	—	—	—	13 021	66	3	—
+Newcastle	43 449	41 099	2 350	19 340	—	12 912	2 212	235	138	113	—	7 815	—	684	—
+Tees-side	14 968	13 436	1 532	—	—	12 532	1 532	—	—	105	—	799	—	—	—
+Bristol	11 364	8 990	2 374	2 040	1 615	1 552	251	884	187	—	—	4 205	321	309	—
+Glamorgan	16 616	14 931	1 685	2 355	—	1 614	1 275	653	410	3 472	—	6 837	—	—	—
+Swansea	137	119	18	—	—	—	—	—	—	—	—	119	18	—	—
+Blackpool	2 915	2 915	—	—	—	2 868	—	—	—	—	—	47	—	—	—
+Bournemouth	5 411	5 289	122	138	—	4 095	112	245	—	—	—	811	6	—	4
+Cambridge	148	148	—	—	—	—	—	—	—	—	—	130	—	18	—
+Exeter	2 043	1 745	298	—	—	1 745	298	—	—	—	—	—	—	—	—
+Gloucester/Cheltenham	80	80	—	—	—	—	—	—	—	—	—	80	—	—	—
+Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+Isles of Scilly	1 250	1 250	—	1 234	—	—	—	—	—	—	—	16	—	—	—
+Lydd	6 884	6 884	—	—	—	6 884	—	—	—	—	—	—	—	—	—
+Manston	277	277	—	—	—	—	—	—	—	—	—	—	—	—	—
+Norwich	9 886	9 886	—	—	—	9 014	—	—	—	—	—	—	—	135	—
+Penzance Heliport	1 234	1 234	—	1 234	—	—	—	—	—	—	—	830	—	34	—
+Southampton	10 366	10 247	119	2 527	67	7 552	42	—	—	—	—	134	10	34	—
+Edinburgh	83 760	81 802	1 958	58 057	786	17 248	1 172	1 481	—	—	—	616	—	4 400	—
+Glasgow	92 744	91 075	1 669	59 413	112	14 855	—	5 442	1 480	892	—	8 215	—	2 258	—
+Prestwick	17 344	8 571	8 773	5 694	5 628	273	—	1 216	2 072	—	—	643	167	745	906
+Aberdeen	65 013	64 098	915	27 923	878	9 231	15	—	—	7 958	—	17 932	22	1 054	—
+Benbecula	1 700	1 643	57	849	—	794	57	—	—	—	—	—	—	—	—
+Inverness	9 488	8 913	575	7 338	575	1 164	—	—	—	—	—	—	—	—	—
+Islay	531	531	—	507	—	—	—	—	—	15	—	374	—	22	—
+Kirkwall	6 967	6 282	685	3 450	668	448	—	—	—	—	—	24	—	—	—
+Stornoway	3 512	3 512	—	2 602	—	646	—	—	—	992	—	1 386	17	6	—
+Sumburgh	20 387	19 744	643	5 258	—	170	—	—	—	3 649	14	10 590	629	77	—
+Tiree	234	86	—	—	—	86	148	—	—	—	—	—	—	—	—
+Wick	3 119	2 017	1 102	1 162	1 102	810	—	—	—	—	—	—	—	—	—
+Belfast	63 435	63 431	4	54 353	—	7 026	4	239	—	—	—	37	—	8	—
+Isle of Man	14 158	12 808	1 350	9 829	1 181	2 979	169	—	—	—	—	589	—	1 224	—
TOTAL (Incl. London Area)	2 705 375	2 644 937	60 438	1 130 910	14 175	26 791	11 972	728 855	28 677	63 338	14	383 927	3 983	68 116	1 617
Channel Islands Airports															
+Alderney	2 608	2 608	—	—	—	2 543	—	—	—	—	—	65	—	—	—
+Guernsey	22 256	21 606	650	5 206	—	15 648	647	63	—	—	—	689	3	—	—
+Jersey	48 575	48 127	448	19 728	40	27 283	402	588	—	—	—	448	—	80	6
TOTAL (Channel Is. Airports)	73 439														

Terminal Air Passengers February

Table 16

Comparison with a Year Earlier

	1977	1976	Percentage change
London Area Airports			
+ Gatwick	305 394	240 535	27.0
+ Heathrow	1 470 591	1 360 503	8.1
+ Luton	90 573	75 921	19.3
+ Southend	10 834	7 858	37.9
+ Stansted	19 246	13 167	46.2
TOTAL (London Area)	1 896 638	1 697 984	11.7
Westland Heliport (Battersea)	291	205	42.0
Other UK Airports			
+ Leeds/Bradford	17 674	12 531	41.0
+ Liverpool	19 467	19 407	0.3
+ Manchester	144 376	145 476	-0.8
+ Birmingham	59 435	57 157	4.0
+ Coventry	112	—	—
+ East Midlands	23 901	23 241	2.8
+ Newcastle	41 099	37 220	10.4
+ Tees-side	13 436	12 023	11.8
+ Bristol	8 990	5 493	63.7
+ Glamorgan	14 931	14 146	5.5
Swansea	119	82	45.1
+ Blackpool	2 915	3 143	-7.3
+ Bournemouth	5 289	4 939	7.1
+ Cambridge	148	96	54.2
+ Exeter	1 745	1 920	-9.1
Gloucester/Cheltenham	80	34	—
Hawarden	—	—	—
Isles of Scilly	1 250	1 808	-30.9
+ Lydd	6 884	5 845	17.8
+ Manston	277	209	32.5
+ Norwich	9 886	8 825	12.0
Penzance Heliport	1 234	1 808	-31.7
+ Southampton	10 247	12 606	-18.7
+ Edinburgh	81 802	55 172	48.3
+ Glasgow	91 075	122 477	-25.6
+ Prestwick	8 571	8 575	—
+ Aberdeen	64 098	50 419	27.1
Benbecula	1 643	1 719	-4.4
Inverness	8 913	8 806	1.2
Islay	531	621	-14.5
+ Kirkwall	6 282	6 083	3.3
Stornoway	3 512	3 378	4.0
+ Sumburgh	19 744	14 284	38.2
Tiree	86	138	-37.7
Wick	2 017	1 501	34.4
+ Belfast	63 431	66 990	-5.3
+ Isle of Man	12 808	12 689	0.9
TOTAL (Incl. London Area)	2 644 937	2 419 050	9.3
Channel Islands Airports			
Alderney	2 608	1 960	33.1
Guernsey	21 606	21 075	2.5
Jersey	48 127	44 391	8.4
TOTAL (Channel Islands Airports)	72 341	67 426	7.3

International and Domestic Passenger Traffic February 1977

Table 17

Terminal Passengers for February Comparison with a Year Earlier

	Total	International			Domestic		
	1977	1977	1976	Per-centage change	1977	1976	Per-centage change
London Area Airports							
+ Gatwick	305 394	265 035	205 582	29	40 359	34 953	15
+ Heathrow	1 470 591	1 235 504	1 133 935	9	235 087	226 568	4
+ Luton	90 573	90 092	74 599	21	481	1 322	-64
+ Southend	10 834	10 713	7 678	40	121	180	-33
+ Stansted	19 246	19 196	13 159	46	50	8	—
TOTAL (London Area)	1 896 638	1 620 540	1 434 953	13	276 098	263 031	5
Westland Heliport (Battersea)	291	—	—	—	291	205	42
Other UK Airports							
+ Leeds/Bradford	17 674	5 950	1 956	—	11 724	10 575	11
+ Liverpool	19 467	3 956	4 194	-6	15 511	15 213	2
+ Manchester	144 376	84 086	89 130	-6	60 290	56 346	7
+ Birmingham	59 435	35 438	35 547	—	23 997	21 610	11
+ Coventry	112	63	—	—	49	—	—
+ East Midlands	23 901	17 419	14 570	20	6 482	8 671	-25
+ Newcastle	41 099	14 802	11 503	29	26 297	25 717	2
+ Tees-side	13 436	1 587	1 336	19	11 849	10 687	11
+ Bristol	8 990	7 095	4 142	71	1 895	1 351	40
+ Glamorgan	14 931	11 998	11 067	8	2 933	3 079	-5
Swansea	119	31	42	-26	88	40	—
+ Blackpool	2 915	165	145	14	2 750	2 998	-8
+ Bournemouth	5 289	958	1 218	-21	4 331	3 721	16
+ Cambridge	148	87	71	23	61	25	—
+ Exeter	1 745	242	211	15	1 503	1 709	-12
Gloucester/Cheltenham	80	—	—	—	80	34	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	1 250	—	—	—	1 250	1 808	-31
+ Lydd	6 884	6 884	5 841	18	—	4	—
+ Manston	277	277	209	33	—	—	—
+ Norwich	9 886	5 362	4 541	18	4 524	4 284	6
Penzance	1 234	—	—	—	1 234	1 808	-32
+ Southampton	10 247	160	354	-55	10 087	12 252	-18
+ Edinburgh	81 802	8 228	2 723	—	73 574	52 449	40
+ Glasgow	91 075	16 493	21 646	-24	74 582	100 831	-26
+ Prestwick	8 571	6 948	7 409	-6	1 623	1 166	39
+ Aberdeen	64 098	22 986	16 390	40	41 112	34 029	21
Benbecula	1 643	—	—	—	1 643	1 719	-4
Inverness	8 913	22	2	—	8 891	8 804	1
Islay	531	—	—	—	531	621	-14
+ Kirkwall	6 282	6	68	-91	6 276	6 015	4
Stornoway	3 512	7	—	—	3 505	3 378	4
+ Sumburgh	19 744	6 133	5 058	21	13 611	9 226	48
Tiree	86	—	—	—	86	138	-38
Wick	2 017	—	—	—	2 017	1 501	34
+ Belfast	63 431	1 817	2 207	-10	61 614	64 963	-5
+ Isle of Man	12 808	376	272	38	12 432	12 417	—
TOTAL (Incl. London Area)	2 644 937	1 880 116	1 676 625	12	764 821	742 425	3

(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 February 1977

Table 18

Comparison with a Year Earlier

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	11 772	8 237	3 535	8 075	7 319	756	46
London – Vienna	9 648	7 704	1 944	7 400	7 278	122	30
Other Routes	2 124	533	1 591	675	41	634	—
Belgium	61 660	59 708	1 952	54 301	53 149	1 152	14
London – Brussels	44 478	44 262	216	40 506	39 978	528	10
Other S.E. England – Belgium	12 664	11 034	1 630	9 501	9 155	346	33
Other Routes	4 518	4 412	106	4 294	4 016	278	5
Denmark	42 251	28 677	13 574	32 961	25 079	7 882	28
London – Copenhagen	33 831	25 075	8 756	28 869	21 659	7 210	17
Other Routes	8 420	3 602	4 818	4 092	3 420	672	—
Finland	8 004	6 965	1 039	6 373	5 570	803	26
France	211 557	178 864	32 693	174 665	165 062	9 603	21
London – Nice	6 639	6 077	562	6 504	6 009	495	2
– Paris	145 042	134 901	10 141	130 194	126 932	3 262	11
– N. France (a)	6 667	6 219	448	6 436	6 238	198	4
– Other France	25 609	11 659	13 950	11 864	9 263	2 601	—
Manchester – Paris	5 629	5 619	10	4 181	4 180	1	35
Other U.K. – Paris	11 812	6 175	5 637	5 897	5 327	570	—
Luton – Other France	1 132	—	1 132	1 246	—	1 246	–9
Other S.E. England – France	7 931	7 903	28	6 794	6 773	21	17
Other Routes	1 096	311	785	1 549	340	1 209	–29
Germany (Fed. Republic)	172 519	120 257	52 262	162 962	107 777	55 185	6
London – Dusseldorf	24 227	21 324	2 903	19 003	18 338	665	27
– Frankfurt	40 277	35 898	4 379	35 653	33 260	2 393	13
– Hamburg	18 366	15 781	2 585	16 466	14 832	1 634	12
– Munich	33 380	12 741	20 369	39 153	11 697	27 456	–15
– Other Germany	26 599	26 141	458	24 063	22 481	1 582	11
Luton – Germany	11 915	—	11 915	10 047	—	10 047	19
Manchester – Germany	8 961	5 307	3 654	9 713	5 119	4 594	–8
Other Routes	8 794	3 065	5 729	8 864	2 050	6 814	–1
Gibraltar	3 781	3 743	38	4 380	4 380	—	–14
Greece	22 953	17 457	5 496	19 799	15 358	4 441	16
Iceland	1 685	1 685	—	1 070	1 070	—	57
London – Reykjavik	925	925	—	264	264	—	—
Glasgow – Reykjavik	634	634	—	806	806	—	–21
Other Routes	126	126	—	—	—	—	—

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	100 565	95 871	4 694	92 441	89 651	2 790	9
London – Cork	7 827	7 806	21	7 274	7 216	58	8
– Dublin	50 752	50 752	—	47 509	47 509	—	7
– Shannon	5 513	5 513	—	4 787	4 787	—	15
Manchester – Dublin	9 396	9 323	73	8 642	8 541	101	9
Birmingham – Dublin	7 297	7 297	—	6 803	6 803	—	7
Glasgow – Dublin	2 883	2 883	—	3 312	3 312	—	-13
Liverpool – Dublin	3 938	3 937	1	3 829	3 693	136	3
Leeds/Bradford – Dublin	1 283	1 283	—	1 161	1 155	6	11
Edinburgh – Dublin	5 110	1 481	3 629	842	842	—	—
Bristol – Dublin	1 638	1 491	147	1 136	1 136	—	44
Other Routes	4 928	4 105	823	7 146	4 657	2 489	-31
Italy	103 615	51 726	51 889	89 909	51 240	38 669	15
London – Genoa (g)	55	—	55	—	—	—	—
– Milan	34 158	19 853	14 305	31 044	20 211	10 833	10
– Rimini (g)	—	—	—	—	—	—	—
– Rome	24 037	20 158	3 879	22 028	19 227	2 801	9
– Venice	6 666	1 756	4 910	6 063	1 981	4 082	10
– Other Italy	20 908	8 593	12 315	16 695	8 816	7 879	25
Luton – Rimini	—	—	—	—	—	—	—
– Other Italy	12 785	—	12 785	10 119	—	10 119	26
Other S.E.England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	1 398	—	1 398	1 517	—	1 517	-8
Other Routes	3 608	1 366	2 242	2 433	1 005	1 438	48
Luxembourg	3 917	3 917	—	3 463	3 327	136	13
London – Luxembourg	3 917	3 917	—	3 454	3 327	127	13
Other Routes	—	—	—	9	—	9	—
Netherlands	127 176	123 802	3 374	109 347	108 184	1 163	16
London – Amsterdam	76 806	74 921	1 885	65 239	65 120	119	18
– Rotterdam	16 252	16 235	17	16 055	15 728	327	1
Other S.E.England – Netherlands	6 498	5 985	513	3 779	3 579	200	72
Manchester – Amsterdam	7 863	7 849	14	7 598	7 598	—	3
Other Routes	19 757	18 812	945	16 676	16 159	517	18
Norway	39 214	24 034	15 180	25 040	18 571	6 469	57
London – Oslo	20 721	13 325	7 396	14 741	10 504	4 237	41
Other Routes	18 493	10 709	7 784	10 299	8 067	2 232	80
Portugal	17 800	12 788	5 012	15 290	9 484	5 806	16
London – Lisbon	8 702	7 795	907	8 360	6 277	2 083	4
Other Routes	9 098	4 993	4 105	6 930	3 207	3 723	31
Soviet Union and Eastern Europe (b)	17 282	12 835	4 447	18 107	12 140	5 967	-5
London – Moscow	5 342	4 491	851	4 683	3 764	919	14
– Prague	1 011	1 011	—	1 341	1 341	—	-25
Other Routes	10 929	7 333	3 596	12 083	7 035	5 048	-10

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	193 614	64 018	129 596	200 330	57 015	143 315	-3
London – Barcelona	13 421	10 126	3 295	10 598	8 965	1 633	27
– Ibiza	436	436	—	1 853	377	1 476	-76
– Madrid	24 803	21 393	3 410	20 808	18 659	2 149	19
– Malaga	18 774	12 144	6 630	14 357	8 217	6 240	30
– Palma	25 688	8 528	17 160	26 145	8 423	17 722	-2
– Other Spain	22 451	10 627	11 824	25 884	10 468	15 416	-13
Luton – Alicante	4 678	—	4 678	5 083	—	5 083	-8
– Barcelona	—	—	—	94	—	94	—
– Gerona	1 633	—	1 633	2 344	—	2 344	-30
– Ibiza	—	—	—	2 068	—	2 068	—
– Palma	7 027	—	7 027	7 429	—	7 429	-5
– Other Spain	5 894	—	5 894	8 407	—	8 407	-30
Other S.E. England – Spain	138	—	138	105	—	105	31
Manchester – Barcelona	5	—	5	—	—	—	—
– Palma	9 198	—	9 198	9 995	—	9 995	-8
Other N. England – Spain	24 981	404	24 577	24 304	1 906	22 398	3
Scotland – Spain	7 096	—	7 096	11 677	—	11 677	-39
Other Routes	27 391	360	27 031	29 079	—	29 079	-6
Sweden	29 963	14 582	15 381	21 771	13 139	8 632	38
London – Stockholm	16 037	9 442	6 595	13 741	8 758	4 983	17
Other Routes	13 926	5 140	8 786	8 030	4 381	3 649	73
Switzerland	86 968	60 717	26 251	72 705	57 110	15 595	20
London – Basle	4 029	4 029	—	4 196	4 196	—	-4
– Geneva	38 123	24 670	13 453	31 310	22 164	9 146	22
– Zurich	36 661	27 607	9 054	31 802	26 903	4 899	15
Luton – Switzerland	3 591	—	3 591	858	—	858	—
Other Routes	4 564	4 411	153	4 539	3 847	692	1
Yugoslavia	6 502	4 852	1 650	9 754	6 433	3 321	-33
London – Dubrovnic	672	—	672	2 553	—	2 553	-74
– Ljubljana	1 301	1 071	230	1 341	1 341	—	-3
Luton – Yugoslavia	—	—	—	142	—	142	—
Other Routes	4 529	3 781	748	5 718	5 092	626	-21
Other Europe	40 124	26 787	13 337	38 547	24 704	13 843	4
WESTERN HEMISPHERE							
Canada	38 417	36 317	2 100	37 577	34 259	3 318	2
London – Montreal	8 818	8 818	—	6 746	6 746	—	31
– Toronto	14 818	12 926	1 892	16 094	13 587	2 507	-8
– Other Canada	8 816	8 816	—	8 182	7 565	617	8
Other U.K. – Montreal	1 213	1 187	26	1 273	1 273	—	-5
– Toronto	4 245	4 063	182	4 368	4 174	194	-3
Other Routes	507	507	—	914	914	—	-45

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	156 054	142 389	13 665	136 415	130 234	6 181	14
London – New York	63 925	55 879	8 046	54 191	50 354	3 837	18
– Other East Coast USA	41 002	39 950	1 052	40 202	38 597	1 605	2
– Chicago and Detroit	14 924	14 924	—	13 029	13 029	—	15
– West Coast USA	29 992	26 961	2 961	24 184	24 184	—	24
– Other USA	1 773	1 053	720	305	305	—	—
Other UK – New York	3 307	3 234	73	3 714	3 560	154	-11
Other Routes	1 201	388	813	790	205	585	52
West Atlantic and Caribbean Islands	18 788	18 396	392	18 841	18 841	—	—
Central and South America	8 414	7 422	992	8 125	7 547	578	4
REST OF THE WORLD							
Canary Islands	40 871	4 461	36 410	42 512	4 453	38 059	-4
North Africa (c)	17 965	10 616	7 349	17 677	8 197	9 480	2
East Africa (d)	10 643	9 446	1 197	11 461	10 001	1 460	-7
Central Africa (e)	4 177	4 177	—	4 226	4 226	—	-1
West Africa (d)	21 112	20 969	143	8 617	8 452	165	—
South Africa	21 307	21 307	—	24 148	24 148	—	-12
Middle East (f)	83 409	83 114	295	64 583	64 300	283	29
India	20 477	20 476	1	18 341	18 341	—	12
Pakistan	8 116	8 116	—	7 831	7 831	—	4
Far East	51 622	48 579	3 043	49 833	46 317	3 516	4
Australia and New Zealand	24 637	24 235	402	24 098	24 098	—	2
Other Routes n.e.i.	37 041	8 044	28 997	27 072	7 957	19 115	37
ALL ROUTES	1 865 972	1 389 586	476 386	1 662 647	1 254 964	407 683	12

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

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

Domestic Passengers by Main Routes February 1977

Table 19

COMPARISON WITH A YEAR EARLIER

Origin/Destination		1977	1976	Percentage change	
London (a)	Aberdeen	16 531	13 698	21	
	Belfast	30 698	31 332	-2	
	Birmingham	9 109	6 641	37	
	Channel Islands	26 657	25 956	3	
	Edinburgh	57 862	38 762	49	
	Glasgow	47 223	63 137	-25	
	Isle of Man	540	946	-43	
	Leeds/Bradford	7 024	6 237	13	
	Liverpool	7 185	7 085	1	
	Manchester	36 454	32 627	12	
	Newcastle	21 003	19 847	6	
	Tees-side	10 047	9 079	11	
	Other airports	5 163	6 182	-16	
	Belfast	Birmingham	4 907	4 795	2
		East Midlands	2 083	2 473	-16
Edinburgh		2 148	1 706	26	
Glasgow		4 828	7 239	-33	
Isle of Man		810	781	4	
Leeds/Bradford		1 415	1 297	9	
Liverpool		1 398	1 956	-29	
Manchester		9 469	9 631	-2	
Newcastle		1 122	1 175	-5	
Other airports		2 736	2 578	6	
Channel Islands		Bournemouth	2 803	2 220	26
		Birmingham	1 530	2 201	-30
		Bristol/Glamorgan	1 419	1 766	-20
		East Midlands	927	1 636	-43
		Glasgow	—	—	—
	Leeds/Bradford	—	—	—	
	Liverpool	—	—	—	
	Manchester	649	307	—	
	Newcastle	—	—	—	
	Southampton	9 583	10 610	-10	
	Other airports	848	2 131	-60	
	Edinburgh	Birmingham	3 601	1 660	—
		Glasgow	—	1	—
		Manchester	4 058	3 857	5
	Glasgow	Other airports	5 905	6 463	-9
Birmingham		3 489	4 452	-22	
East Midlands		2 747	3 434	-20	
Isle of Man		310	389	-20	
Leeds/Bradford		1 110	1 081	3	
Liverpool		6	—	—	
Manchester		3 901	5 638	-31	
Southampton		—	1 124	—	
Other Scottish airports		9 683	11 905	-19	
Other airports		1 285	2 431	-47	
Isle of Man	Blackpool	1 742	1 977	-12	
	Liverpool	6 580	5 824	13	
	Manchester	1 883	1 983	-5	
	Newcastle	—	—	—	
	Other airports	567	517	10	
Penzance	Isles of Scilly	1 234	1 808	-32	
Other Routes		32 355	24 051	35	
TOTAL		404 627	394 626	3	

(a) Heathrow, Gatwick and Stansted
 Traffic counted in either direction

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

Cargo by Type and Nationality of Operator February 1977

Table 20

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators		Overseas operators			
		British Airways		Others		Set down	Picked up	Set down	Picked up	British Airways		Others	
		Set down	Picked up	Set down	Picked up					Set down	Picked up	Set down	Picked up	Set down	Picked up
London Area Airports													
+Gatwick	7 770.9	—	—	478.4	1 135.7	15.8	25.4	—	1.7	2 174.8	3 669.0	44.1	226.0
+Heathrow	34 541.9	5 153.3	5 946.1	16.3	155.3	9 424.2	13 261.7	49.5	18.2	74.4	241.1	105.5	96.3
+Luton	438.4	—	—	—	—	—	—	—	7.5	10.3	36.6	176.7	207.3
+Southend	819.0	—	—	295.0	420.0	—	—	—	—	19.0	15.0	—	70.0
+Stansted	1 788.5	—	—	—	—	—	—	—	—	211.1	1 136.2	165.1	276.1
TOTAL (London Area)	45 358.7	5 153.3	5 946.1	789.7	1 711.0	9 440.0	13 287.1	49.5	27.4	2 489.6	5 097.9	491.4	875.7
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+Leeds/Bradford	27.6	5.0	7.0	6.0	4.1	3.6	1.7	—	—	—	0.2	—	—
+Liverpool	1 082.9	18.5	134.8	—	—	69.2	29.9	—	—	3.7	563.0	29.5	234.3
+Manchester	2 864.9	259.3	265.3	8.6	10.8	927.7	1 275.1	—	—	11.1	18.5	15.3	73.2
+Birmingham	203.3	69.9	43.7	14.8	2.8	43.7	28.3	—	—	—	—	0.1	—
+Coventry	2.4	—	—	—	—	—	—	—	—	—	—	—	—
+East Midlands	227.5	—	—	44.9	64.3	0.6	—	—	—	—	—	—	—
+Newcastle	69.1	7.2	11.0	23.2	24.3	0.2	3.2	—	—	0.8	39.1	—	—
+Tees-side	66.7	—	—	11.2	15.6	—	—	—	—	—	—	—	—
+Bristol	45.4	12.4	6.4	2.8	2.3	8.4	11.0	—	—	2.1	—	—	—
+Glamorgan	28.0	1.9	10.2	2.9	0.8	3.0	8.8	—	0.4	—	—	—	—
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+Blackpool	38.3	—	—	3.9	29.9	—	—	—	—	—	—	—	—
+Bournemouth	711.5	—	1.2	394.0	306.6	0.5	—	—	—	9.0	0.2	—	—
+Cambridge	9.5	—	—	—	—	—	—	—	—	—	—	9.0	0.5
+Exeter	32.8	—	—	4.4	16.4	—	—	—	—	—	—	—	12.0
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	3.9	3.4	0.5	—	—	—	—	—	—	—	—	—	—
+Lydd	357.3	—	—	100.4	256.9	—	—	—	—	—	—	—	—
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+Norwich	48.1	—	—	17.2	21.9	—	—	—	—	—	—	—	—
Penzance Heliport	3.9	0.5	3.4	—	—	—	—	—	—	—	—	—	—
+Southampton	93.3	4.0	13.2	19.6	42.2	—	—	—	—	0.3	0.2	13.8	—
+Edinburgh	117.7	23.4	26.6	28.9	35.5	1.4	1.6	—	—	—	—	0.1	0.2
+Glasgow	1 188.0	438.9	263.2	35.5	31.0	169.3	247.7	0.2	0.2	1.2	0.8	—	—
+Prestwick	1 357.8	535.3	191.1	0.6	0.1	403.6	111.9	—	—	—	—	25.4	89.8
+Aberdeen	514.2	46.6	86.7	20.2	27.6	—	—	21.9	47.1	48.8	175.9	23.8	15.6
Benbecula	10.8	8.1	1.3	1.4	—	—	—	—	—	—	—	—	—
Inverness	32.9	3.6	29.3	—	—	—	—	—	—	—	—	—	—
Islay	3.5	1.2	2.3	—	—	—	—	—	—	—	—	—	—
+Kirkwall	49.3	34.3	12.3	—	—	—	—	0.4	0.2	0.6	1.5	—	—
Stornoway	32.7	26.1	3.3	0.1	1.5	—	—	—	—	1.5	0.2	—	—
+Sumburgh	143.1	46.4	6.2	0.1	—	—	—	5.9	22.2	40.1	22.1	0.1	—
Tiree	0.6	—	—	0.6	—	—	—	—	—	—	—	—	—
Wick	4.0	2.7	0.8	0.3	0.2	—	—	—	—	—	—	—	—
+Belfast	904.6	79.0	143.2	88.8	38.0	6.8	4.4	—	—	543.8	0.6	—	—
+Isle of Man	214.1	137.7	36.9	35.1	4.4	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	55 848.4	6 918.7	7 246.0	1 655.2	2 648.2	11 078.0	15 010.7	77.9	97.5	3 184.4	6 008.7	608.5	1 314.6
Channel Islands Airports													
Alderney	18.2	—	—	14.5	3.4	—	—	—	—	0.3	—	—	—
Guernsey	679.7	11.1	3.7	144.7	68.8	—	—	—	—	169.6	281.9	—	—
Jersey	968.1	36.2	65.6	411.4	445.0	1.9	0.2	—	—	3.8	3.9	0.1	—
TOTAL (Channel Islands Airports)	1 666.0	47.3	69.3	570.6	517.2	1.9	0.2	—	—	173.6	285.8	0.1	—

Cargo February 1977

Table 21

Comparison with a Year Earlier

	International				Domestic				Feb. 1977		Feb. 1976		Percentage change	
	Scheduled		Charter		Scheduled		Charter		Total		Total		Passenger	Cargo only
	Passenger	Cargo only (tonnes)	Passenger	Cargo only (tonnes)	Passenger	Cargo only (tonnes)	Passenger	Cargo only (tonnes)	Passenger	Cargo only (tonnes)	Passenger	Cargo only (tonnes)		
London Area Airports														
+ Gatwick	620	379	56	5 940	302	353	—	120	978	6 792	880	4 881	11.1	39.2
+ Heathrow	17 566	15 432	22	563	392	569	—	—	17 980	16 564	16 553	15 821	8.6	4.7
+ Luton	—	—	141	294	—	—	—	4	141	298	116	24	21.6	—
+ Southend	715	—	103	—	—	—	1	—	819	—	978	—	-16.3	—
+ Stansted	—	—	290	1 498	—	—	—	—	290	1 498	1	1 227	—	22.1
TOTAL (London Area)	18 901	15 811	612	8 295	694	922	1	124	20 208	25 152	18 528	21 953	9.1	14.6
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Leeds/Bradford	14	—	—	—	14	—	—	—	28	—	26	1	7.7	—
+ Liverpool	100	—	1	288	152	—	5	536	258	824	136	997	89.7	-17.4
+ Manchester	433	2 154	—	105	147	11	—	13	580	2 283	553	2 070	4.9	10.3
+ Birmingham	166	—	—	—	37	—	—	—	203	—	143	—	42.0	—
+ Coventry	—	—	—	—	—	—	—	2	—	2	—	—	—	—
+ East Midlands	40	—	—	53	55	15	—	65	95	133	115	365	-17.4	-63.6
+ Newcastle	40	—	—	—	28	—	—	—	68	—	54	—	25.9	—
+ Tees-side	3	—	—	40	25	—	—	—	28	40	19	—	47.4	—
+ Bristol	35	—	—	2	9	—	—	—	44	2	31	—	41.9	—
+ Glamorgan	18	—	—	—	10	—	—	—	28	—	9	8	—	—
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Blackpool	6	—	—	—	28	—	—	5	34	5	52	—	-34.6	—
+ Bournemouth	1	—	—	—	4	698	—	9	5	707	13	405	-61.5	74.6
+ Cambridge	—	—	10	—	—	—	—	—	10	—	34	—	-70.6	—
+ Exeter	1	—	—	12	19	—	—	—	20	12	70	—	-71.4	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	—	—	—	—	4	—	—	—	4	—	8	—	-50.0	—
+ Lydd	—	357	—	—	—	—	—	—	—	357	—	269	—	32.7
+ Manston	—	—	—	—	—	—	—	—	—	—	21	—	—	—
+ Norwich	27	—	—	9	12	—	—	—	39	9	23	38	69.6	-76.3
Penzance Heliport	—	—	—	—	4	—	—	—	4	—	8	—	-50.0	—
+ Southampton	—	—	—	14	78	—	—	—	78	14	83	—	-6.0	—
+ Edinburgh	15	—	—	—	103	—	—	—	118	—	112	50	5.4	—
+ Glasgow	146	322	—	1	186	532	1	—	333	855	452	838	-26.3	2.0
+ Prestwick	76	938	—	109	2	227	—	7	78	1 281	103	827	-24.3	54.9
+ Aberdeen	35	—	195	52	144	1	63	24	437	77	377	65	15.9	18.5
Benbecula	—	—	—	—	11	—	—	—	11	—	12	—	-8.3	—
Inverness	—	—	—	—	33	—	—	—	33	—	13	—	53.8	—
Islay	—	—	—	—	3	—	—	—	3	—	3	—	—	—
+ Kirkwall	—	—	—	—	46	—	3	—	49	—	40	—	22.5	—
Stornoway	—	—	—	—	31	—	1	—	32	—	29	—	10.3	—
+ Sumburgh	—	—	36	5	52	—	49	—	137	5	111	—	23.4	—
Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
Wick	—	—	—	—	4	—	—	—	4	—	5	—	-20.0	—
+ Belfast	11	—	—	—	343	5	—	545	354	550	387	585	-8.5	-6.0
+ Isle of Man	1	—	—	—	213	—	—	—	214	—	79	152	170.9	—
TOTAL (Incl. London Area)	20 069	19 582	854	8 985	2 492	2 411	123	1 330	23 538	32 308	21 650	28 623	8.7	12.9
Channel Islands Airports														
Alderney	..	..	..	..	..	..	..	..	18	—	17	—	5.9	—
Guernsey	..	..	..	..	..	..	..	..	680	—	632	—	7.6	—
Jersey	..	..	..	..	..	..	..	..	968	—	878	—	10.3	—
TOTAL (Channel Islands Airports)	..	..	..	..	..	..	..	..	1 666	—	1 527	—	9.1	—

All Scheduled Services February 1977

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	9 557	2 745	12 770	197 018	2 518 509	1 367 685	54.3	6 175	316 136	174 641	9 868	36 830	127 942	55.2
British Airways European Division	5 220	7 468	10 094	561 384	642 577	388 705	60.6	3 108	67 568	36 854	1 131	1 709	34 014	54.5
British Airways Regional Division	1 230	3 816	3 503	150 346	101 133	57 074	56.4	758	9 683	5 077	39	202	4 836	52.4
British Caledonian Airways	1 984	2 061	3 371	72 694	230 880	110 158	47.7	1 059	26 948	12 784	481	2 371	9 932	47.4
Air Anglia	462	1 224	1 472	19 213	19 771	8 703	44.0	83	2 020	911	—	40	870	45.1
Aurigny Air Services	68	1 297	383	12 080	924	604	65.3	25	86	52	—	4	48	60.4
British Air Ferries	123	615	491	8 930	3 611	1 762	48.8	530	513	271	—	111	160	52.8
British Island Airways	199	926	767	21 735	9 951	4 523	45.4	158	916	417	—	33	384	45.5
British Midland Airways	362	1 084	1 096	32 200	27 194	11 459	42.1	223	2 355	995	—	102	894	42.3
Brymon Airways	52	227	240	2 554	1 649	712	43.2	1	164	62	—	—	62	37.7
Dan-Air Services	271	895	866	18 064	16 517	6 765	41.0	—	1 348	550	—	—	550	40.8
Intra Airways	11	148	71	2 294	365	167	45.9	39	37	15	—	3	13	41.4
Loganair	59	535	301	2 800	674	365	54.1	—	61	33	—	—	33	54.4
TOTAL Passenger Services	19 598	23 041	35 426	1 101 312	3 573 755	1 958 683	54.8	12 157	427 833	232 661	11 521	41 403	179 738	54.4
Cargo Services														
British Airways Overseas Division	1 032	304	1 444					2 944	32 487	19 896	333	19 564		61.2
British Airways European Division	448	554	606					2 675	4 803	2 237	58	2 179		46.6
British Airways Regional Division	4	26	16					109	23	15	—	15		67.9
British Caledonian Airways	90	25	114					282	3 285	1 233	63	1 170		37.5
Air Freight	32	146	164					305	107	66	—	66		61.6
Air-Bridge Carriers	14	89	65					482	125	80	—	80		64.3
British Island Airways	79	256	288					557	365	173	23	150		47.4
Intra Airways	23	112	124					280	84	63	—	63		74.7
TOTAL Cargo Services	1 721	1 512	2 820					7 633	41 278	23 763	477	23 287		57.6
GRAND TOTAL	21 319	24 553	38 246	1 101 312	3 573 755	1 958 683	54.8	19 790	469 111	256 425	11 998	64 690	179 738	54.7

International Scheduled Services February 1977

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	9 557	2 745	12 770	197 018	2 518 509	1 367 685	54.3	6 175	316 136	174 641	9 868	36 830	127 942	55.2
British Airways European Division	4 388	5 581	8 168	412 306	537 182	320 554	59.7	2 769	56 545	30 943	1 095	1 593	28 266	54.7
British Airways Regional Division	287	645	659	26 985	26 605	13 513	50.8	148	2 698	1 235	4	67	1 165	45.8
British Caledonian Airways	1 638	1 329	2 597	46 215	201 702	97 248	48.2	676	23 899	11 496	365	2 293	8 838	48.1
Air Anghia	334	672	990	12 027	14 698	5 839	39.7	83	1 503	624	—	40	584	41.5
Aurigny Air Services	56	1 100	321	10 881	814	530	65.1	19	77	46	—	3	42	59.6
British Air Ferries	123	615	491	8 930	3 611	1 762	48.8	530	513	271	—	111	160	52.8
British Island Airways	101	402	386	10 073	5 070	2 342	46.2	46	467	212	—	13	199	45.5
British Midland Airways	95	269	303	4 921	6 971	2 292	32.9	47	546	201	—	22	179	36.8
Brymon Airways	15	66	75	253	159	54	34.0	—	14	5	—	—	5	33.0
Dan-Air Services	150	297	428	7 410	9 290	3 304	35.6	—	758	269	—	—	269	35.4
Intra Airways	11	148	71	2 294	365	167	45.9	39	37	15	—	3	13	41.4
TOTAL Passenger Services	16 756	13 869	27 259	739 313	3 324 976	1 815 291	54.6	10 529	403 191	219 957	11 333	40 974	167 650	54.6
Cargo Services														
British Airways Overseas Division	1 032	304	1 444					2 944	32 487	19 896	333	19 564		61.2
British Airways European Division	421	506	540					2 162	4 291	1 952	58	1 894		45.5
British Caledonian Airways	90	25	114					282	3 285	1 233	63	1 170		37.5
Air Freight	32	146	164					305	107	66	—	66		61.6
British Island Airways	34	72	115					97	157	58	—	58		37.2
TOTAL Cargo Services	1 608	1 053	2 376					5 789	40 326	23 205	453	22 753		57.5
GRAND TOTAL	18 364	14 922	29 635	739 313	3 324 976	1 815 291	54.6	16 318	443 518	243 162	11 786	63 727	167 650	54.8

Domestic Scheduled Services February 1977

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways European Division	831	1 887	1 927	149 078	105 395	68 151	64.7	339	11 023	5 910	36	116	5 758	53.6
British Airways Regional Division	943	3 171	2 844	123 361	74 528	43 561	58.4	610	6 984	3 843	36	135	3 671	55.0
British Caledonian Airways	346	732	774	26 479	29 179	12 910	44.2	383	3 049	1 287	116	78	1 094	42.2
Air Anglia	128	552	482	7 186	5 072	2 864	56.5	—	516	286	—	—	286	55.5
Aurigny Air Services	12	197	63	1 199	110	73	66.6	7	9	6	—	—	6	67.7
British Island Airways	98	524	381	11 662	4 881	2 180	44.7	112	449	205	—	19	185	45.6
British Midland Airways	267	815	793	27 279	20 223	9 167	45.3	176	1 810	795	—	80	715	43.9
Brymon Airways	38	161	165	2 301	1 490	658	44.2	1	150	57	—	—	57	38.2
Dan-Air Services	120	598	438	10 654	7 226	3 461	47.9	—	590	282	—	—	282	47.7
Loganair	59	535	301	2 800	674	365	54.1	—	61	33	—	—	33	54.4
TOTAL Passenger Services	2 842	9 172	8 167	361 999	248 779	143 392	57.6	1 628	24 642	12 704	188	429	12 087	51.6
Cargo Services														
British Airways European Division	27	48	66	—	—	—	—	513	512	285	1	284	—	55.7
British Airways Regional Division	4	26	16	—	—	—	—	109	23	15	—	15	—	67.9
Air-Bridge Carriers	14	89	65	—	—	—	—	482	125	80	—	80	—	64.3
British Island Airways	45	184	173	—	—	—	—	461	208	115	23	92	—	55.0
Intra Airways	23	112	124	—	—	—	—	280	84	63	—	63	—	74.7
TOTAL Cargo Services	113	459	444	—	—	—	—	1 844	952	558	24	534	—	58.6
GRAND TOTAL	2 955	9 631	8 611	361 999	248 779	143 392	57.6	3 472	25 594	13 262	212	963	12 087	51.8

All Non-Scheduled Services February 1977

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	298	58	402	4 785	44 567	37 109	83.3	38	5 530	3 825	243	3 583	69.2
British Airways European Division	335	321	649	20 421	31 746	25 182	79.3	1 118	5 615	3 500	1 226	2 273	62.3
British Airtours	480	224	702	30 353	90 554	66 598	73.5	—	8 242	5 739	—	5 739	69.6
British Airways Regional Division	59	96	127	5 319	5 170	4 186	81.0	—	498	377	—	377	75.7
British Airways Helicopters	267	1 688	1 330	15 994	5 712	2 666	46.7	14	557	238	3	235	42.7
British Caledonian Airways	1 131	560	1 657	29 615	70 118	55 274	78.8	2 871	29 518	19 724	14 835	4 890	66.8
Air Anglia	39	137	154	291	283	88	31.3	—	28	9	—	9	31.6
Air Freight	46	138	226	1 783	941	603	64.1	63	142	82	37	45	57.5
Air-Bridge Carriers	94	145	245	—	—	—	—	615	1 242	646	646	—	52.0
Alidair	101	338	340	8 421	5 362	1 937	36.1	19	563	236	91	144	41.8
Beecham Imperial	6	8	9	27	48	25	51.7	—	4	2	—	2	50.9
Bristow Helicopters	489	2 944	3 065	24 143	8 254	4 433	53.7	198	702	439	42	397	62.5
Britannia Airways	1 974	1 227	3 171	128 771	256 599	209 226	81.5	—	21 789	17 794	—	17 794	81.7
British Air Ferries	42	101	166	477	517	177	34.3	248	276	108	92	16	38.9
British Executive Air Services	14	557	88	3 036	196	76	38.8	5	18	7	—	7	38.9
British Island Airways	50	115	157	690	283	166	58.5	59	224	93	79	14	41.5
British Midland Airways	513	308	763	23 889	80 539	32 288	40.1	—	7 645	3 153	642	2 511	41.2
Brymon Airways	1	6	5	49	17	15	85.3	—	1	1	—	1	88.2
Dan-Air Services	2 078	1 791	3 763	135 023	211 840	177 826	83.9	251	24 912	20 462	6 230	14 232	82.1
Green Shield Stamp	36	27	40	60	340	122	36.0	—	34	9	—	9	27.6
International Aviation Service	971	311	1 442	—	—	—	—	3 584	35 968	21 044	21 044	—	58.5
Intra Airways	14	48	51	1 474	822	451	54.8	1	68	35	1	34	51.8
Invicta International Airlines	52	25	109	—	—	—	—	181	862	475	475	—	55.1
Laker Airways	931	460	1 384	48 826	150 528	122 648	81.5	—	15 077	12 178	—	12 178	80.8
Loganair	76	727	344	2 282	810	363	44.8	—	73	33	—	33	45.1
MAM Aviation	63	75	94	268	880	221	25.1	—	88	22	—	22	25.0
Management Aviation	10	49	51	385	142	80	56.3	—	11	6	—	6	54.5
McAlpine Aviation	188	309	307	634	1 460	466	31.9	—	114	34	—	34	29.8
Monarch Airlines	590	381	945	34 165	85 075	59 469	69.9	65	8 509	5 489	98	5 392	64.5
Tradewinds Airways	438	149	867	—	—	—	—	964	11 615	7 198	7 198	—	62.0
Trans-Meridian Air Cargo	708	219	1 429	—	—	—	—	1 801	18 954	11 031	11 031	—	58.2
TOTAL	12 093	13 542	24 081	521 181	1 052 802	801 695	76.1	12 103	198 880	133 989	64 013	69 977	67.4
Class 5A Licence TOTAL	621	484	1 073	21 174	51 976	35 091	67.5	..	14 684	10 580	7 540	3 040	72.1
TOTAL Excludes 5A Licence	11 472	13 058	23 008	500 007	1 000 826	766 604	76.6	12 103	184 196	123 409	56 473	66 937	67.0

*Does not include cargo carried under Class 5 Licences.

36 International Non-Scheduled Services February 1977

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-kilometres used				As percentage of available
									Tonne-km available (000)	Total (000)	Cargo (000)	Passengers (000)	
British Airways Overseas Division	298	58	402	4 785	44 567	37 109	83.3	38	5 530	3 825	243	3 583	69.2
British Airways European Division	335	321	649	20 421	31 746	25 182	79.3	1 118	5 615	3 500	1 226	2 273	62.3
British Airtours	480	224	702	30 353	90 554	66 598	73.5	—	8 242	5 739	—	5 739	69.6
British Airways Regional Division	44	50	82	4 142	4 206	3 753	89.2	—	419	338	—	338	80.8
British Airways Helicopters	265	1 682	1 327	15 989	5 710	2 665	46.7	14	557	238	3	235	42.7
British Caledonian Airways	1 131	560	1 657	29 615	70 118	55 274	78.8	2 871	29 518	19 724	14 835	4 890	66.8
Air Anglia	18	37	65	104	136	46	33.9	—	13	5	—	5	34.7
Air Freight	25	69	118	340	283	168	59.1	56	83	47	34	13	55.9
Air-Bridge Carriers	70	60	152	—	—	—	—	197	941	537	537	—	57.1
Alidair	75	278	269	8 301	3 788	1 862	49.2	11	403	183	44	139	45.5
Beecham Imperial	6	8	9	27	48	25	51.7	—	4	2	—	2	50.9
Bristow Helicopters	489	2 944	3 065	24 143	8 254	4 433	53.7	198	702	439	42	397	62.5
Britannia Airways	1 974	1 227	3 171	128 771	256 599	209 226	81.5	—	21 789	17 794	—	17 794	81.7
British Air Ferries	42	101	166	477	517	177	34.3	248	276	108	92	16	38.9
British Executive Air Services	14	557	88	3 036	196	76	38.8	5	18	7	—	7	38.9
British Island Airways	27	72	87	546	235	140	59.6	4	122	58	46	12	47.7
British Midland Airways	513	308	763	23 889	80 539	32 288	40.1	—	7 645	3 153	642	2 511	41.2
Dan-Air Services	1 967	1 494	3 388	129 416	207 971	175 907	84.6	126	24 440	20 237	6 160	14 077	82.8
Green Shield Stamp	33	18	35	51	319	119	37.3	—	32	9	—	9	28.6
International Aviation Service	971	311	1 442	—	—	—	—	3 584	35 968	21 044	21 044	—	58.5
Intra Airways	13	40	47	1 201	791	432	54.6	1	65	34	1	33	51.5
Invicta International Airlines	52	25	109	—	—	—	—	181	862	475	475	—	55.1
Laker Airways	931	460	1 384	48 826	150 528	122 648	81.5	—	15 077	12 178	—	12 178	80.8
MAM Aviation	44	50	66	155	620	137	22.1	—	62	14	—	14	22.6
Management Aviation	10	49	51	385	142	80	56.3	—	11	6	—	6	54.5
McAlpine Aviation	149	195	232	495	1 178	420	35.7	—	92	31	—	31	33.7
Monarch Airlines	590	381	945	34 165	85 075	59 469	69.9	65	8 509	5 489	98	5 392	64.5
Tradewinds Airways	438	149	867	—	—	—	—	964	11 615	7 198	7 198	—	62.0
Trans-Meridian Air Cargo	708	219	1 429	—	—	—	—	1 801	18 954	11 031	11 031	—	58.2
TOTAL	11 711	11 947	22 767	509 633	1 044 120	798 235	76.5	11 489	197 564	133 443	63 751	69 692	67.5
Class 5A Licence TOTAL	620	481	1 072	21 077	51 955	35 078	67.5	..	14 682	10 579	7 540	3 039	72.1
TOTAL Excludes 5A Licence	11 091	11 466	21 695	488 556	992 165	763 157	76.9	11 489	182 882	122 864	56 211	66 653	67.2

*Does not include cargo carried under Class 5 licences.

Domestic Non-Scheduled Services February 1977

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Regional Division	15	46	45	1 177	964	433	44.9	—	79	38	—	38	48.7
British Airways Helicopters	2	6	3	5	2	1	50.0	—	—	—	—	—	—
Air Anglia	21	100	89	187	147	42	28.8	—	15	4	—	4	28.8
Air Freight	21	69	108	1 443	657	436	66.3	7	59	35	3	33	59.8
Air-Bridge Carriers	25	85	93	—	—	—	—	418	302	109	109	—	36.1
Alidair	27	60	71	120	1 573	75	4.8	8	160	52	47	5	32.6
British Island Airways	23	43	70	144	49	26	53.5	55	103	35	33	2	34.0
Brymon Airways	1	6	5	49	17	15	85.3	—	1	1	—	1	88.2
Dan-Air Services	111	297	375	5 607	3 869	1 918	49.6	124	472	226	70	156	47.8
Green Shield Stamp	3	9	5	9	21	3	16.0	—	2	—	—	—	12.8
Intra Airways	1	8	4	273	31	19	59.8	—	2	1	—	1	57.9
Loganair	76	727	344	2 282	810	363	44.8	—	73	33	—	33	45.1
MAM Aviation	19	25	28	113	260	84	32.3	—	26	8	—	8	30.8
McAlpine Aviation	39	114	75	139	282	46	16.3	—	22	3	—	3	13.6
TOTAL	382	1 595	1 315	11 548	8 682	3 461	39.9	614	1 316	547	262	285	41.5
Class 5A Licence TOTAL	1	3	2	97	21	13	61.9	..	2	1	—	1	50.0
TOTAL excludes 5A Licence	381	1 692	1 313	11 451	8 661	3 448	39.8	614	1 314	546	262	284	41.5

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations February 1977

Table 24

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Caledonian Airways	89	18	113	1 694	—	16 674	15 029	90.1	1 623	1 352	83.3
Laker Airways	258	65	350	4 769	2 296	56 755	44 372	78.2	5 839	4 437	76.0
TOTAL	347	83	463	6 463	2 296	73 429	59 401	80.9	7 462	5 789	77.6

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

Table 25

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat-km		Percentage of available	Tonne-km		Percentage of available	Number of IT passengers uplifted	
						Used (000)	Percentage of available		Available (000)	Used (000)		Percentage of available	Class 2	Class 4
International Services													
British Airways Overseas Division	83	15	109	2 036	13 452	11 271	83.8	1 612	1 121	69.6	—	—	
British Airways European Division	135	112	233	16 865	24 542	21 888	89.2	2 532	1 985	78.4	—	—	
British Airtours	139	106	224	17 838	26 351	23 691	89.9	2 398	2 021	84.3	—	—	
British Airways Regional Division	28	32	54	2 054	2 269	1 909	84.2	238	174	73.2	—	—	
British Caledonian Airways	265	285	468	23 944	32 438	25 522	78.7	3 066	2 220	72.4	—	—	
Britannia Airways	1 792	1 047	2 865	115 967	232 978	199 802	85.8	19 780	16 993	85.9	—	24	
Dan-Air Services	1 328	1 133	2 381	107 537	155 185	130 717	84.2	12 413	10 460	84.3	—	222	
Laker Airways	448	271	701	32 335	64 168	54 071	84.3	6 230	5 336	85.6	—	—	
Monarch Airlines	440	258	692	27 067	63 239	51 377	81.2	6 179	4 660	75.4	—	—	
TOTAL International Services	4 659	3 259	7 726	345 643	614 623	520 250	84.6	54 446	44 969	82.6	—	246	
Domestic Services	—	—	—	—	—	—	—	—	—	—	—	—	
GRAND TOTAL	4 659	3 259	7 726	345 643	614 623	520 250	84.6	54 446	44 969	82.6	—	246	

All Class 4 Licence Operations February 1977

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	146	27	202	—	2 464	26 089	22 718	87.1	2 569	2 119	82.5
British Airways European Division	9	13	16	—	1 026	1 111	722	65.0	114	62	54.6
British Airtours	67	14	84	—	1 787	12 752	8 944	70.1	1 161	760	65.5
British Caledonian Airways	120	60	184	—	3 959	20 437	14 330	70.1	1 979	1 283	64.8
Britannia Airways	116	74	187	24	2 049	15 083	2 867	19.0	1 283	244	19.0
British Island Airways	2	7	7	—	315	88	71	80.8	8	6	73.3
British Midland Airways	1	2	3	—	96	71	47	65.8	5	4	72.5
Dan-Air Services	386	217	604	222	19 139	47 142	41 583	88.2	3 776	3 328	88.1
Intra Airways	6	17	25	—	651	352	242	68.6	29	18	63.5
Laker Airways	111	94	182	—	7 295	10 036	8 489	84.6	973	833	85.7
Loganair	10	360	50	—	1 114	82	46	55.6	7	4	55.8
Monarch Airlines	26	21	45	—	1 547	3 067	2 014	65.6	302	183	60.6
TOTAL	999	906	1 589	246	41 442	136 310	102 071	74.9	12 205	8 843	72.5

International Class 4 Licence Operations February 1977

Table 26.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	146	27	202	—	2 464	26 089	22 718	87.1	2 569	2 119	82.5
British Airways European Division	9	13	16	—	1 026	1 111	722	65.0	114	62	54.6
British Airtours	67	14	84	—	1 787	12 752	8 944	70.1	1 161	760	65.5
British Caledonian Airways	120	60	184	—	3 959	20 437	14 330	70.1	1 979	1 283	64.8
Britannia Airways	116	74	187	24	2 049	15 083	2 867	19.0	1 283	244	19.0
British Island Airways	2	7	7	—	315	88	71	80.8	8	6	73.3
British Midland Airways	1	2	3	—	96	71	47	65.8	5	4	72.5
Dan-Air Services	385	213	601	222	18 991	47 102	41 553	88.2	3 773	3 326	88.2
Intra Airways	6	12	23	—	478	345	235	68.1	28	18	63.1
Laker Airways	111	94	182	—	7 295	10 036	8 489	84.6	973	833	85.7
Monarch Airlines	26	21	45	—	1 547	3 067	2 014	65.6	302	183	60.6
TOTAL	988	537	1 533	246	40 007	136 181	101 989	74.9	12 193	8 836	72.5

Domestic Class 4 Licence Operations February 1977

Table 26.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
Dan-Air Services	1	4	4	—	148	40	30	75.5	3	2	74.4
Intra Airways	—	5	2	—	173	7	7	96.1	1	1	85.0
Loganair	10	360	50	—	1 114	82	46	55.6	7	4	55.8
TOTAL	11	369	55	—	1 435	128	82	63.9	11	7	62.5

All Class 6 Licence Operations February 1977

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	8	16	19	91	104	47	45.6
British Caledonian Airways	491	140	665	1 760	16 662	10 407	62.5
Air Freight	4	19	22	53	14	11	79.9
Air-Bridge Carriers	21	74	81	412	256	108	42.1
British Air Ferries	3	10	16	22	29	9	32.2
Dan-Air Services	48	110	156	252	253	109	43.2
International Aviation Service	164	36	213	362	6 459	3 331	51.6
Tradewinds Airways	168	61	344	445	4 462	2 960	66.3
Trans-Meridian Air Cargo	199	72	419	563	5 560	4 381	78.8
TOTAL	1 106	538	1 935	3 959	33 799	21 364	63.2

International Class 6 Licence Operations February 1977

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	8	16	19	91	104	47	45.6
British Caledonian Airways	491	140	665	1 760	16 662	10 407	62.5
Air Freight	4	19	22	53	14	11	79.9
Air-Bridge Carriers	—	2	2	9	5	2	37.5
British Air Ferries	3	10	16	22	29	9	32.2
Dan-Air Services	17	56	67	127	95	39	41.1
International Aviation Service	164	36	213	362	6 459	3 331	51.6
Tradewinds Airways	168	61	344	445	4 462	2 960	66.3
Trans-Meridian Air Cargo	199	72	419	563	5 560	4 381	78.8
TOTAL	1 055	412	1 766	3 431	33 390	21 188	63.5

Domestic Class 6 Licence Operations February 1977

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Air-Bridge Carriers	21	72	79	403	251	106	42.2
Dan-Air Services	30	54	89	125	158	70	44.4
TOTAL	51	126	168	528	409	176	43.1

All Class 7 Licence Operations February 1977

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	267	1 688	1 330	15 994	5 712	2 666	46.7	14	557	238	3	235	42.7
Bristow Helicopters	489	2 944	3 065	24 143	8 254	4 433	53.7	198	702	439	42	397	62.5
British Executive Air Services	14	557	88	3 036	196	76	38.8	6	18	7	—	7	38.9
Management Aviation	10	49	51	385	142	80	56.3	—	11	6	—	6	54.5
TOTAL	780	5 238	4 534	43 558	14 304	7 255	50.7	218	1 288	690	45	645	53.6

International Class 7 Licence Operations February 1977

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	265	1 682	1 327	15 989	5 710	2 665	46.7	14	557	238	3	235	42.7
Bristow Helicopters	489	2 944	3 065	24 143	8 254	4 433	53.7	198	702	439	42	397	62.5
British Executive Air Services	14	557	88	3 036	196	76	38.8	6	18	7	—	7	38.9
Management Aviation	10	49	51	385	142	80	56.3	—	11	6	—	6	54.5
TOTAL	778	5 232	4 531	43 553	14 302	7 254	50.7	218	1 288	690	45	645	53.6

Domestic Class 7 Licence Operations February 1977

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	2	6	3	5	2	1	50.0	—	—	—	—	—	—
TOTAL	2	6	3	5	2	1	50.0	—	—	—	—	—	—

All Exempt Operations February 1977

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-kilometres used				
									Tonne-km available (000)	Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	69	16	91	285	5 026	3 120	62.1	39	1 349	586	243	343	43.4
British Airways European Division	183	180	381	2 530	6 093	2 571	42.2	1 027	2 866	1 406	1 179	227	49.0
British Airtours	22	5	29	937	4 149	4 106	98.9	—	378	345	—	345	91.3
British Airways Regional Division	15	48	47	1 393	1 041	508	48.8	—	86	45	—	45	52.0
British Caledonian Airways	136	46	184	—	—	—	—	1 112	5 113	3 991	3 991	—	78.1
Air Anglia	39	137	154	291	283	88	31.3	—	28	9	—	9	31.6
Air Freight	32	91	158	1 783	941	603	64.1	11	91	50	4	45	54.3
Air-Bridge Carriers	55	53	137	—	—	—	—	203	806	409	409	—	50.8
Alldair	34	71	91	286	1 833	170	9.3	19	207	70	58	11	33.6
Beecham Imperial	6	8	9	27	48	25	51.7	—	4	2	—	2	50.9
Britannia Airways	66	106	119	10 731	8 539	6 558	76.8	—	726	558	—	558	76.8
British Air Ferries	38	91	150	440	500	164	32.8	227	247	98	84	14	39.7
British Island Airways	23	45	75	202	77	51	66.6	59	107	39	35	4	36.4
British Midland Airways	3	2	4	144	190	187	98.6	—	16	15	—	15	91.8
Brymon Airways	1	6	5	49	17	15	85.3	—	1	1	—	1	88.2
Dan-Air Services	121	271	364	8 125	9 513	5 526	58.1	—	765	445	—	445	58.1
Green Shield Stamp	36	27	40	60	340	122	36.0	—	34	9	—	9	27.6
International Aviation Service	808	275	1 229	—	—	—	—	3 222	29 509	17 713	17 713	—	60.0
Intra Airways	8	31	26	823	470	209	44.5	1	39	17	1	16	43.0
Invicta International Airlines	52	25	109	—	—	—	—	181	862	475	475	—	55.1
Laker Airways	115	30	151	2 131	19 569	15 716	80.3	—	2 036	1 572	—	1 572	77.2
Loganair	66	367	294	1 168	728	317	43.5	—	66	29	—	29	43.9
MAM Aviation	63	75	94	268	880	221	25.1	—	88	22	—	22	25.0
McAlpine Aviation	188	309	307	634	1 460	466	31.9	—	114	34	—	34	29.8
Monarch Airlines	121	98	202	5 092	18 275	5 662	31.0	66	1 981	608	98	511	30.7
Tradewinds Airways	158	52	311	—	—	—	—	519	4 157	2 685	2 685	—	64.6
Trans-Meridian Air Cargo	474	140	946	—	—	—	—	1 239	12 421	5 761	5 761	—	46.4
TOTAL	2 932	2 605	5 707	37 399	79 970	46 404	58.0	7 926	64 097	36 991	32 736	4 255	57.7

International Exempt Operations February 1977

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	69	16	91	285	5 026	3 120	62.1	39	1 349	586	243	343	43.4
British Airways European Division	183	180	381	2 530	6 093	2 571	42.2	1 027	2 866	1 406	1 179	227	49.0
British Airtours	22	5	29	937	4 149	4 106	98.9	—	378	345	—	345	91.3
British Airways Regional Division	1	2	2	216	77	75	96.9	—	7	6	—	6	88.1
British Caledonian Airways	136	46	184	—	—	—	—	1 112	5 113	3 991	3 991	—	78.1
Air Anglia	18	37	65	104	136	46	33.9	—	13	5	—	5	34.7
Air Freight	11	22	50	340	283	168	59.1	4	32	14	2	13	44.3
Air-Bridge Carriers	51	40	124	—	—	—	—	188	756	406	406	—	53.8
Alidair	8	11	20	166	259	95	36.7	11	47	17	11	6	37.1
Beecham Imperial	6	8	9	27	48	25	51.7	—	4	2	—	2	50.9
Britannia Airways	66	106	119	10 731	8 539	6 558	76.8	—	726	558	—	558	76.8
British Air Ferries	38	91	150	440	500	164	32.8	227	247	98	84	14	39.7
British Island Airways	1	5	6	155	49	38	77.6	4	7	5	2	3	77.5
British Midland Airways	3	2	4	144	190	187	98.6	—	16	15	—	15	91.8
Dan-Air Services	42	32	82	2 666	5 684	3 637	64.0	—	454	291	—	291	64.1
Green Shield Stamp	33	18	35	51	319	119	37.3	—	32	9	—	9	28.6
International Aviation Service	808	275	1 229	—	—	—	—	3 222	29 509	17 713	17 713	—	60.0
Intra Airways	7	28	24	723	445	197	44.2	1	37	16	1	15	42.7
Invicta International Airlines	52	25	109	—	—	—	—	181	862	475	475	—	55.1
Laker Airways	115	30	151	2 131	19 569	15 716	80.3	—	2 036	1 572	—	1 572	77.2
MAM Aviation	44	50	66	155	620	137	22.1	—	62	14	—	14	22.6
McAlpine Aviation	149	195	232	495	1 178	420	35.7	—	92	31	—	31	33.7
Monarch Airlines	121	98	202	5 092	18 275	5 662	31.0	66	1 981	608	98	511	30.7
Tradewinds Airways	158	52	311	—	—	—	—	519	4 157	2 685	2 685	—	64.6
Trans-Meridian Air Cargo	474	140	946	—	—	—	—	1 239	12 421	5 761	5 761	—	46.4
TOTAL	2 615	1 514	4 621	27 388	71 439	43 039	60.2	7 840	63 203	36 628	32 650	3 978	58.0

Domestic Exempt Operations February 1977

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Regional Division	15	46	45	1 177	964	433	44.9	—	79	38	—	38	48.7
Air Anglia	21	100	89	187	147	42	28.8	—	15	4	—	4	28.8
Air Freight	21	69	108	1 443	657	436	66.3	8	59	35	3	33	59.8
Air-Bridge Carriers	4	13	14	—	—	—	—	15	51	3	3	—	5.8
Alidair	27	60	71	120	1 573	75	4.8	8	160	52	47	5	32.6
British Island Airways	22	40	69	47	28	13	47.0	55	101	34	33	1	33.7
Brymon Airways	1	6	5	49	17	15	85.3	—	1	1	—	1	88.2
Dan-Air Services	80	239	282	5 459	3 829	1 888	49.3	—	311	154	—	154	49.3
Green Shield Stamp	3	9	5	9	21	3	16.0	—	2	—	—	—	12.8
Intra Airways	—	3	2	100	24	12	49.6	—	2	1	—	1	49.3
Loganair	66	367	294	1 168	728	317	43.5	—	66	29	—	29	43.9
MAM Aviation	19	25	28	113	260	84	32.3	—	26	8	—	8	30.8
McAlpine Aviation	39	114	75	139	282	46	16.3	—	22	3	—	3	13.6
TOTAL	317	1 091	1 087	10 011	8 531	3 365	39.4	86	894	363	86	277	40.6

Class 5 Operations for UK Operators February 1977

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airtours	232	78	334	9 791	43 735	29 858	68.3	..	3 981	2 614	—	—	2 614	65.7
British Airways Regional Division	15	16	26	1 872	1 860	1 769	95.1	..	174	158	—	—	158	90.8
Air-Bridge Carriers	14	15	17	—	—	—	—	..	100	79	—	79	—	79.0
Alidair	67	267	249	8 135	3 529	1 767	50.1	..	356	166	—	33	133	46.6
British Island Airways	3	7	8	173	119	44	37.0	..	11	4	—	—	4	36.4
British Midland Airways	14	10	21	975	2 527	1 515	60.0	..	201	118	—	—	118	58.7
Dan-Air Services	195	60	258	—	—	—	—	..	7 705	6 121	—	6 121	—	79.4
Monarch Airlines	1	2	2	228	206	138	67.0	..	20	13	—	—	13	65.0
Tradewinds Airways	80	29	158	—	—	—	—	..	2 136	1 307	—	1 307	—	61.2
TOTAL	621	484	1 073	21 174	51 976	35 091	67.5	..	14 684	10 580	—	7 540	3 040	72.1

Class 5 Operations for Non-UK Operators February 1977

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airtours	19	21	31	..	3 567	..	..	..	325	..	..	..	..	..
British Caledonian Airways	30	11	43	—	—	—	—	..	1 076	472	—	472	—	43.9
Air Freight	10	28	45	—	—	—	—	..	37	21	—	21	—	56.8
Air-Bridge Carriers	4	3	10	—	—	—	—	..	80	50	—	50	—	62.5
British Island Airways	22	56	67	—	—	—	—	..	98	44	—	44	—	44.9
British Midland Airways	495	294	735	22 674	77 751	30 539	39.3	..	7 423	3 017	—	642	2 375	40.6
Monarch Airlines	2	2	4	231	287	279	97.2	..	28	25	—	—	25	89.3
Tradewinds Airways	32	7	55	—	—	—	—	..	860	246	—	246	—	28.6
Trans-Meridian Air Cargo	35	7	64	—	—	—	—	..	972	889	—	889	—	91.5
TOTAL	649	429	1 054	22 905	81 605	30 818	37.8	..	10 899	4 764	—	2 364	2 400	43.7

Aircraft Type and Utilisation—All Airlines February 1977

Table 31.1

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1976	Daily utilisation per aircraft (hrs) Quarter ended December 1976
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	31	81	10	117	16	37	13	3	3.3
Aviation Traders Merchantman	483	—	555	—	875	—	—	6	5.1
AW650 Argosy	46	—	141	—	161	—	—	2	3.3
BAC 111-200	554	1 217	—	1 284	—	44 073	21 832	9	5.3
BAC 111-300/400	1 192	1 540	—	2 265	—	82 205	76 865	17	5.4
BAC 111-500	2 777	4 600	—	6 018	—	291 348	187 925	36	6.1
BAC/Aerospatiale Concorde	182	32	—	130	—	1 704	9 820	4	1.4
Bell 206 Jetranger	1	6	—	3	—	5	1	1	1.5
Bell 212 Twin	41	891	—	264	—	5 197	237	4	1.9
Boeing 707-120/120B	335	100	—	451	—	6 061	46 072	2	8.8
Boeing 707-320C/336	4 787	919	588	3 810	2 718	44 371	235 894	32	7.1
Boeing 707-420	703	292	—	1 028	—	36 746	94 120	10	3.9
Boeing 720/720B	332	170	—	492	—	13 749	35 867	3	8.2
Boeing 727-100	555	278	—	822	—	29 359	63 978	6	5.9
Boeing 737-200	1 974	1 227	—	3 171	—	128 771	209 226	14	8.8
Boeing 747-100	4 425	1 075	—	5 854	—	112 149	899 443	19	12.1
Bristol Britannia 300	101	—	49	—	213	—	—	2	4.9
Britten-Norman Islander	87	1 131	—	431	—	4 761	310	11	1.7
Britten-Norman Trislander	131	1 511	—	679	—	12 713	1 081	13	1.8
Canadair CL 44	1 146	—	368	—	2 296	—	—	13	6.8
Cessna 401/402/411/414/421	2	9	—	6	—	13	3	1	0.4
DC3 Dakota/Pionair	115	235	311	225	373	4 133	831	11	1.9
DH 106 Comet 4B/C	305	279	3	563	3	27 402	31 535	18	2.2
DHC 6 Twin-Otter	12	73	—	59	—	673	120	1	3.0
Fokker Friendship 100/600	401	1 048	—	1 274	—	17 521	8 015	7	6.8
Hawker Siddley 121 Trident 1C	319	561	—	683	—	35 822	20 029	10	2.5
Hawker Siddley 121 Trident 1E	250	450	—	526	—	32 120	18 020	3	4.9
Hawker Siddley 121 Trident 2E	1 412	1 211	—	1 981	—	74 592	83 567	15	5.5
Hawker Siddley 121 Trident 3B	1 885	2 553	—	3 586	—	229 959	164 885	25	5.7
HP Herald 100/200	488	1 633	366	1 404	437	33 413	7 161	20	3.5
HS 125	281	350	—	408	—	918	821	18	1.0
HS 748	329	1 074	85	1 044	130	20 633	6 873	12	3.9
Lockheed L1011 Tristar	675	499	—	1 212	—	76 235	110 888	8	6.3
McDonnell-Douglas DC10-10	174	79	—	253	—	22 565	45 544	3	7.3
McDonnell-Douglas DC8-54F/55F	357	—	94	—	484	—	—	2	8.2
McDonnell-Douglas DC9-10 to 40	63	206	—	172	—	10 202	3 209	1	5.1
McDonnell-Douglas DC-10-30	490	56	—	604	—	8 300	72 650	2	12.9
Piper PA23 Aztec (and Apache)	10	60	—	36	—	58	10	2	0.3
Piper PA31 Navajo (All Series)	56	217	—	218	—	658	164	4	2.2
Sikorsky 58T	68	558	—	425	—	4 218	526	9	2.1
Sikorsky S61N	613	2 942	—	3 438	—	29 822	6 198	33	3.7
Vickers Standard VC10	—	—	—	—	—	—	—	2	0.0
Vickers Super VC10	3 038	978	—	4 166	—	46 243	244 486	15	10.3
Vickers Viscount 700	73	235	34	205	41	7 160	1 407	4	2.1
Vickers Viscount 700D/800/810	917	3 251	85	2 979	59	97 251	29 584	29	4.0
Westland Wessex	57	841	—	405	—	4 316	293	4	3.2
TOTAL	32 274	34 468	2 689	52 691	7 806	1 597 476	2 739 504	466	5.0

Aircraft Type and Utilisation—Individual Airlines Table 31.2

February 1977

	Aircraft—km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended December 1976	Daily utilisation per aircraft (hrs) Quarter ended December 1976
		Passenger	Cargo	Passenger	Cargo				
British Airways Overseas Division									
Vickers Standard VC10	—	—	—	—	—	—	—	2	—
Vickers Super VC10	3 038	978	—	4 166	—	46 243	244 486	15	10.3
Lockheed L1011 Tristar	376	168	—	538	—	11 097	53 202	3	9.0
Boeing 707-320C/336	2 262	402	306	1 680	1 454	19 458	108 682	11	9.2
Boeing 707-420	104	20	—	149	—	1 527	16 312	1	2.6
McDonnell-Douglas DC-10-30	490	56	—	604	—	8 300	72 650	2	12.9
Boeing 747-100	4 425	1 075	—	5 854	—	112 149	899 443	19	12.1
BAC/Aerospatiale Concorde	182	32	—	130	—	1 704	9 820	4	1.4
TOTAL	10 877	2 731	306	13 121	1 454	200 478	1 404 595	57	9.5
British Airways European Division									
BAC 111-500	1 391	2 989	—	3 394	—	175 229	77 532	18	6.0
Hawker Siddeley 121 Trident 2E	1 413	1 211	—	1 981	—	74 592	83 566	15	5.5
Aviation Traders Merchantman	432	—	521	—	768	—	—	5	5.3
Hawker Siddeley 121 Trident 1C	319	561	—	683	—	35 822	20 029	10	2.5
Hawker Siddeley 121 Trident 3B	1 885	2 553	—	3 586	—	229 959	164 884	25	5.7
Lockheed L1011 Tristar	300	331	—	674	—	65 138	57 686	5	5.2
TOTAL	5 740	7 645	521	10 318	768	580 740	403 697	78	5.3
British Airways Airtours									
Boeing 707-420	599	272	—	879	—	35 219	77 808	9	4.4
British Airways Regional Division									
HS 748	68	232	—	244	—	5 930	2 006	2	4.4
Vickers Viscount 700D/800/810	570	2 289	26	1 940	16	73 359	20 430	19	4.1
BAC 111-300/400	377	929	—	875	—	40 382	18 532	7	4.8
Hawker Siddeley 121 Trident 1E	250	450	—	526	—	32 120	18 020	3	4.9
TOTAL	1 265	3 900	26	3 585	16	151 791	58 988	31	4.3
British Airways Helicopters									
Sikorsky S61N	249	1 345	—	1 230	—	13 875	2 563	14	3.1
Bell 206 Jetranger	1	6	—	3	—	5	1	1	1.5
Sikorsky 58T	11	114	—	62	—	566	57	2	1.4
Bell 212 Twin	6	223	—	35	—	1 548	45	1	1.4
TOTAL	267	1 688	—	1 330	—	15 994	2 666	18	2.7
British Caledonian Airways									
BAC 111-200	441	1 052	—	1 036	—	35 435	15 301	7	5.5
BAC 111-500	682	960	—	1 312	—	50 116	39 771	9	5.9
Boeing 707-320C/336	2 079	404	222	1 778	1 006	16 640	110 327	11	9.3
TOTAL	3 202	2 416	222	4 126	1 006	102 191	165 399	27	7.2
Air Anglia									
Fokker Friendship 100/600	401	1 048	—	1 274	—	17 521	8 015	7	6.8
Piper PA31 Navajo (All Series)	56	217	—	218	—	658	164	4	2.2
TOTAL	457	1 265	—	1 492	—	18 179	8 179	11	5.1

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1976	Daily utilisation per aircraft (hrs) Quarter ended December 1976
Air Freight									
DC3 Dakota/Pionair	78	86	198	144	246	1 783	603	7	1.8
Air-Bridge Carriers									
AW650 Argosy	46	—	141	—	161	—	—	2	3.3
Vickers Viscount 700D/800/810	11	—	59	—	43	—	—	1	1.7
Aviation Traders Merchantman	51	—	34	—	107	—	—	1	1.4
TOTAL	109	—	234	—	311	—	—	4	2.8
Alidair									
Vickers Viscount 700	72	235	34	205	41	7 160	1 407	4	2.1
Vickers Viscount 700D/800/810	29	69	—	94	—	1 261	530	1	2.3
TOTAL	101	304	34	299	41	8 421	1 937	5	2.1
Aurigny Air Services									
Britten-Norman Trislander	55	1 082	—	316	—	10 800	527	6	2.3
Britten-Norman Islander	13	215	—	68	—	1 280	77	2	0.1
TOTAL	68	1 297	—	384	—	12 080	604	8	1.7
Beecham Imperial									
HS 125	6	8	—	9	—	27	25	1	0.4
Bristow Helicopters									
Sikorsky S61N	364	1 597	—	2 208	—	15 947	3 635	19	4.1
Westland Wessex	57	841	—	405	—	4 316	293	4	3.2
Sikorsky 58T	47	395	—	312	—	3 267	389	6	2.5
Bell 212 Twin	21	111	—	141	—	613	116	1	2.4
TOTAL	489	2 944	—	3 066	—	24 143	4 433	30	3.6
Britannia Airways									
Boeing 737-200	1 974	1 227	—	3 171	—	128 771	209 226	14	8.8
British Air Ferries									
HP Herald 100/200	134	610	15	510	14	9 370	1 926	5	2.9
Aviation Traders Carvair	31	81	10	117	16	37	13	3	3.3
TOTAL	165	691	25	627	30	9 407	1 939	8	3.0
British Executive Air Services									
Bell 212 Twin	14	557	—	88	—	3 036	76	2	1.9
British Island Airways									
HP Herald 100/200	328	946	351	788	423	22 425	4 689	12	4.1
British Midland Airways									
Vickers Viscount 700D/800/810	303	882	—	932	—	22 238	8 484	7	4.5
McDonnell-Douglas DC9-10 to 40	63	206	—	172	—	10 202	3 209	1	5.1
Boeing 707-320C/336	240	107	—	335	—	7 563	15 040	6	1.5
HP Herald 100/200	—	—	—	—	—	—	—	3	2.0
TOTAL	606	1 195	—	1 439	—	40 003	26 733	17	3.1
Brymon Airways									
Britten-Norman Islander	15	83	—	80	—	312	60	2	2.2
HP Herald 100/200	26	77	—	106	—	1 618	547	—	—
DHC 6 Twin-Otter	12	73	—	59	—	673	120	1	3.0
TOTAL	53	233	—	245	—	2 603	727	3	2.5

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Flights Cargo	Aircraft Hours Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1976	Daily utilisation per aircraft (hrs) Quarter ended December 1976
Dan-Air Services									
HS 748	260	842	85	800	130	14 703	4 867	10	3.8
BAC 111-200	113	165	—	248	—	8 638	6 531	2	4.3
BAC 111-300/400	393	330	—	710	—	21 623	27 300	5	5.3
BAC 111-500	447	440	—	859	—	45 587	47 020	6	5.4
DH 106 Comet 4B/C	305	278	3	563	3	27 402	31 535	18	2.2
Boeing 727-100	555	279	—	822	—	29 359	63 978	6	5.9
Boeing 707-320C/336	206	6	60	17	258	710	1 845	4	3.8
TOTAL	2 280	2 340	148	4 019	391	148 022	183 076	51	3.8
Green Shield Stamp									
HS 125	36	27	—	40	—	60	122	1	1.9
International Aviation Service									
Bristol Britannia 300	49	—	24	—	104	—	—	2	4.9
McDonnell-Douglas DC8-54F/55F	357	—	94	—	484	—	—	2	8.2
TOTAL	407	—	118	—	588	—	—	4	6.5
Intra Airways									
DC3 Dakota/Pionair	37	149	113	81	127	2 350	228	4	2.0
Vickers Viscount 700D/800/810	4	11	—	13	—	393	140	1	0.7
TOTAL	41	160	113	94	127	2 743	368	5	1.9
Invicta International Airlines									
Bristol Britannia 300	52	—	25	—	109	—	—	—	—
Laker Airways									
BAC 111-300/400	423	281	—	680	—	20 200	31 033	5	6.5
McDonnell-Douglas DC10-10	174	79	—	253	—	22 565	45 544	3	7.3
Boeing 707-120/120B	335	100	—	451	—	6 061	46 072	2	8.8
TOTAL	931	460	—	1 384	—	48 826	122 648	10	7.1
Loganair									
Britten-Norman Trislander	76	429	—	363	—	1 913	554	7	1.4
Britten-Norman Islander	59	833	—	283	—	3 169	173	7	2.0
TOTAL	135	1 262	—	646	—	5 082	727	14	1.7
MAM Aviation									
HS 125	63	75	—	94	—	268	221	2	2.0
Management Aviation									
Sikorsky 58T	10	49	—	51	—	385	80	1	1.9
McAlpine Aviation									
Cessna 401/402/411/414/421	2	9	—	6	—	13	3	1	0.4
HS 125	176	240	—	265	—	563	453	14	0.8
Piper PA23 Aztec (and Apache)	10	60	—	36	—	58	10	2	0.3
TOTAL	188	309	—	307	—	634	466	17	0.7

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1976	Daily utilisation per aircraft (hrs) Quarter ended December 1976
Monarch Airlines									
BAC 111-500	257	211	—	453	—	20 416	23 602	3	9.4
Boeing 720/720B	332	170	—	492	—	13 749	35 867	3	8.2
TOTAL	590	381	—	945	—	34 165	59 469	6	8.8
Tradewinds Airways									
Canadair CL 44	438	—	149	—	867	—	—	5	6.9
Trans-Meridian Air Cargo									
Canadair CL 44	708	—	219	—	1 429	—	—	8	6.7
GRAND TOTAL	32 274	34 468	2 689	52 660	7 806	1 597 476	2 739 504	466	5.0

Operations Subject to Variable Charge by Type of Licence February 1977

Table 32

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
Chargeable Operations (Own Aircraft)					
Class 1	467 269	255 544	76 206	179 339	54.6
Class 2	7 462	5 789	—	5 789	77.5
Class 3	54 445	44 967	—	44 967	82.5
Class 4	12 174	8 821	—	8 821	72.4
Class 5A	14 684	10 580	7 540	3 040	72.0
Class 6	33 762	21 350	21 314	36	63.2
Class 7	1 242	667	43	624	53.7
TOTAL	591 038	347 718	105 103	242 616	58.8
Non-chargeable Operations					
Aircraft hired from					
Foreign Operators	11 270	6 074	4 560	1 514	53.8
Exempt Services	43 057	23 495	19 268	4 227	54.5
Class 5B	6 862	3 083	2 010	1 073	44.9
Small Aircraft Operations	247	134	6	128	54.2
TOTAL	61 436	32 787	25 844	6 943	53.3
GRAND TOTAL	652 474	380 505	130 947	249 559	58.3

Output by Type of Licence and Aircraft Ownership February 1977

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	467 463	294	1 355	469 111
Class 2	7 462	—	—	7 462
Class 3	54 445	1	—	54 446
Class 4	12 182	23	—	12 205
Class 6	33 762	37	—	33 799
Class 7	1 288	—	—	1 288
Exempt Services	43 057	15 162	5 878	64 097
TOTAL	619 658	15 517	7 233	642 408
Class 5A	14 684	—	—	14 684
Class 5B	6 862	—	4 037	10 899
TOTAL	21 546	—	4 037	25 583
GRAND TOTAL	641 204	15 517	11 270	667 991

Passenger Analysis by Type of Licence and Fare Category February 1977

Table 34

Type of Licence or Service	First Class	Fare Categories				ABC	IT	Other	Total Passengers
		Total	Individually Booked Economy	Other Fares ITX	Other				
SCHEDULED									
Class 1 All	34 625	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 101 312
International	34 625	(a)	(a)	(a)	(a)	(a)	(a)	(a)	739 313
Domestic	—	(a)	(a)	(a)	(a)	(a)	(a)	(a)	361 999
NON-SCHEDULED									
Class 2 All	—	—	—	—	—	6 463	—	2 296	8 759
International	—	—	—	—	—	6 463	—	2 296	8 759
Domestic	—	—	—	—	—	—	—	—	—
Class 3 All	—	—	—	—	—	—	345 643	—	345 643
International	—	—	—	—	—	—	345 643	—	345 643
Domestic	—	—	—	—	—	—	—	—	—
Class 4 All	—	—	—	—	—	—	246	41 442	41 688
International	—	—	—	—	—	—	246	40 007	40 253
Domestic	—	—	—	—	—	—	—	1 435	1 435
Class 7 All	—	—	—	—	—	—	—	43 558	43 558
International	—	—	—	—	—	—	—	43 553	43 553
Domestic	—	—	—	—	—	—	—	5	5
Exempt All	—	—	—	—	—	—	—	37 399	37 399
International	—	—	—	—	—	—	—	27 388	27 388
Domestic	—	—	—	—	—	—	—	10 011	10 011
TOTAL NON-SCHEDULED									
All	—	—	—	—	—	6 463	345 889	124 695	477 047
International	—	—	—	—	—	6 463	345 889	113 244	465 596
Domestic	—	—	—	—	—	—	—	11 451	11 451

(a) Under revision.

Appendix A Definitions—Traffic Statistics

MOVEMENTS AT AIRPORTS

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

AIR PASSENGERS

- Passengers** includes all revenue and non-revenue passengers on air transport flights. Air crew being carried on such flights other than as members of the aircraft's complement are classified as non-revenue passengers.
- Revenue passengers** are those who pay 25 per cent or more of the normal applicable fare.
- A terminal passenger** is a passenger joining or leaving the aircraft flight at the reporting airport. A passenger travelling between two reporting airports is counted twice, once at each airport.
- A transit passenger** is a passenger who arrives at and departs from a reporting airport on the same aircraft which is transiting 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 of days on which the aircraft are available.
Aircraft kilometres performed	Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.
Aircraft movements	An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.
All cargo services	Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, i.e. freight, baggage, mail.
Baggage	Personal property of passengers and crew carried on an aircraft by agreement with the operator.
Block-to-block/ chock-to-chock time	The total number of hours (and minutes) measured from the time the aircraft moves from the loading point until it stops at the unloading point.
Capacity offered per aircraft hour	This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft hours of flight.
Capacity offered per flight	This is an average per aircraft computed by dividing the tonne-kilometres available by the related number of aircraft departures.
Cargo (or mail) tonne-kilometres performed	A metric tonne of cargo carried one kilometre. Cargo tonne-kilometres equal the sum of the products obtained by multiplying the number of tonnes of cargo, diplomatic bags carried on each flight stage by the stage distance. Mail tonne-kilometres are computed in the same way.

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

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

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

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

Tonne-kilometres available A metric tonne of available payload space flown one kilometre. Tonne-kilometres available equals the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers, cargo and mail) on each flight stage by the stage distance.

Tonne-kilometres performed A metric tonne of revenue load carried one kilometre. Tonne-kilometres performed equals the sum of the products obtained by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance.

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

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