

**Civil Aviation Authority**



**CAA Monthly Statistics**  
(up to and including July 1977)

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# Foreword

## 1 CONTENT

- 1.1 *CAA Monthly Statistics* is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airport and airline operators; some of this information is required by the Civil Aviation Act, 1971. Statistics for the Channel Islands airports are provided by the Commandant for Jersey Airport and the Office of the Lieutenant Governor for Guernsey and Alderney Airports. The assistance from all these authorities is gratefully acknowledged.
- 1.2 Some of the figures included in *CAA Monthly Statistics* are provisional only and may be revised in later issues. Figures contained in monthly and quarterly tables have not been seasonally adjusted, but figures are given, in the tables covering past years, for the most recent six months and the corresponding six months one year earlier.
- 1.3 Tables 13, 16–19 and 21 have been revised with effect from January 1977. Figures given in all the Tables are now for the current month only, instead of a monthly average of the latest three months. Tables 13 and 21 have been expanded so as to enable freight carried on all-freight flights to be separated from that carried on passenger flights, and to show a breakdown between International and Domestic and Scheduled and Non-Scheduled Traffic.
- 1.4 Tables 3–7 have been revised with effect from July 1977. Figures given in the Tables are now actuals for each quarter or year instead of a monthly average of three months or twelve months.

## 2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

## 3 ENQUIRIES

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

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43/59 Kingsway  
London WC2B 6TE  
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- 3.2 **Distribution** Enquiries concerning orders and subscriptions should be addressed to:

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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 &amp; mail</i>	"
CA. 4	<i>Airline operations</i>	"
CA. 5	<i>Airline operations</i>	(Quarterly)
CA. 6	<i>Domestic passenger traffic</i>	"
CA. 7	<i>Air passengers – international and cabotage</i>	"
CA. 8	<i>Airline financial statistics</i>	(Annually – 1968 to 1971 only)

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

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# Civil Aviation Statistics—July 1977

## Activity at UK Airports

Air transport movements during July 1977 reached a level of 80 000, a growth of 5.9 per cent against July 1976; the proportion of all-freight movements fell marginally to stand at 4.9 per cent of the total. London area movements accounted for 39 000 (4.8 per cent growth as compared with the previous year). All the airports in the area reported increases in traffic. Heathrow reported 1 023 additional movements (4.2 per cent growth), Gatwick 183 additional movements (2.0 per cent growth), Southend 251 additional movements (21.4 per cent growth), Luton 208 additional movements (9.0 per cent growth) and Stansted 111 additional movements (32.2 per cent growth). Outside the London area, a total of 41 000 movements was reported (6.9 per cent growth). Sumburgh and Aberdeen reported the greatest increases in actual movements (861 additional movements; 70.8 per cent growth and 711 additional movements; 17.6 per cent growth respectively), followed by Norwich with 350 additional movements (59.1 per cent growth). Prestwick and Liverpool reported the heaviest falls in movements (263 fewer movements; 20.2 per cent decline and 136 fewer movements; 12.5 per cent decline respectively), followed by Birmingham with 126 fewer movements; 5.3 per cent decline. Scheduled movements in July 1977, as compared with the previous year, grew by 4.9 per cent and charter movements by 8.5 per cent. The UK operators' share of total and scheduled movements increased marginally to stand at 77.1 per cent and 74.7 per cent respectively; their share of charter movements decreased marginally to 83.2 per cent.

The number of terminal passengers reported by UK airports in July 1977 was almost 5.5 million, an increase of 7.9 per cent over the same month in the previous year. London area passengers grew by 9.6 per cent to 3.8 million. All five airports in the area reported growth, Gatwick 14.3 per cent (105 158 additional passengers), Southend 16.7 per cent (4 345 additional passengers), Stansted 16.7 per cent (4 741 additional passengers), Heathrow 7.9 per cent (193 230 additional passengers) and Luton 11.1 per cent (25 125 additional passengers). Outside the London area, 1.7 million terminal passengers used UK airports (4.1 per cent growth as compared with July 1976). Manchester reported the greatest increase in passengers handled with 16 882 additional passengers (5.1 per cent growth), followed by Aberdeen and Sumburgh with 15 337 additional passengers (18.7 per cent growth) and 14 172 additional passengers (64.9 per cent growth) respectively. Birmingham reported the heaviest fall (7 418 fewer passengers; 5.7 per cent decline), followed by Liverpool and Southampton with 4 142 fewer passengers (10.6 per cent

decline) and 3 282 fewer passengers (10.1 per cent decline) respectively. Passengers travelling on scheduled services increased by 7.9 per cent and those on charter services by 7.7 per cent. The UK operators' share of scheduled passengers fell 1.4 percentage points to stand at 62.6 per cent of the total and their share of charter passengers fell 2.4 percentage points to 74.5 per cent.

4.1 million passengers travelled on international services in July 1977 (9.3 per cent growth as compared with July 1976) and 1.3 million on domestic services (3.7 per cent growth). International scheduled services carried 11.0 per cent more passengers and international charter services 6.9 per cent more. The most heavily used scheduled routes were those to USA with 12.6 per cent of the total (3.6 per cent growth), followed by those to France and the Middle East with 11.4 per cent of the total (10.5 per cent growth) and 8.0 per cent of the total (39.8 per cent growth) respectively. Services to Spain carried 33.1 per cent of the total charter passengers (a marginal decline), services to USA carried 12.1 per cent of the total (51.7 per cent) and those to Italy 11.5 per cent of the total (a marginal increase). Of the passengers travelling on the domestic routes, those on the London, Edinburgh and Glasgow services increased (4.7 per cent, 13.5 per cent and 3.4 per cent respectively). Traffic carried on routes to Belfast, Channel Islands and Isle of Man declined, Isle of Man only marginally, Belfast by 8.8 per cent and Channel Islands by 1.7 per cent.

During July 1977, air freight handled at UK airports amounted to 59 000 tonnes (4.2 per cent growth as compared with July 1977). Almost 32 000 tonnes of this travelled on all-freight flights (2.0 per cent growth). In the London area, total tonnage rose by 4.4 per cent. Only Southend reported a fall in traffic (613 fewer tonnes; 56.9 per cent decline). Heathrow handled 1 176 additional tonnes (3.3 per cent growth), Gatwick 771 additional tonnes (12.0 per cent growth), Stansted 563 additional tonnes (27.5 per cent growth) and Luton 159 additional tonnes (35.1 per cent growth). Over the rest of the UK, total tonnage rose by 3.0 per cent. Prestwick and Bournemouth reported the heaviest increases in tonnage handled (398 additional tonnes; 43.3 per cent growth and 218 additional tonnes; 41.8 per cent growth respectively). East Midlands and Liverpool reported the heaviest falls in tonnage handled (151 fewer tonnes; 25.2 per cent decline and 80 fewer tonnes; 8.4 per cent decline respectively). Freight carried on scheduled services rose 3.1 per cent, as compared with the previous year, whilst that carried on charter services rose 8.5 per cent. The UK operators' share of total tonnage rose 1.5 percentage points to

stand at 50.3 per cent; their share of scheduled services tonnage fell 1.0 percentage points to 41.3 per cent, but their share of charter services tonnage rose 10.7 percentage points to 86.3 per cent.

### **Output of UK Airlines**

The output of UK airlines for all services in July 1977 was 983 million available tonne-kilometres, an increase of 8.0 per cent on July 1976.

The scheduled service output of 575 million available tonne-kilometres was 2.1 per cent higher than a year earlier. The overall load factor was 61.0 per cent compared with 59.3 the previous year. Seat kilometres used were 67.3 per cent of those available. Seat factors on domestic and international scheduled services were

66.7 and 67.4 per cent respectively compared with 66.0 and 65.9 per cent a year earlier.

The non-scheduled output of 407 million available tonne-kilometres was 17.6 per cent higher than in July 1976. Advance Booking charters and Inclusive Tour charters accounted for 97.0 and 141.8 million available tonne-kilometres respectively compared with 61.3 and 146.8 million a year earlier.

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

# Size Structure of UK

**Table 1**

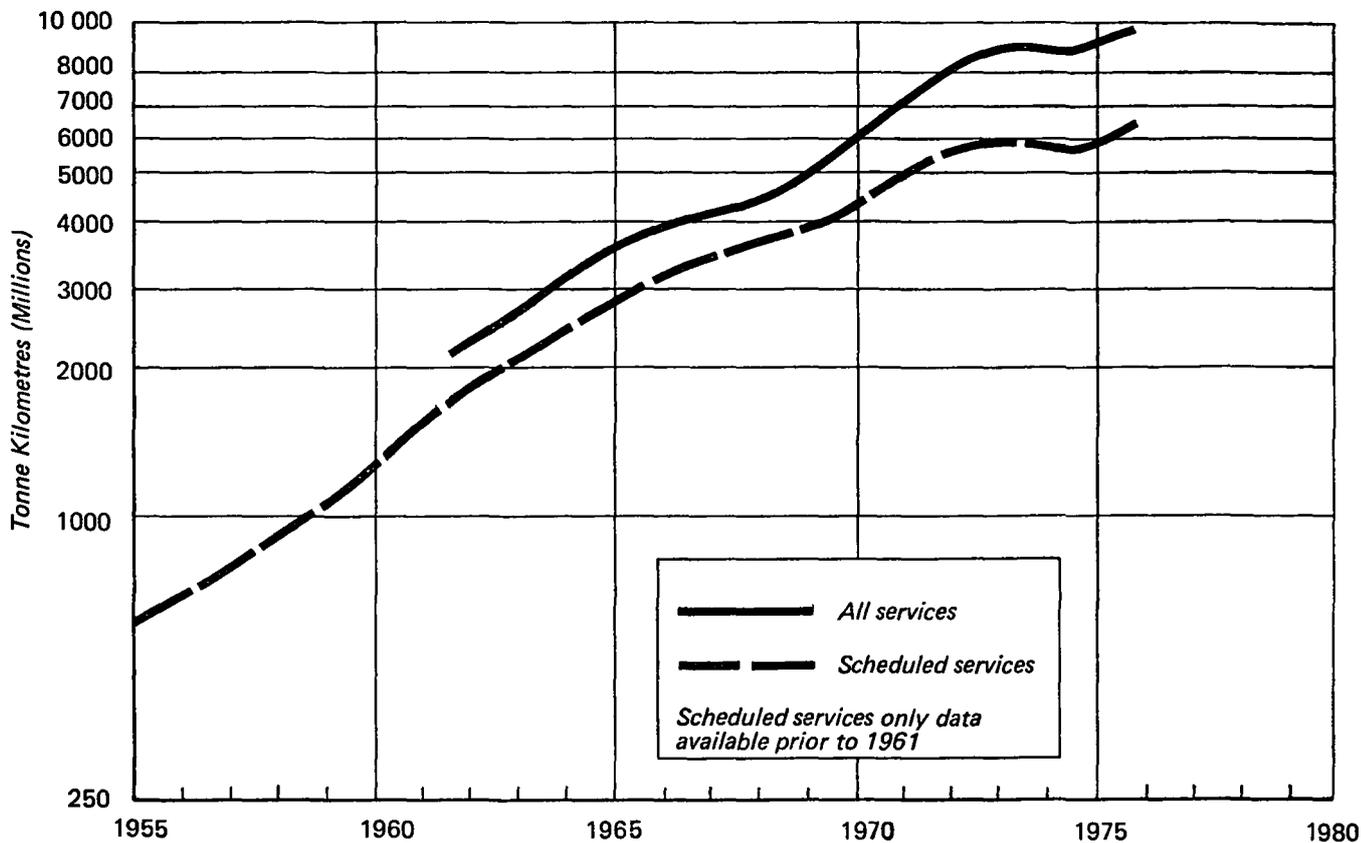
## Airports and Airlines Year ended 30 June 1977

<b>Airports</b>	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	23 738	51.94	100	100.00
Gatwick	6 182	13.53	98	48.06
Manchester	2 745	6.01	95	34.54
Glasgow	1 875	4.10	93	28.53
Luton	1 834	4.01	90	24.43
Birmingham	1 112	2.43	88	20.41
Edinburgh	1 042	2.28	86	17.98
Belfast	1 039	2.27	83	15.70
Aberdeen	874	1.91	81	13.43
Newcastle	648	1.42	79	11.51
East Midlands	474	1.04	76	10.09
Prestwick	388	0.85	74	9.06
Liverpool	342	0.75	71	8.21
Isle of Man	336	0.73	69	7.46
Leeds/Bradford	300	0.66	67	6.73
Stansted	296	0.65	64	6.07
Southampton	285	0.62	62	5.42
Sumburgh	284	0.62	60	4.80
Southend	229	0.50	57	4.18
Bristol	209	0.46	55	3.68
Tees-side	207	0.45	52	3.22
Glamorgan	194	0.42	50	2.77
Other Airport (20)	1 070	2.34	48	2.32

<b>Airlines</b>	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 Long Haul Division	5 049	50.77	100	100.00
British Airways Short Haul Division	1 244	12.51	97	49.23
British Caledonian Airways	867	8.72	94	36.72
Dan Air Services	550	5.53	91	28.00
Laker Airways	414	4.16	88	22.47
International Aviation Services	394	3.96	85	18.37
Britannia Airways	365	3.67	82	14.35
Trans-Meridian Air Cargo	246	2.47	79	10.68
British Airtours	229	2.30	76	8.21
Monarch Airlines	166	1.67	73	5.90
Tradewinds Airways	153	1.54	70	4.23
British Midland Airways	140	1.41	67	2.69
Air Anglia	28	0.28	64	1.29
British Island Airways	24	0.24	61	1.01
Alidair	13	0.13	58	0.76
British Air Ferries	11	0.11	55	0.63
Others (17 airlines)	52	0.52	52	0.52

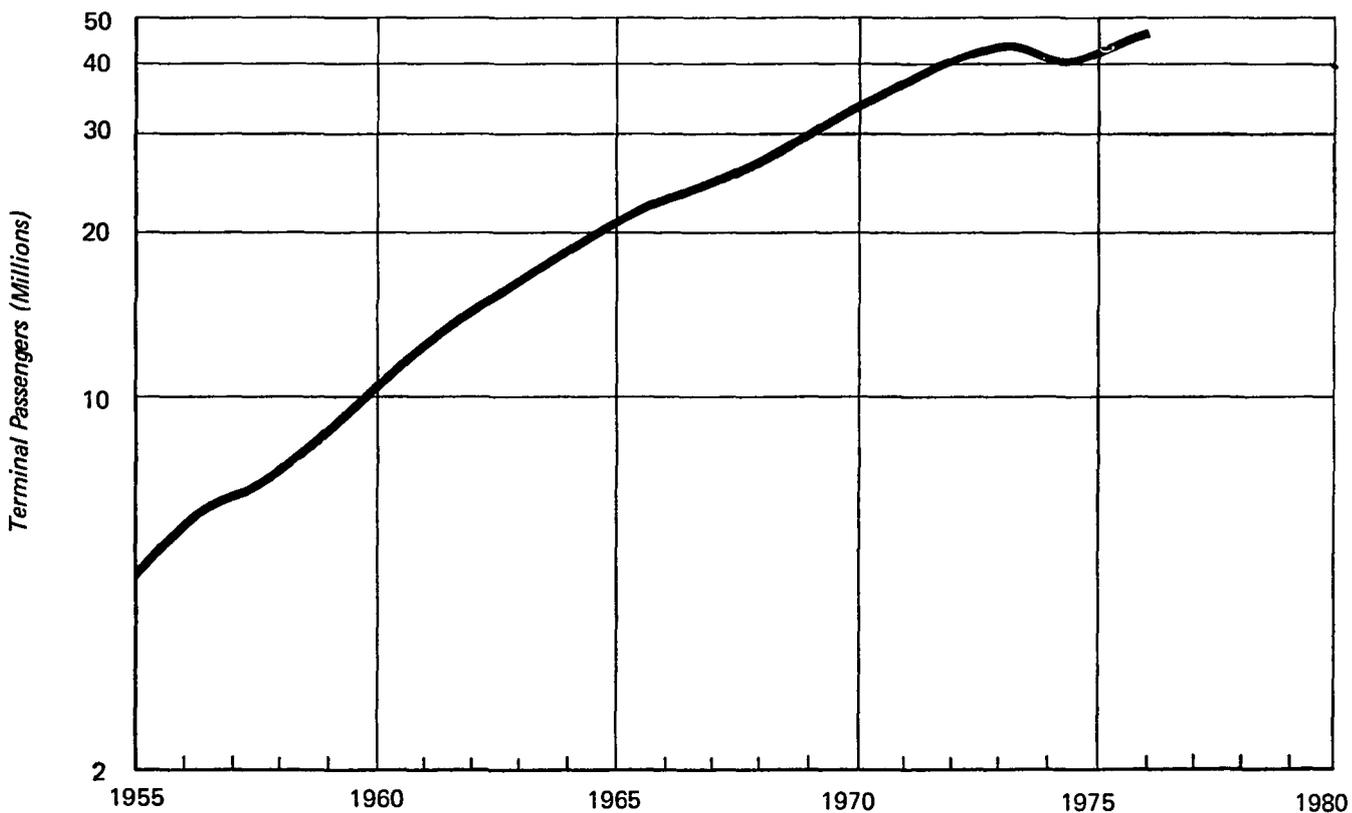
# Output of UK Airlines

Tonne-kilometres made available



# UK Airports

Terminal Passengers arriving or departing



# Main Outputs of UK Airports and Airlines 1951-1977

**Table 2**

	<b>Airports</b>			<b>Airlines</b>		
	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
<b>Year ended</b>						
July 1976	1 912	723	43 521	9 432	6 380	3 052
July 1977	1 899	754	46 102	10 006	6 614	3 392
<b>Latest year's growth (percentages)</b>						
	-0.7	4.4	5.9	6.1	3.7	11.1
<b>Mean rates of growth (percentages) to 1976</b>						
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

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1967	565.8	24 002.6	380.4	14 907.4	49.4	2 770.5	124.2	5 520.8	11.8	803.8
1968	560.3	24 845.1	361.3	14 699.1	56.7	3 329.3	131.0	5 994.1	11.3	822.7
1969	591.4	28 064.0	366.6	15 558.5	72.4	4 678.1	138.0	6 647.6	14.4	1 179.8
1970	606.7	31 606.5	360.4	16 265.7	87.9	6 215.6	142.2	7 841.3	16.3	1 283.8
1971	629.9	34 933.5	361.5	16 850.9	106.6	8 357.7	144.6	8 244.5	17.2	1 480.4
1972	669.3	39 125.4	384.7	18 788.5	119.2	9 495.8	144.9	9 144.0	20.5	1 697.0
1973	718.5	43 124.5	419.9	21 021.6	130.2	10 197.3	145.8	9 929.5	22.6	1 976.1
1974	710.1	40 082.4	420.9	20 391.1	122.7	7 996.8	148.6	10 125.0	17.9	1 569.5
1975	700.5	41 845.8	398.1	20 654.3	135.6	8 538.4	146.9	10 802.1	19.9	1 851.0
1976	739.9	44 665.8	412.9	21 721.8	153.0	8 902.2	150.0	11 865.2	23.9	2 176.6
.										
1975 1st quarter	145.4	7 595.5	85.2	4 012.9	24.4	1 293.5	33.2	2 110.6	2.6	178.4
2nd quarter	184.8	10 834.5	105.8	5 289.0	35.8	2 289.6	37.9	2 761.6	5.4	494.2
3rd quarter	209.4	14 297.0	115.9	6 626.6	44.4	3 331.4	41.2	3 470.3	7.9	868.8
4th quarter	160.9	9 118.8	91.2	4 725.8	31.1	1 623.8	34.6	2 459.5	3.9	309.6
.										
1976 1st quarter	152.9	8 116.9	88.7	4 354.6	27.4	1 328.6	34.0	2 253.5	2.7	180.2
2nd quarter	195.4	11 717.1	109.3	5 660.2	41.5	2 477.2	38.2	2 981.2	6.4	598.5
3rd quarter	221.4	14 950.5	119.2	6 706.6	49.9	3 430.8	42.5	3 820.3	9.7	992.8
4th quarter	170.3	9 881.3	95.7	5 000.4	34.2	1 665.6	35.3	2 810.1	5.1	405.1
.										
1977 1st quarter	159.7	8 971.6	90.9	4 705.1	32.5	1 490.0	33.1	2 540.4	3.2	236.1
2nd quarter	198.7	11 900.7	108.5	5 308.5	44.5	2 448.6	38.9	3 487.3	6.7	656.4
.										
1976 January	50.8	2 703.2	29.3	1 435.8	9.1	436.5	11.5	770.0	1.0	60.9
February	47.6	2 419.1	27.8	1 305.5	8.5	401.6	10.7	670.8	1.0	41.2
March	54.4	2 994.6	31.7	1 613.3	9.9	490.5	11.8	812.7	1.1	78.2
.										
April	60.2	3 536.0	34.2	1 748.2	12.3	732.4	12.2	931.7	1.5	123.8
May	65.9	3 906.1	36.8	1 896.0	13.8	796.1	13.1	995.1	2.2	218.9
June	69.2	4 275.0	38.2	2 016.1	15.4	948.6	12.9	1 054.5	2.7	255.8
July	75.6	5 054.0	40.6	2 276.6	17.2	1 150.8	14.4	1 281.9	3.3	344.7
.										
1977 January	52.6	2 955.5	29.8	1 510.4	10.4	487.0	11.3	885.7	1.1	72.4
February	49.4	2 644.9	28.1	1 400.7	10.0	447.3	10.3	728.9	1.0	68.1
March	57.7	3 371.2	32.9	1 794.0	12.1	555.8	11.5	925.8	1.2	95.6
.										
April	56.8	3 340.9	28.6	1 256.1	13.9	752.6	12.5	1 175.9	1.8	156.4
May	68.6	3 998.4	39.3	1 948.0	14.2	732.4	13.0	1 108.3	2.2	209.7
June	73.2	4 561.3	40.7	2 104.4	16.4	963.6	13.4	1 203.1	2.7	290.3
July	80.0	5 451.9	43.1	2 404.4	18.5	1 199.5	14.6	1 436.6	3.7	411.4

# Movements at UK Airports by Purpose

**Table 4**

	<b>Total</b>	<b>Total</b>	<b>Commercial</b>	<b>Other</b>	<b>Total</b>	<b>Non-commercial</b>	<b>Test and</b>	<b>Other</b>
	(000)	(000)	Air transport (000)	(000)	(000)	Aero club and private (000)	training (000)	(000)
1967	1 213.3	598.3	565.8	32.5	615.0	383.3	116.1	115.6
1968	1 279.4	595.9	560.3	35.7	683.5	433.8	148.7	101.0
1969	1 399.1	638.8	591.4	47.5	760.3	510.1	160.9	89.4
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1975 1st quarter	402.6	160.4	145.4	15.0	242.2	165.3	53.7	23.2
2nd quarter	534.0	206.4	184.8	21.6	327.6	244.8	53.6	29.2
3rd quarter	557.1	235.5	209.4	26.0	321.7	253.8	45.5	22.4
4th quarter	416.8	178.3	160.9	17.5	238.5	177.8	34.5	26.1
1976 1st quarter	390.7	167.7	152.9	14.9	222.9	155.3	40.4	27.2
2nd quarter	543.5	219.2	195.4	23.9	324.2	247.9	47.4	28.9
3rd quarter	558.7	246.7	221.4	25.4	312.0	250.3	35.4	26.2
4th quarter	403.0	187.2	170.3	16.8	215.8	152.4	36.7	26.8
1977 1st quarter	411.6	175.0	159.7	15.3	236.6	161.4	44.1	31.2
2nd quarter	523.0	223.5	198.7	24.8	299.6	226.3	42.1	31.2
1976 January	122.4	55.4	50.8	4.6	67.1	46.0	12.5	8.6
February	121.3	52.1	47.6	4.4	69.3	48.8	12.1	8.3
March	146.9	60.3	54.4	5.9	86.6	60.5	15.7	10.4
April	179.7	67.2	60.2	7.0	112.5	84.5	18.5	9.5
May	179.5	74.0	65.9	8.1	105.4	79.3	16.9	9.3
June	184.3	78.0	69.2	8.8	106.3	84.1	12.1	10.1
July	197.5	84.7	75.6	9.1	112.9	90.9	13.6	8.5
1977 January	127.6	57.3	52.6	4.7	70.3	48.7	13.0	8.6
February	131.0	54.0	49.4	4.7	77.0	52.4	14.3	10.3
March	153.0	63.6	57.7	6.0	89.4	60.3	16.8	12.3
April	158.3	64.5	56.8	7.6	93.9	71.1	13.6	9.1
May	189.4	77.5	68.6	8.8	111.9	82.3	16.7	12.9
June	175.3	81.6	73.2	8.4	93.8	72.8	11.8	9.2
July	200.1	88.4	80.0	8.4	111.7	86.6	15.6	9.5

# Air Transport Movements by Airports

**Table 5**

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Liverpool Manchester Birmingham Coventry Blackpool (000)	Glamorgan Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1967	293.8	32.7	8.7	19.2	60.8	12.7	77.3	8.1	16.3	36.2	50.3
1968	299.0	22.6	9.3	19.8	60.7	13.8	78.1	7.1	15.4	34.4	57.2
1969	328.8	28.8	8.5	22.6	62.2	14.9	72.5	5.2	15.0	33.0	79.0
1970	347.6	26.2	7.6	17.3	62.0	17.3	73.4	5.9	15.9	33.5	88.1
1971	369.3	19.0	6.9	18.0	65.1	18.6	76.7	6.2	16.4	33.8	90.3
1972	381.0	20.8	9.6	21.1	70.4	20.5	85.5	6.3	18.5	35.6	91.6
1973	394.9	20.8	16.4	25.4	78.4	22.8	90.3	7.5	24.7	37.5	105.3
1974	376.4	17.0	16.0	26.3	86.9	33.1	86.0	7.5	25.0	35.8	95.4
1975	363.5	16.8	18.3	26.4	94.4	34.2	83.0	6.8	24.7	32.3	96.1
1976	372.5	16.4	19.6	29.6	111.1	43.2	84.4	6.8	24.8	31.7	94.9
1975 1st quarter	78.7	3.2	3.4	5.4	17.6	7.7	17.0	1.6	4.2	6.6	17.6
2nd quarter	94.9	4.7	5.1	7.2	24.4	8.4	22.0	1.9	7.6	8.6	26.8
3rd quarter	107.3	5.4	5.5	7.7	27.9	9.2	25.5	2.0	8.6	10.5	32.2
4th quarter	82.6	3.5	4.4	6.1	24.4	9.0	18.5	1.3	4.3	6.7	19.5
1976 1st quarter	79.3	3.0	3.9	6.2	23.2	8.9	16.7	1.4	3.7	6.4	16.5
2nd quarter	97.6	4.6	5.2	7.8	28.6	11.3	22.5	1.8	7.6	8.5	27.6
3rd quarter	109.6	5.4	5.7	8.7	32.4	11.7	26.4	2.0	8.7	10.6	32.1
4th quarter	85.9	3.4	4.8	7.0	26.9	11.2	18.7	1.5	4.8	6.2	18.7
1977 1st quarter	81.1	2.8	4.1	6.6	25.1	11.0	17.1	1.5	4.4	5.9	15.2
2nd quarter	97.4	4.8	5.9	8.3	28.6	13.5	21.8	1.8	8.3	8.3	27.3
1976 January	27.0	0.9	1.2	2.0	7.6	2.8	5.5	0.4	1.1	2.2	5.1
February	24.6	0.9	1.2	1.9	7.3	2.8	5.3	0.4	1.0	2.0	4.7
March	27.7	1.2	1.4	2.2	8.3	3.3	6.0	0.6	1.6	2.2	6.8
April	30.8	1.5	1.6	2.3	8.7	3.7	6.4	0.5	2.2	2.4	8.3
May	32.9	1.5	1.8	2.7	9.7	3.8	7.7	0.6	2.6	2.8	9.8
June	34.0	1.6	1.8	2.8	10.2	3.7	8.4	0.7	2.7	3.2	9.5
July	37.4	1.8	2.0	3.0	11.2	3.8	9.0	0.7	3.0	3.7	10.5
1977 January	27.2	0.9	1.2	2.1	8.3	3.6	5.6	0.5	1.3	2.0	4.8
February	25.2	0.9	1.3	2.1	7.5	3.5	5.3	0.5	1.4	1.9	4.6
March	28.7	1.0	1.6	2.4	9.3	4.0	6.3	0.6	1.7	2.1	5.8
April	27.9	1.8	1.8	2.1	8.1	4.0	5.8	0.5	2.6	2.1	8.5
May	33.9	1.4	2.0	3.0	9.8	4.6	7.7	0.6	2.8	2.8	9.4
June	35.5	1.6	2.1	3.2	10.7	4.8	8.3	0.7	2.9	3.4	9.5
July	39.2	1.7	2.2	3.8	11.8	4.8	8.9	0.7	3.1	3.9	10.5

# Terminal Passengers by Airports

**Table 6**

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	E. Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Liverpool Manchester Birmingham Coventry Blackpool (000)	Glamorgan Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1967	15 498.4	461.2	204.6	671.1	2 527.6	235.3	2 606.6	145.1	269.1	1 383.7	1 505.5
1968	16 545.0	334.1	203.5	685.3	2 463.0	226.1	2 612.3	132.9	283.2	1 359.7	1 462.2
1969	19 188.2	540.3	206.0	722.6	2 632.4	273.2	2 692.0	116.8	306.3	1 386.2	1 519.6
1970	21 977.1	495.0	231.3	752.5	2 810.4	292.3	3 035.5	172.0	342.0	1 498.2	1 560.2
1971	24 452.9	432.4	340.4	811.9	2 887.3	311.4	3 565.6	213.7	412.0	1 505.8	1 650.9
1972	27 330.6	483.1	414.5	930.6	3 278.6	364.4	3 955.6	240.6	504.4	1 623.0	1 808.6
1973	29 799.8	459.2	587.8	1 088.6	3 666.1	406.6	4 413.3	285.9	639.5	1 777.8	1 997.1
1974	27 677.6	396.4	541.9	1 051.7	3 515.8	485.3	3 973.8	235.1	549.2	1 655.6	1 961.5
1975	28 951.5	414.2	669.9	1 053.1	3 677.2	506.5	4 224.4	212.3	558.1	1 578.5	2 012.8
1976	31 255.1	354.7	628.8	1 133.8	4 187.0	588.2	4 332.1	196.8	562.8	1 426.4	1 950.1
1975 1st quarter	5 429.5	63.4	98.7	195.8	617.6	105.2	685.3	46.4	69.5	284.0	265.7
2nd quarter	7 408.6	119.8	191.2	283.2	944.0	123.8	1 133.6	57.9	168.0	404.4	576.4
3rd quarter	9 752.7	144.3	237.5	352.0	1 252.3	151.2	1 519.4	70.1	226.1	591.4	801.9
4th quarter	6 360.6	86.7	142.6	222.2	863.2	126.3	886.0	38.0	94.5	298.7	368.8
1976 1st quarter	5 743.3	58.2	104.9	204.8	792.1	120.2	720.0	43.1	64.8	265.5	247.7
2nd quarter	8 113.6	100.7	179.6	304.7	1 088.1	149.9	1 182.9	52.2	175.4	370.0	579.4
3rd quarter	10 321.7	125.9	212.2	381.7	1 371.9	171.5	1 549.6	63.6	229.4	522.9	765.2
4th quarter	7 076.5	69.9	132.2	242.7	935.0	146.5	879.6	37.8	93.2	268.0	357.8
1977 1st quarter	6 456.7	54.5	107.5	231.4	849.1	141.1	760.8	46.8	68.7	255.0	251.1
2nd quarter	8 429.7	113.3	185.6	299.7	1 023.7	170.9	1 110.7	50.7	187.9	328.6	573.7
1976 January	1 947.4	15.2	29.1	64.1	261.2	38.5	225.5	10.8	16.9	94.4	65.0
February	1 698.2	18.7	32.2	61.8	236.6	36.5	225.2	14.2	16.0	79.7	67.4
March	2 097.7	24.3	43.7	78.8	294.2	45.2	269.3	18.1	31.9	91.5	115.3
April	2 506.6	35.0	52.7	85.6	306.1	47.8	323.5	16.1	49.8	112.8	157.4
May	2 680.0	33.0	62.0	103.6	387.5	49.3	398.7	17.9	60.3	113.7	207.1
June	2 927.1	32.6	64.8	115.5	394.5	52.8	460.7	18.2	65.3	143.6	215.0
July	3 461.3	40.2	72.5	131.0	485.9	57.1	520.8	22.2	75.1	188.0	251.1
1977 January	2 170.1	13.4	28.0	70.4	273.9	45.2	237.4	15.0	16.1	86.0	66.6
February	1 896.9	17.4	33.9	72.2	245.5	42.7	226.3	15.1	18.6	76.2	72.3
March	2 389.7	23.7	45.5	88.8	329.7	53.2	297.1	16.8	34.1	92.7	122.1
April	2 444.0	49.4	57.0	69.0	242.6	46.2	272.9	16.5	61.8	81.6	158.1
May	2 820.6	29.7	58.4	108.1	367.8	59.3	377.2	13.9	60.4	103.2	194.8
June	3 165.1	34.1	70.2	122.6	413.4	65.5	460.6	20.3	65.7	143.8	220.8
July	3 793.9	39.1	76.4	146.3	514.5	69.5	524.7	23.3	73.3	190.9	258.2

# Cargo Taken Up and Set Down by Airports

**Table 7**

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	(000) E. Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Liverpool Manchester Birmingham Coventry Blackpool (000)	Glamorgan Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isle of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)	
1967	318.4	60.7	3.0	4.3	23.6	1.4	50.2	0.4	2.2	24.1	16.9	
1968	361.8	35.3	3.4	4.8	29.6	1.5	57.0	0.3	2.0	28.8	13.5	
1969	416.2	32.5	2.3	4.5	38.2	1.7	59.3	0.7	1.5	28.6	13.5	
1970	417.8	23.7	3.2	3.9	34.1	2.3	66.6	0.3	2.0	25.8	13.1	
1971	410.0	5.6	2.5	2.7	29.6	2.3	56.8	0.2	2.0	20.6	13.2	
1972	491.3	11.8	5.9	3.9	35.9	2.5	65.1	0.3	5.6	26.3	26.5	
1973	540.7	10.5	8.3	3.3	43.6	2.3	64.5	0.3	4.2	21.7	25.7	
1974	560.9	9.3	9.3	3.0	44.8	2.9	62.2	0.3	6.7	21.3	22.5	
1975	513.2	7.4	8.4	2.0	34.6	2.8	49.3	0.2	5.7	14.2	19.9	
1976	531.2	5.3	9.0	1.7	37.3	3.3	48.8	0.4	7.2	15.2	20.2	
1975	1st quarter	135.1	2.1	1.8	0.6	7.7	0.5	13.3	0.1	1.6	3.7	5.5
	2nd quarter	129.1	2.1	2.2	0.5	8.7	0.8	12.1	—	1.5	3.6	5.1
	3rd quarter	122.9	1.6	2.1	0.5	8.5	0.7	11.0	—	1.4	3.5	5.2
	4th quarter	126.1	1.5	2.3	0.4	9.6	0.8	12.9	0.1	1.2	3.4	4.2
1976	1st quarter	126.4	1.2	1.9	0.4	8.9	0.7	12.3	—	1.8	3.5	5.0
	2nd quarter	130.7	1.3	2.0	0.4	9.6	0.9	12.2	0.1	2.2	3.7	6.0
	3rd quarter	133.1	1.4	2.7	0.4	9.0	0.8	11.7	0.2	1.7	4.4	5.1
	4th quarter	141.0	1.4	2.4	0.4	9.7	0.9	12.6	0.2	1.5	3.6	4.2
1977	1st quarter	140.0	1.4	1.0	0.4	9.6	0.8	12.3	0.1	2.5	3.5	4.9
	2nd quarter	138.8	1.3	1.2	0.4	10.1	0.9	12.3	0.1	2.6	3.8	5.0
1976	January	40.1	0.3	0.5	0.1	2.7	0.2	3.9	—	0.4	1.1	1.2
	February	40.5	0.4	0.6	0.1	2.8	0.2	4.0	—	0.5	1.2	1.5
	March	45.9	0.5	0.8	0.2	3.4	0.3	4.4	—	0.8	1.2	2.2
	April	42.6	0.4	0.7	0.1	3.0	0.3	4.2	—	0.8	1.1	2.1
	May	44.8	0.4	0.6	0.2	3.3	0.3	4.5	—	0.6	1.3	1.9
	June	43.3	0.5	0.7	0.1	3.3	0.3	3.6	—	0.8	1.3	1.9
	July	46.0	0.5	0.7	0.1	3.0	0.3	4.0	—	0.6	1.2	1.8
1977	January	42.5	0.4	0.3	0.1	2.8	0.2	3.8	—	0.5	1.1	1.1
	February	45.4	0.5	0.3	0.2	3.2	0.3	4.2	—	0.8	1.1	1.7
	March	52.2	0.5	0.4	0.1	3.7	0.3	4.3	—	1.3	1.3	2.1
	April	45.4	0.4	0.4	0.1	3.1	0.3	3.9	—	0.9	1.0	1.6
	May	48.4	0.4	0.4	0.2	3.5	0.3	4.3	—	0.9	1.5	1.8
	June	45.0	0.5	0.5	0.1	3.6	0.3	4.1	—	0.8	1.3	1.6
	July	48.0	0.4	0.6	0.1	3.4	0.3	3.8	—	0.8	1.2	1.7

# 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)	Tonne-km used 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
1977 1st quarter	496.7	281.9	12.0	64.7	205.2	56.8	3 805.0	2 244.3	59.0
2nd quarter	571.0	314.6	12.8	68.0	233.9	55.1	4 457.1	2 563.7	57.5
1976 January	454.9	248.7	10.0	49.2	189.5	54.7	3 542.4	2 124.6	60.0
February	441.6	228.2	10.2	57.8	160.2	51.7	3 405.7	1 776.6	52.2
March	577.0	319.0	14.0	83.9	221.1	55.3	4 386.8	2 458.4	56.0
April	531.8	285.3	11.5	63.5	210.4	53.7	4 156.7	2 360.1	56.8
May	524.4	284.7	10.7	61.6	212.3	54.3	4 147.4	2 347.5	56.6
June	649.7	365.0	12.2	72.4	280.3	56.2	5 107.0	3 101.9	60.7
July	563.4	333.9	10.4	58.5	265.1	59.3	4 493.4	2 960.7	65.9
1977 January	463.6	262.8	10.3	50.4	202.1	56.7	3 590.2	2 224.4	62.0
February	469.1	256.4	12.0	64.7	179.7	54.7	3 573.8	1 958.7	54.8
March	557.5	326.5	13.8	79.0	233.7	58.6	4 250.9	2 549.8	60.0
April	489.1	256.0	11.7	55.6	188.8	52.3	3 782.9	2 072.9	54.8
May	548.0	300.2	12.4	66.0	221.8	54.8	4 305.4	2 421.4	56.2
June	675.9	387.7	14.3	82.3	291.1	57.4	5 283.0	3 196.9	60.5
July	575.4	351.6	11.8	62.2	277.6	61.0	4 590.4	3 086.7	67.3

# Scheduled Services by UK Airlines

**Table 8.2**

## Domestic Services

### Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	
				Freight (000 000)	Passengers (000 000)					
1967	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9	
1968	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6	
1969	24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1	
1970	25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9	
1971	26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5	
1972	28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8	
1973	32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5	
1974	30.8	17.8	0.2	1.9	15.7	57.8	298.2	188.0	63.0	
1975	28.3	16.3	0.2	1.2	14.9	57.6	278.5	177.1	63.6	
1976	32.2	17.6	0.2	1.1	16.2	54.7	317.0	192.9	60.9	
1975	1st quarter	21.7	11.7	0.2	1.2	10.2	53.9	202.8	121.4	59.9
	2nd quarter	29.4	16.9	0.2	1.2	15.4	57.5	292.2	183.6	62.8
	3rd quarter	35.1	21.9	0.2	1.2	20.4	62.4	352.9	242.7	68.8
	4th quarter	26.9	14.8	0.2	1.0	13.5	55.0	265.9	160.6	60.4
1976	1st quarter	27.2	14.1	0.2	1.1	12.7	51.8	264.9	151.1	57.1
	2nd quarter	33.8	18.5	0.2	1.2	17.1	54.7	334.1	202.6	60.7
	3rd quarter	37.6	22.0	0.2	1.2	20.6	59.9	375.3	245.1	65.3
	4th quarter	30.0	15.8	0.2	1.0	14.5	52.7	293.5	172.6	58.8
1977	1st quarter	28.3	14.9	0.2	1.0	13.6	52.5	275.3	161.8	58.8
	2nd quarter	28.4	16.8	0.2	0.9	15.6	59.2	299.7	185.7	61.9
1976	January	27.3	13.9	0.2	1.1	12.6	51.0	263.7	149.0	56.5
	February	25.8	12.9	0.2	1.1	11.6	50.0	251.0	137.7	54.9
	March	28.6	15.5	0.2	1.2	14.0	54.3	279.9	166.7	59.6
	April	31.3	16.7	0.2	1.2	15.4	53.6	310.6	182.5	58.7
	May	34.8	18.9	0.2	1.2	17.4	54.2	342.5	207.0	60.4
	June	35.3	19.8	0.2	1.2	18.4	56.0	349.3	218.4	62.5
	July	38.6	22.8	0.2	1.2	21.4	59.2	386.2	254.7	66.0
1977	January	27.8	13.9	0.2	0.9	12.8	50.2	270.0	151.5	56.1
	February	25.6	13.3	0.2	1.0	12.1	51.8	248.8	143.4	57.6
	March	31.5	17.5	0.3	1.2	16.0	55.4	307.0	190.5	62.0
	April	18.6	11.2	0.2	0.6	10.4	60.1	193.6	123.9	64.0
	May	32.9	18.8	0.3	1.1	17.4	57.0	347.8	206.3	59.3
	June	33.7	20.3	0.2	1.0	19.1	60.3	357.7	226.9	63.4
	July	36.6	23.1	0.2	1.0	22.0	63.3	389.5	259.8	66.7

# 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	66.7
4th quarter	460.1	248.7	12.0	49.4	187.3	54.1	3 492.9	2 072.9	59.4
1976 1st quarter	463.9	251.2	11.2	62.5	177.5	54.2	3 513.4	1 968.7	56.0
2nd quarter	534.9	293.2	11.3	64.6	217.3	54.8	4 136.2	2 400.6	58.0
3rd quarter	563.9	340.0	11.1	61.7	267.2	60.3	4 403.3	2 952.1	67.0
4th quarter	501.5	282.1	13.8	63.4	205.0	56.3	3 844.2	2 227.6	57.9
1977 1st quarter	468.5	267.0	11.8	63.7	191.6	57.0	3 529.7	2 082.5	59.0
2nd quarter	542.6	297.9	12.6	67.1	218.3	54.9	4 157.4	2 378.1	57.2
1976 January	427.6	234.7	9.7	48.2	176.9	54.9	3 278.6	1 975.5	60.3
February	415.7	215.3	10.0	56.7	148.6	51.8	3 154.7	1 638.9	51.9
March	548.5	303.5	13.8	82.6	207.1	55.3	4 106.9	2 291.7	55.8
April	500.5	268.6	11.3	62.3	195.0	53.7	3 846.1	2 177.6	56.6
May	489.7	265.8	10.5	60.4	194.9	54.3	3 804.8	2 140.6	56.3
June	614.4	345.2	12.0	71.2	262.0	56.2	4 757.7	2 883.5	60.6
July	524.8	311.1	10.2	57.3	243.7	59.3	4 107.3	2 706.0	65.9
1977 January	435.9	248.9	10.0	49.6	189.3	57.1	3 320.3	2 072.9	62.4
February	443.5	243.2	11.8	63.7	167.7	54.8	3 325.0	1 815.3	54.6
March	526.0	309.0	13.5	77.8	217.7	58.7	3 943.9	2 359.3	59.8
April	470.5	244.8	11.5	55.0	178.4	52.0	3 589.3	1 949.0	54.3
May	515.1	281.5	12.2	64.9	204.4	54.6	3 957.6	2 215.1	56.0
June	642.1	367.4	14.0	81.3	272.0	57.2	4 925.3	2 970.1	60.3
July	538.8	328.5	11.6	61.3	255.6	60.9	4 200.9	2 826.9	67.4

# Non-scheduled Services by UK Airlines

**Table 9.1**

## By Main Type of Service

### Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1974	211.7	30.4	86.3	12.4	44.5	6.1	81.1	12.0
1975	245.2	33.0	85.9	11.6	48.0	6.5	111.3	15.0
1976	259.4	32.1	95.3	11.8	52.2	6.5	111.6	13.8
1975 1st quarter	175.4	28.5	48.9	7.9	23.8	3.8	102.7	16.8
2nd quarter	245.7	33.1	95.8	12.9	48.7	6.6	101.3	13.6
3rd quarter	329.1	36.7	128.1	14.3	88.5	9.9	112.5	12.5
4th quarter	230.4	32.1	70.8	9.9	31.0	4.3	128.5	17.9
1976 1st quarter	183.5	27.2	54.2	8.0	20.4	3.0	109.0	16.2
2nd quarter	267.7	32.0	111.0	13.3	55.6	6.7	100.1	12.1
3rd quarter	342.7	36.2	142.0	15.0	92.0	9.7	108.7	11.5
4th quarter	243.5	31.1	74.1	9.6	40.8	5.3	128.7	16.6
1977 1st quarter	222.7	31.0	60.4	8.4	27.5	3.8	134.7	18.7
2nd quarter	308.5	35.1	104.2	11.8	71.6	8.1	132.6	15.1
1976 January	192.6	29.9	53.1	8.2	27.3	4.2	112.2	17.4
February	160.8	26.7	50.4	8.4	13.7	2.3	96.7	16.1
March	197.2	25.5	59.0	7.6	20.1	2.6	118.1	15.3
April	235.8	30.7	89.4	11.6	39.9	5.2	106.5	13.9
May	262.6	33.3	111.7	14.2	46.7	5.9	104.2	13.2
June	304.7	31.9	131.9	13.8	80.1	8.4	92.7	9.7
July	346.2	38.1	146.8	16.1	93.8	10.3	105.6	11.6
1977 January	215.8	31.8	60.1	8.8	33.8	5.0	121.9	17.9
February	198.9	29.8	54.4	8.1	19.7	2.9	124.8	18.7
March	253.4	31.3	66.8	8.2	29.1	3.6	157.5	19.4
April	277.3	36.2	92.4	12.1	47.3	6.2	137.6	18.0
May	296.0	35.1	98.5	11.7	64.2	7.6	133.3	15.8
June	352.1	34.3	121.8	11.8	103.4	10.1	126.9	12.3
July	407.4	41.5	141.8	14.1	121.5	12.4	144.1	14.7

# 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
1977 1st quarter	681.1	599.5	88.0	368.6	3 545	5 174	1 460	1 626
2nd quarter	1 193.0	952.7	79.9	614.4	6 104	9 059	1 484	1 551
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	325.2	3 024	4 449	1 471	1 530
March	671.5	586.5	87.3	376.2	3 479	5 126	1 499	1 559
April	1 011.4	852.8	84.3	560.4	5 158	7 604	1 474	1 522
May	1 269.3	946.0	74.5	610.5	6 351	9 533	1 501	1 549
June	1 506.3	1 196.7	79.4	748.9	7 319	11 352	1 551	1 598
July	1 678.2	1 378.0	82.1	869.3	8 351	12 781	1 530	1 585
1977 January	675.8	527.4	78.0	344.5	3 506	5 132	1 464	1 531
February	614.6	520.3	84.6	345.6	3 259	4 659	1 430	1 505
March	753.0	750.7	86.4	415.7	3 869	5 732	1 482	1 806
April	1 051.5	878.7	83.6	569.0	5 416	7 968	1 471	1 544
May	1 131.1	843.9	75.1	552.6	5 821	8 577	1 474	1 536
June	1 396.3	1 135.4	81.3	721.7	7 075	10 632	1 503	1 573
July	1 628.3	1 385.1	85.1	883.3	8 083	12 238	1 514	1 568

# Non-scheduled Services by UK Airlines

**Table 9.3**

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

### Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1974	436.1	352.7	80.9	104.8	1 523	2 483	1 630	3 366
1975	466.4	370.4	79.4	112.4	1 574	2 606	1 656	3 295
1976	532.8	430.7	80.8	122.7	1 627	2 876	1 768	3 510
1975 1st quarter	241.7	198.8	82.3	59.4	1 026	1 442	1 406	3 347
2nd quarter	446.9	355.6	76.2	108.6	1 558	2 505	1 608	3 274
3rd quarter	853.3	679.0	79.6	212.6	2 550	4 606	1 806	3 194
4th quarter	323.6	248.0	76.6	69.0	1 163	1 869	1 607	3 594
1976 1st quarter	217.8	174.9	80.3	54.0	1 007	1 397	1 387	3 239
2nd quarter	564.6	425.0	75.3	126.7	1 790	3 013	1 683	3 354
3rd quarter	933.6	783.0	83.9	220.1	2 469	4 924	1 994	3 557
4th quarter	415.3	339.8	81.8	90.1	1 241	2 170	1 749	3 771
1977 1st quarter	290.8	237.9	81.8	68.0	1 165	1 734	1 488	3 499
2nd quarter	739.3	597.1	80.8	152.6	1 512	3 776	2 497	3 912
1976 January	291.8	234.2	80.3	67.4	1 146	1 828	1 595	3 475
February	147.3	115.5	78.4	34.1	807	992	1 229	3 387
March	214.2	174.9	81.7	56.5	1 067	1 371	1 285	3 096
April	412.9	319.3	77.3	105.4	1 551	2 355	1 513	3 029
May	474.3	367.9	77.6	109.3	1 693	2 510	1 483	3 366
June	806.5	587.7	72.9	165.4	2 127	4 174	1 962	3 553
July	950.1	779.6	82.1	235.7	2 637	5 136	1 948	3 308
1977 January	351.6	295.6	84.1	78.1	1 171	1 973	1 685	3 785
February	209.7	161.5	77.0	50.4	989	1 346	1 361	3 204
March	311.0	256.5	82.5	75.6	1 334	1 882	1 411	3 393
April	495.3	383.8	77.5	123.0	1 407	2 899	2 060	3 120
May	654.2	511.7	78.2	130.3	1 398	3 350	2 396	3 927
June	1 068.4	895.8	83.8	204.6	1 732	5 080	2 933	4 378
July	1 248.0	1 071.2	85.8	267.2	2 367	6 198	2 619	4 009

# UK Passenger Movement by Air<sup>(a)</sup>

**Table 10**

## Analysis by Countries of Landing and of Embarkation

### Monthly Averages

European continent and Mediterranean Sea area <sup>(b)</sup>	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)	Rest of World
1968	914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54	270.8
1969	1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61	327.9
1970	1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63	392.9
1971	1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73	433.8
1972	1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88	512.6
1973	1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100	560.3
1974	1 648	72	40	223	187	45	148	67	135	23	36	36	403	23	86	27	96	551.1
1975	1 751	66	41	228	190	58	155	83	136	29	26	42	442	28	91	34	103	600.8
1976	1 842	71	47	242	206	74	162	107	153	43	25	43	389	35	98	35	113	685.8
1975 3rd quarter	2 444	72	51	275	226	107	246	111	152	39	38	67	696	36	112	67	147	843.5
1975 4th quarter	1 461	63	39	201	164	43	116	80	134	28	18	31	330	24	77	20	92	548.4
1976 1st quarter	1 261	58	36	196	177	24	100	77	119	28	16	29	216	22	82	9	74	480.6
1976 2nd quarter	1 978	76	46	258	216	86	175	99	164	43	25	43	443	38	103	44	119	679.5
1976 3rd quarter	2 521	77	56	292	242	134	258	147	171	56	35	67	605	41	117	63	160	966.0
1976 4th quarter	1 609	73	51	220	189	50	114	107	158	47	22	34	291	40	93	22	100	617.2
1976 Mar-May	1 735	71	42	251	205	60	147	91	156	36	22	37	357	31	97	27	105	583.3
1977 1st quarter	1 436	65	47	209	201	29	116	103	136	42	20	29	218	34	97	8	82	539.4
1977 2nd quarter	2 024	76	52	263	235	79	178	130	173	52	35	33	409	48	117	27	117	782.7
1977 May-July	2 314	79	59	285	250	98	211	157	174	61	40	45	501	58	121	36	139	939.7

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 July 1977

**Table 12**

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
<b>London Area Airports</b>							
+Gatwick	9 256	100	3 336	360	594	3 685	1 181
+Heathrow	25 164	11 468	865	12 220	269	19	323
+Luton	2 523	—	98	1	—	2 063	361
+Southend	1 425	—	1 011	—	—	407	7
+Stansted	456	—	18	2	—	116	320
TOTAL (London Area)	38 824	11 568	5 328	12 583	863	6 290	2 192
Westland Heliport (Battersea)	326	—	—	—	—	326	—
<b>Other UK Airports</b>							
+Aberdeen	4 744	1 003	498	—	589	2 514	140
+Belfast	2 466	1 581	501	49	5	206	124
Benbecula	210	50	160	—	—	—	—
+Birmingham	2 232	764	714	163	1	573	17
+Blackpool	573	—	488	—	—	83	2
+Bournemouth	697	2	497	—	—	196	2
Bristol	761	305	136	61	—	172	87
+Cambridge	97	—	33	—	—	38	26
+Coventry	8	—	6	—	—	2	—
+East Midlands	1 202	—	758	—	—	388	56
+Edinburgh	2 152	1 068	800	78	—	132	74
Exeter	351	—	331	—	—	—	20
Glamorgan	661	266	260	—	1	84	50
+Glasgow	3 870	1 526	1 038	433	60	622	191
Gloucester/Cheltenham	88	—	70	—	—	18	—
Hawarden	—	—	—	—	—	—	—
Humberside	317	—	245	—	—	72	—
Inverness	703	309	183	—	65	125	21
Islay	132	—	104	—	—	28	—
+Isle of Man	1 407	569	830	—	—	—	8
Isles of Scilly	662	502	160	—	—	—	—
+Kirkwall	904	202	542	—	25	135	—
+Leeds/Bradford	1 097	405	482	34	1	167	8
+Liverpool	954	543	5	70	1	300	35
+Lydd	428	—	426	—	—	2	—
+Manchester	5 115	1 846	333	957	182	1 478	219
Manston	120	—	—	—	—	74	46
+Newcastle	1 504	360	762	4	—	277	101
Norwich	942	—	696	—	2	181	63
Penzance Heliport	502	502	—	—	—	—	—
+Prestwick	1 041	507	48	177	14	101	194
+Southampton	1 190	127	1 002	—	—	47	14
Stornoway	276	104	136	—	1	35	—
+Sumburgh	2 077	278	51	—	610	1 114	24
Swansea	65	—	—	—	—	65	—
+Tees-side	846	—	591	—	2	237	16
Tiree	60	—	50	—	—	10	—
Wick	392	98	269	—	—	22	3
TOTAL (Incl. London Area)	79 996	24 485	18 633	14 609	2 422	16 114	3 733
<b>Channel Islands Airports</b>							
Alderney	979	—	938	—	—	41	—
Guernsey	3 475	299	2 694	172	—	288	22
Jersey	6 090	1 041	4 274	86	—	470	219
TOTAL (Channel Islands Airports)	10 544	1 340	7 906	258	—	799	241



# Air Transport Landings Diverted from/to UK Reporting Airports July 1977

## Airport of actual arrival

**Table 14**

Airport of intended landing	Total number of diversions	Date of diversions																																			
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31					
Gatwick	2																																				
Heathrow	6			1Pr		2Ed							1Pr											1St										1St			
Luton	4								2Em				1St				1GI																				
Aberdeen	1		1Su																																		
Bristol	2																							1Gm													
Gloucester	1				1Bo												1GI																				
Edinburgh	1																																				
Glamorgan	7																							7BI													
Glasgow	1				1Ne																																
Humberside	2		1No																				1No														
Isle of Man	3																																				
Leeds	3												1Em	2Te																							
Manchester	1																																				
Newcastle	2				1Bo	1Pr																															1Ga
Norwich	2																																				1St
Sumburgh	3								3Ki																												
Tees-side	1									1Em																											
Other Internal	13		1Em					1Bo		1No				1Bo	1Em			1Ex						1Ex	2Ex			1Is									
Overseas	9	1He										1Pr			1He			1He	1He	1Li	1Pr		1Pr												1He		
All Aerodromes	64	1	3	2	2	3	1	3	2	2	—	2	2	4	1	—	—	4	1	2	—	2	11	10	—	—	1	—	1	—	—	2	2	—			

**Aerodrome of actual landing: letter code**

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



# Terminal Air Passengers for July 1977

**Table 16**

## Comparison with a Year Earlier

	July 1977	July 1976	Percentage change
<b>London Area Airports</b>			
+Gatwick	841 923	736 765	14.3
+Heathrow	2 636 335	2 443 105	7.9
+Luton	251 191	226 066	11.1
+Southend	30 394	26 049	16.7
+Stansted	33 122	28 381	16.7
<b>TOTAL (London Area)</b>	<b>3 792 965</b>	<b>3 460 366</b>	<b>9.6</b>
Westland Heliport (Battersea)	921	899	2.4
<b>Other UK Airports</b>			
+Aberdeen	97 524	82 187	18.7
+Belfast	137 049	134 514	1.9
Benbecula	2 189	2 033	7.7
+Birmingham	123 448	130 866	-5.7
+Blackpool	15 102	16 256	-7.1
+Bournemouth	8 898	10 142	-12.3
+Bristol	28 163	27 862	1.1
+Cambridge	2 145	1 353	58.5
+Coventry	157	392	-59.9
+East Midlands	57 759	58 253	-0.8
+Edinburgh	123 959	111 055	11.6
+Exeter	7 690	8 448	-9.0
+Glamorgan	22 224	21 429	3.7
+Glasgow	225 287	227 901	-1.1
Gloucester/Cheltenham	2 032	1 045	94.4
Hawarden	—	—	—
Humberside	3 356	—	—
Inverness	13 382	14 122	-5.2
Islay	1 052	1 333	-21.1
+Isle of Man	53 865	53 463	0.8
Isles of Scilly	14 017	14 395	-2.6
+Kirkwall	9 756	10 329	-5.5
+Leeds/Bradford	37 133	32 988	12.6
+Liverpool	34 805	38 947	-10.6
+Lydd	9 499	7 589	25.2
+Manchester	351 176	334 294	5.1
+Manston	375	129	—
+Newcastle	82 608	75 768	9.0
+Norwich	16 472	12 920	27.5
Penzance Heliport	12 517	13 255	-5.6
+Prestwick	67 760	64 723	4.7
+Southampton	29 178	32 460	-10.1
Stornoway	3 967	4 583	-13.4
+Sumburgh	36 001	21 829	64.9
Swansea	1 033	783	31.9
+Tees-side	23 248	22 250	4.5
Tiree	469	445	5.4
Wick	2 699	2 393	12.8
<b>TOTAL (Incl. London Area)</b>	<b>5 451 880</b>	<b>5 053 999</b>	<b>7.9</b>
<b>Channel Islands Airports</b>			
Alderney	9 572	9 728	-1.6
Guernsey	66 250	66 537	-0.4
Jersey	182 388	174 816	4.3
<b>TOTAL (Channel Islands Airports)</b>	<b>258 210</b>	<b>251 081</b>	<b>2.8</b>

# International and Domestic Passenger Traffic July 1977

Table 17

## Terminal Passengers for July Comparison with a Year Earlier

	Total	International			Domestic		Per-centage change
	1977	1977	1976	Per-centage change	1977	1976	
<b>London Area Airports</b>							
+Gatwick	841 923	761 427	667 203	14	80 496	69 562	16
+Heathrow	2 636 335	2 280 394	2 095 607	9	355 941	347 498	2
+Luton	251 191	246 264	222 138	11	4 927	3 928	25
+Southend	30 394	30 114	25 538	18	280	511	-45
+Stansted	33 122	32 811	28 116	17	311	265	17
TOTAL (London Area)	3 792 965	3 351 010	3 038 602	10	441 955	421 764	5
Westland Heliport (Battersea)	921	—	—	—	921	899	2
<b>Other UK Airports</b>							
+Aberdeen	97 524	30 293	27 237	11	67 231	54 950	22
+Belfast	137 049	20 467	18 562	10	116 582	115 952	1
Benbecula	2 189	—	—	—	2 189	2 033	8
+Birmingham	123 448	80 453	91 677	-12	42 995	39 189	10
+Blackpool	15 102	1 089	644	69	14 013	15 612	-10
+Bournemouth	8 898	1 415	2 512	-44	7 483	7 630	-2
+Bristol	28 163	23 246	22 146	5	4 917	5 716	-14
+Cambridge	2 145	263	134	96	1 882	1 219	54
+Coventry	157	—	247	—	157	145	8
+East Midlands	57 759	35 339	37 524	-6	22 420	20 729	8
+Edinburgh	123 959	28 971	21 773	33	94 988	89 282	6
+Exeter	7 690	1 600	2 132	-25	6 090	6 316	-4
+Glamorgan	22 224	14 395	12 710	13	7 829	8 719	-10
+Glasgow	225 287	93 709	93 456	-21	131 578	134 445	-2
Gloucester/Cheltenham	2 032	—	—	—	2 032	1 045	94
Hawarden	—	—	—	—	—	—	—
Humberside	3 356	1 074	—	—	2 282	—	—
Inverness	13 382	1 669	1 165	43	11 713	12 957	-10
Islay	1 052	—	—	—	1 052	1 333	-21
+Isle of Man	53 865	3 482	3 006	16	50 383	50 457	—
Isles of Scilly	14 017	—	—	—	14 017	14 395	-3
+Kirkwall	9 756	97	25	—	9 659	10 304	-6
+Leeds/Bradford	37 133	12 235	6 086	—	24 898	26 902	-7
+Liverpool	34 805	13 267	15 118	-12	21 538	23 829	-10
+Lydd	9 499	9 499	7 532	26	—	57	—
+Manchester	351 176	265 295	252 304	5	85 881	81 990	5
+Manston	375	375	129	—	—	—	—
+Newcastle	82 608	42 188	38 207	10	40 420	37 561	8
+Norwich	16 472	7 952	6 727	18	8 520	6 193	38
Penzance	12 517	—	—	—	12 517	13 255	-6
+Prestwick	67 760	60 071	57 417	5	7 689	7 306	5
+Southampton	29 178	1 927	565	—	27 251	31 895	-15
Stornoway	3 967	—	—	—	3 967	4 583	-13
+Sumburgh	36 001	14 102	6 068	—	21 899	15 761	39
Swansea	1 033	21	3	—	1 012	780	30
+Tees-side	23 248	4 345	6 071	-28	18 903	16 179	17
Tiree	469	—	—	—	469	445	5
Wick	2 699	7	1	—	2 692	2 392	13
TOTAL (Incl. London Area)	5 451 880	4 119 856	3 769 780	9	1 332 024	1 284 219	4

(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 July 1977

**Table 18**

## Comparison with a Year Earlier

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>EUROPE</b>							
<b>Austria</b>	27 263	13 908	13 355	23 602	12 342	11 260	16
London – Vienna	22 770	12 648	10 122	19 616	11 376	8 240	16
Other Routes	4 493	1 260	3 233	3 986	966	3 020	13
<b>Belgium</b>	79 761	78 262	1 499	76 909	73 637	3 272	4
London – Brussels	52 835	52 811	24	48 057	47 261	796	10
Other S.E. England – Belgium	21 173	20 780	393	22 038	21 765	273	-4
Other Routes	5 753	4 671	1 082	6 814	4 611	2 203	-16
<b>Denmark</b>	69 701	43 667	26 034	58 604	39 548	19 056	19
London – Copenhagen	46 186	35 701	10 485	44 809	33 192	11 617	3
Other Routes	23 515	7 966	15 549	13 795	6 356	7 439	70
<b>Finland</b>	18 809	13 268	5 541	16 698	11 710	4 988	13
<b>France</b>	316 136	293 001	23 135	293 746	265 056	28 690	8
London – Nice	24 706	23 658	1 048	21 972	20 210	1 762	12
– Paris	191 877	188 141	3 736	179 495	173 964	5 531	7
– N. France (a)	11 377	11 221	156	12 848	11 138	1 710	-11
– Other France	39 417	33 838	5 579	37 805	30 334	7 471	4
Manchester – Paris	8 037	8 031	6	8 089	8 087	2	-1
Other U.K. – Paris	12 046	9 821	2 225	12 253	9 370	2 883	-2
Luton – Other France	1 683	—	1 683	1 038	—	1 038	62
Other S.E. England – France	15 541	15 503	38	10 832	10 796	36	43
Other Routes	11 452	2 788	8 664	9 414	1 157	8 257	22
<b>Germany (Fed. Republic)</b>	258 198	190 032	68 166	231 553	167 167	64 386	12
London – Dusseldorf	40 786	33 987	6 799	34 570	28 910	5 660	18
– Frankfurt	67 409	59 233	8 176	59 928	52 455	7 473	12
– Hamburg	29 808	25 088	4 720	28 095	25 054	3 041	6
– Munich	30 230	19 071	11 159	32 524	16 631	15 893	-7
– Other Germany	48 278	42 460	5 818	39 308	34 820	4 488	23
Luton – Germany	22 846	—	22 846	19 267	—	19 267	19
Manchester – Germany	11 683	7 979	3 704	11 177	6 847	4 330	5
Other Routes	7 158	2 214	4 944	6 684	2 450	4 234	7
<b>Gibraltar</b>	8 212	5 907	2 305	9 039	7 564	1 475	-9
<b>Greece</b>	122 720	42 116	80 604	124 969	38 995	85 974	-2
<b>Iceland</b>	6 919	6 807	112	5 545	5 545	—	25
London – Reykjavik	4 470	4 470	—	4 120	4 120	—	8
Glasgow – Reykjavik	2 337	2 337	—	1 425	1 425	—	64
Other Routes	112	—	112	—	—	—	—

**Table 18 cont.**

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Irish Republic</b>	207 789	204 998	2 791	199 921	195 683	4 238	4
London – Cork	19 169	19 042	127	17 465	17 455	10	10
– Dublin	92 909	91 658	1 251	89 328	87 225	2 103	4
– Shannon	14 770	14 753	17	15 022	14 178	844	–2
Manchester – Dublin	15 034	15 018	16	14 678	14 644	34	2
Birmingham – Dublin	13 747	13 744	3	14 399	14 399	—	–5
Glasgow – Dublin	13 232	13 120	112	12 296	12 296	—	8
Liverpool – Dublin	7 159	7 125	34	7 736	7 726	10	–7
Leeds/Bradford – Dublin	4 304	4 294	10	4 198	4 158	40	3
Edinburgh – Dublin	5 464	5 378	86	4 440	4 440	—	23
Bristol – Dublin	3 156	3 156	—	3 420	3 280	140	–8
Other Routes	18 845	17 710	1 135	16 939	15 882	1 057	11
<b>Italy</b>	273 722	97 523	176 199	256 191	80 263	175 928	7
London – Genoa (g)	2 442	—	2 442	2 521	—	2 521	–3
– Milan	58 243	32 725	25 518	53 451	26 042	27 409	9
– Rimini (g)	9 311	—	9 311	11 368	—	11 368	–18
– Rome	50 103	36 019	14 084	47 049	29 399	17 650	6
– Venice	13 874	5 613	8 261	13 743	5 070	8 673	1
– Other Italy	42 620	19 847	22 773	38 021	17 142	20 879	12
Luton – Rimini	6 094	—	6 094	6 590	—	6 590	–8
– Other Italy	51 888	119	51 769	46 061	—	46 061	13
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	19 475	—	19 475	16 856	—	16 856	16
Other Routes	19 672	3 200	16 472	20 531	2 610	17 921	–4
<b>Luxembourg</b>	6 204	6 189	15	5 503	5 449	54	13
London – Luxembourg	6 189	6 189	—	5 487	5 449	38	13
Other Routes	15	—	15	16	—	16	–6
<b>Netherlands</b>	180 182	173 037	7 145	164 308	162 059	2 249	10
London – Amsterdam	110 520	107 054	3 466	103 300	102 531	769	7
– Rotterdam	16 303	16 303	—	16 370	16 228	142	—
Other S.E. England – Netherlands	10 623	9 009	1 614	7 838	7 420	418	36
Manchester – Amsterdam	9 776	9 776	—	8 969	8 969	—	9
Other Routes	32 960	30 895	2 065	27 831	26 911	920	18
<b>Norway</b>	74 412	44 922	29 490	63 393	44 173	19 220	17
London – Oslo	33 175	20 768	12 407	31 991	20 284	11 707	4
Other Routes	41 237	24 154	17 083	31 402	23 889	7 513	31
<b>Portugal</b>	44 927	22 049	22 878	32 536	20 730	11 806	38
London – Lisbon	17 194	13 421	3 773	14 349	11 632	2 717	20
Other Routes	27 733	8 628	19 105	18 187	9 098	9 089	52
<b>Soviet Union and Eastern Europe (b)</b>	48 580	30 365	18 215	55 268	26 904	28 364	–12
London – Moscow	10 569	8 848	1 721	8 880	7 505	1 375	19
– Prague	3 349	3 349	—	3 291	3 291	—	2
Other Routes	34 662	18 168	16 494	43 097	16 108	26 989	–20

**Table 18 cont.**

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Spain</b>	626 723	117 909	508 814	618 855	107 219	511 636	1
London – Barcelona	27 979	19 112	8 867	24 902	17 600	7 302	12
– Ibiza	15 277	1 819	13 458	17 188	2 516	14 672	-11
– Madrid	45 233	37 669	7 564	41 016	31 845	9 171	10
– Malaga	30 287	14 360	15 927	27 085	13 682	13 403	12
– Palma	60 075	13 549	46 526	61 125	14 104	47 021	-2
– Other Spain	86 453	29 832	56 621	88 203	26 639	61 564	-2
Luton – Alicante	10 427	—	10 427	9 469	—	9 469	10
– Barcelona	5 739	—	5 739	1 848	—	1 848	—
– Gerona	8 638	—	8 638	10 455	—	10 455	-17
– Ibiza	8 053	—	8 053	11 958	—	11 958	-33
– Palma	21 627	56	21 571	23 131	—	23 131	-7
– Other Spain	23 663	121	23 542	21 053	—	21 053	12
Other S.E. England – Spain	187	—	187	64	—	64	—
Manchester – Barcelona	8 451	—	8 451	8 466	—	8 466	—
– Palma	31 310	—	31 310	33 851	—	33 851	-8
Other N. England – Spain	95 928	1 061	94 867	85 001	567	84 434	13
Scotland – Spain	55 342	330	55 012	55 326	266	55 060	—
Other Routes	92 054	—	92 054	98 714	—	98 714	-7
<b>Sweden</b>	69 602	22 039	47 563	46 478	17 993	28 485	50
London – Stockholm	35 911	16 305	19 606	25 744	12 641	13 103	39
Other Routes	33 691	5 734	27 957	20 734	5 352	15 382	62
<b>Switzerland</b>	134 325	93 572	40 753	119 025	87 193	31 832	13
London – Basle	9 256	7 566	1 690	7 699	7 610	89	20
– Geneva	46 628	35 370	11 258	42 595	33 469	9 126	9
– Zurich	62 698	41 741	20 957	53 579	38 548	15 031	17
Luton – Switzerland	6 048	—	6 048	6 450	—	6 450	-6
Other Routes	9 695	8 895	800	8 702	7 566	1 136	11
<b>Yugoslavia</b>	41 239	20 534	20 705	64 181	20 562	43 619	-36
London – Dubrovnic	3 912	1 239	2 673	9 864	1 613	8 251	-60
– Ljubljana	2 259	2 259	—	4 472	2 629	1 843	-49
Luton – Yugoslavia	4 569	—	4 569	6 706	—	6 706	-32
Other Routes	30 499	17 036	13 463	43 139	16 320	26 819	-29
<b>Other Europe</b>	111 502	75 798	35 704	101 846	62 758	39 088	9
<b>WESTERN HEMISPHERE</b>							
<b>Canada</b>	241 064	122 002	119 062	228 044	123 648	104 396	6
London – Montreal	25 070	20 638	4 432	27 785	22 123	5 662	-10
– Toronto	79 385	43 088	36 297	74 506	43 140	31 366	7
– Other Canada	65 563	34 086	31 477	59 870	29 791	30 079	10
Other U.K. – Montreal	5 472	4 810	662	4 709	4 094	615	16
– Toronto	53 124	14 165	38 959	49 177	19 318	29 859	8
Other Routes	12 450	5 215	7 235	11 997	5 182	6 815	4

**Table 18 cont.**

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>United States</b>	508 516	322 649	185 867	434 043	311 507	122 536	17
London – New York	192 297	120 982	71 315	166 946	119 890	47 056	15
– Other East Coast USA	105 694	91 376	14 318	101 799	91 043	10 756	4
– Chicago and Detroit	67 960	38 356	29 604	57 559	39 315	18 244	18
– West Coast USA	99 847	58 319	41 528	74 204	50 648	23 556	35
– Other USA	15 314	1 883	13 431	10 321	1 308	9 013	48
Other UK – New York	20 260	11 733	8 527	17 788	9 303	8 485	14
Other Routes	7 144	—	7 144	5 426	—	5 426	32
<b>West Atlantic and Caribbean Islands</b>	28 885	28 130	755	29 972	29 380	592	-4
<b>Central and South America</b>	10 978	10 892	86	12 908	10 508	2 400	-15
<b>REST OF THE WORLD</b>							
<b>Canary Islands</b>	49 023	4 833	44 190	46 518	4 986	41 532	5
<b>North Africa (c)</b>	31 523	20 602	10 921	31 489	15 409	16 080	—
<b>East Africa (d)</b>	16 467	14 533	1 934	18 430	16 265	2 165	-11
<b>Central Africa (e)</b>	8 921	8 912	9	8 401	8 111	290	6
<b>West Africa (d)</b>	36 877	33 341	3 536	24 427	19 724	4 703	51
<b>South Africa</b>	33 828	33 488	340	31 286	31 286	—	8
<b>Middle East (f)</b>	206 635	205 638	997	148 915	147 107	1 808	39
<b>India</b>	23 019	23 019	—	19 622	19 622	—	17
<b>Pakistan</b>	12 106	12 106	—	8 993	8 955	38	35
<b>Far East</b>	79 061	76 214	2 847	67 721	63 297	4 424	17
<b>Australia and New Zealand</b>	36 134	35 728	406	32 189	32 178	11	12
<b>Other Routes n.e.i.</b>	48 018	12 202	35 816	34 077	11 869	22 208	41
<b>ALL ROUTES</b>	<b>4 097 981</b>	<b>2 560 192</b>	<b>1 537 789</b>	<b>3 745 205</b>	<b>2 306 402</b>	<b>1 438 803</b>	<b>9</b>

**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 chartered services excluding those carried on aircraft chartered by government departments.

# Domestic Passengers by Main Routes July 1977 Table 19

## COMPARISON WITH A YEAR EARLIER

Origin/Destination		1977	1976	Percentage change	
London (a)	Aberdeen	24 598	22 173	11	
	Belfast	57 125	50 744	13	
	Birmingham	10 892	9 359	16	
	Channel Islands	65 675	64 153	2	
	Edinburgh	74 451	70 787	5	
	Glasgow	82 570	82 276	—	
	Isle of Man	4 241	3 570	19	
	Leeds/Bradford	11 691	12 957	-10	
	Liverpool	8 818	9 072	-3	
	Manchester	48 518	44 710	9	
	Newcastle	28 340	27 333	4	
	Tees-side	13 376	12 533	7	
	Other airports	6 453	7 658	-16	
	Belfast	Birmingham	6 960	7 493	-7
East Midlands		3 365	3 678	-1	
Edinburgh		1 852	2 038	-9	
Glasgow		7 602	8 471	-10	
Isle of Man		7 969	8 329	-4	
Leeds/Bradford		3 675	4 192	-12	
Liverpool		2 816	3 694	-24	
Manchester		10 855	11 800	-8	
Newcastle		1 741	1 898	-8	
Other airports		12 352	13 615	-9	
Channel Islands		Bournemouth	5 655	6 103	-7
	Birmingham	15 228	13 248	15	
	Bristol/Glamorgan	6 823	8 132	-16	
	East Midlands	14 369	10 783	33	
	Glasgow	2 641	6 218	-58	
	Leeds/Bradford	2 345	3 983	-41	
	Liverpool	1 781	2 913	-39	
	Manchester	9 084	8 616	5	
	Newcastle	2 106	2 165	-3	
	Southampton	25 820	28 929	-11	
	Other airports	12 775	18 400	18	
	Edinburgh	Birmingham	2 470	2 337	6
		Glasgow	20	—	—
Manchester		3 723	3 128	19	
Other airports		12 472	10 992	13	
Glasgow		Birmingham	4 183	4 008	4
	East Midlands	2 865	3 211	-11	
	Isle of Man	3 910	4 068	-4	
	Leeds/Bradford	1 633	1 252	30	
	Liverpool	2	—	—	
	Manchester	4 255	4 907	-13	
	Southampton	—	1 847	—	
	Other Scottish airports	19 763	16 802	18	
Isle of Man	Other airports	2 134	1 385	54	
	Blackpool	7 499	10 549	-29	
	Liverpool	7 950	7 761	2	
	Manchester	4 590	4 911	-7	
	Newcastle	1 830	1 368	34	
Penzance	Other airports	12 394	9 901	25	
	Isle of Scilly	12 517	13 255	-6	
Other Routes	44 630	35 226	27		
<b>TOTAL</b>		<b>752 654</b>	<b>728 931</b>	<b>3</b>	

(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.





# All Scheduled Services July 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
<b>Passenger Services</b>														
British Airways Long Haul Division	11 046	2 971	14 819	295 409	3 015 931	2 011 992	66.7	6 449	376 153	230 604	9 582	37 387	183 635	61.3
British Airways Short Haul Division	9 250	15 879	19 379	1 120 927	1 127 110	789 651	70.1	4 446	114 930	72 628	1 198	2 664	68 770	63.2
British Airways Helicopters	31	602	167	12 613	980	769	78.5	10	66	59	—	1	58	88.7
British Caledonian Airways	2 253	2 482	3 915	122 966	297 732	193 554	65.0	1 104	36 179	20 701	509	2 777	17 416	57.2
Air Anglia	680	1 778	1 943	32 547	27 442	15 886	57.9	78	2 799	1 628	—	39	1 589	58.2
Aurigny Air Services	134	2 238	744	24 377	1 926	1 482	76.9	77	185	123	—	4	119	66.4
British Air Ferries	172	848	685	19 443	6 122	3 724	60.8	374	677	432	—	93	339	64.2
British Island Airways	482	2 339	1 927	74 418	24 090	15 521	64.4	203	2 217	1 360	—	39	1 320	61.3
British Midland Airways	610	1 781	1 902	72 016	44 515	28 394	63.8	167	3 605	2 286	—	74	2 212	63.4
Brymon Airways	119	574	540	6 801	2 787	1 701	61.0	2	270	145	—	—	145	53.6
Den-Air Services	592	1 843	1 888	54 470	36 479	20 837	57.1	—	2 974	1 712	—	—	1 712	57.6
Haywards Aviation	16	70	69	205	62	45	73.0	—	8	4	—	—	4	47.9
Intra Airways	72	352	305	9 787	3 809	2 273	59.7	1	311	174	—	—	174	55.8
Loganair	127	1 565	638	8 152	1 379	820	59.5	—	125	74	—	—	74	59.2
<b>TOTAL Passenger Services</b>	<b>25 583</b>	<b>35 222</b>	<b>48 922</b>	<b>1 854 131</b>	<b>4 590 363</b>	<b>3 086 650</b>	<b>67.3</b>	<b>12 910</b>	<b>540 499</b>	<b>331 928</b>	<b>11 290</b>	<b>43 077</b>	<b>277 564</b>	<b>61.3</b>
<b>Cargo Services</b>														
British Airways Long Haul Division	810	224	1 122					2 357	25 014	16 204	379	15 823	—	64.8
British Airways Short Haul Division	370	498	625					2 506	4 983	1 995	41	1 954	—	40.0
British Caledonian Airways	120	37	162					304	4 225	1 075	69	1 011	—	25.4
Air Freight	24	115	126					277	79	56	—	56	—	71.1
Air-Bridge Carriers	10	60	34					489	117	82	—	82	—	69.7
British Island Airways	86	264	323					633	397	196	19	177	—	49.4
Intra Airways	22	121	117					304	81	61	—	61	—	74.4
<b>TOTAL Cargo Services</b>	<b>1 441</b>	<b>1 319</b>	<b>2 510</b>					<b>6 869</b>	<b>34 896</b>	<b>19 668</b>	<b>499</b>	<b>19 168</b>	<b>—</b>	<b>56.4</b>
<b>GRAND TOTAL</b>	<b>27 024</b>	<b>36 541</b>	<b>51 432</b>	<b>1 854 131</b>	<b>4 590 363</b>	<b>3 086 650</b>	<b>67.3</b>	<b>19 779</b>	<b>575 395</b>	<b>351 596</b>	<b>11 789</b>	<b>62 245</b>	<b>227 564</b>	<b>61.0</b>

# International Scheduled Services May 1977

**Table 22.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
<b>Passenger Services</b>														
British Airways Long Haul Division	11 046	2 971	14 819	295 409	3 015 931	2 011 922	66·7	6 449	376 153	230 604	9 582	37 387	183 635	61·3
British Airways Short Haul Division	6 451	8 211	12 025	672 144	854 723	605 577	70·9	3 233	90 026	56 547	1 129	2 321	53 100	62·8
British Caledonian Airways	1 812	1 516	2 906	73 980	260 755	171 208	65·7	742	32 357	18 623	392	2 709	15 522	57·6
Air Anglia	446	864	1 166	20 037	19 605	10 506	53·6	78	2 005	1 090	—	39	1 051	54·3
Aurigny Air Services	134	2 238	744	24 377	1 926	1 482	76·9	77	185	123	—	4	119	66·4
British Air Ferries	172	848	685	19 443	6 122	3 724	60·8	374	677	432	—	93	339	64·2
British Island Airways	206	859	814	27 455	10 296	6 386	62·0	53	947	557	—	14	543	58·8
British Midland Airways	118	324	374	8 296	8 584	3 752	43·7	59	681	317	—	27	290	46·6
Brymon Airways	36	154	166	1 057	439	274	62·6	1	38	24	—	—	23	62·4
Dan-Air Services	316	630	888	21 659	20 837	11 025	52·9	—	1 700	913	—	—	913	53·7
Intra Airways	32	229	150	5 869	1 671	965	57·8	1	136	72	—	—	72	53·4
<b>TOTAL Passenger Services</b>	<b>20 768</b>	<b>18 844</b>	<b>34 738</b>	<b>1 169 726</b>	<b>4 200 888</b>	<b>2 826 892</b>	<b>67·4</b>	<b>11 069</b>	<b>504 904</b>	<b>309 302</b>	<b>11 104</b>	<b>42 593</b>	<b>255 607</b>	<b>61·2</b>
<b>Cargo Services</b>														
British Airways Long Haul Division	810	224	1 122					2 357	25 014	16 204	379	15 823	—	64·8
British Airways Short Haul Division	338	418	539					1 942	4 418	1 725	40	1 685	—	39·0
British Caledonian Airways	120	37	162					304	4 225	1 075	59	1 016	—	25·4
Air Freight	24	115	126					277	79	56	—	56	—	71·1
British Island Airways	44	93	157					203	202	88	—	88	—	43·5
Intra Airways	—	2	1					6	1	1	—	1	—	78·4
<b>TOTAL Cargo Services</b>	<b>1 334</b>	<b>889</b>	<b>2 107</b>					<b>5 088</b>	<b>33 940</b>	<b>19 149</b>	<b>478</b>	<b>18 669</b>	<b>—</b>	<b>56·4</b>
<b>GRAND TOTAL</b>	<b>22 102</b>	<b>19 733</b>	<b>36 845</b>	<b>1 169 726</b>	<b>4 200 888</b>	<b>2 826 892</b>	<b>67·4</b>	<b>16 157</b>	<b>538 844</b>	<b>328 451</b>	<b>11 582</b>	<b>61 262</b>	<b>255 607</b>	<b>60·9</b>

# Domestic Scheduled Services July 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			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
<b>Passenger Services</b>														
British Airways Short Haul Division	2 799	7 668	7 354	448 783	272 386	184 074	67.6	1 212	24 904	16 081	68	343	15 670	64.6
British Airways Helicopters	31	502	167	12 613	980	769	78.5	10	66	59	—	1	58	88.7
British Caledonian Airways	441	966	1 010	48 986	36 978	22 346	60.4	362	3 822	2 078	117	68	1 894	54.4
Air Anglia	234	914	777	12 510	7 836	5 380	68.6	—	794	538	—	—	538	67.8
British Island Airways	276	1 480	1 113	46 963	13 794	9 135	66.2	150	1 269	803	—	25	777	63.2
British Midland Airways	492	1 457	1 528	63 720	35 931	24 642	68.6	108	2 924	1 969	—	47	1 922	67.3
Brymon Airways	84	420	374	5 744	2 348	1 426	60.7	1	233	121	—	—	121	52.2
Dan-Air Services	276	1 213	1 000	32 811	15 642	9 812	62.7	—	1 274	799	—	—	799	62.7
Haywards Aviation	16	70	69	205	62	45	73.0	—	8	4	—	—	4	47.9
Intra Airways	40	123	155	3 918	2 139	1 308	61.2	—	176	101	—	—	101	57.6
Loganair	127	1 565	638	8 152	1 379	820	59.5	—	125	74	—	—	74	59.2
<b>TOTAL Passenger Services</b>	<b>4 815</b>	<b>16 378</b>	<b>14 185</b>	<b>684 405</b>	<b>389 475</b>	<b>259 757</b>	<b>66.7</b>	<b>1 843</b>	<b>35 595</b>	<b>22 627</b>	<b>186</b>	<b>484</b>	<b>21 958</b>	<b>63.6</b>
<b>Cargo Services</b>														
British Airways Short Haul Division	32	80	86					564	564	269	1	268		47.7
Air-Bridge Carriers	10	60	34					489	117	82		82		69.7
British Island Airways	42	171	166					430	195	108	19	89		55.6
Intra Airways	22	119	116					298	81	60		60		74.3
<b>TOTAL Cargo Services</b>	<b>106</b>	<b>430</b>	<b>403</b>					<b>1 781</b>	<b>956</b>	<b>519</b>	<b>20</b>	<b>499</b>		<b>54.3</b>
<b>GRAND TOTAL</b>	<b>4 921</b>	<b>16 808</b>	<b>14 588</b>	<b>684 405</b>	<b>389 475</b>	<b>259 757</b>	<b>66.7</b>	<b>3 624</b>	<b>36 551</b>	<b>23 146</b>	<b>206</b>	<b>982</b>	<b>21 958</b>	<b>63.3</b>



# International Non-Scheduled Services July 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				
									Tonne-km available (000)	Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Long Haul Division	895	161	1 133	23 102	182 243	147 836	81.1	—	20 606	13 855	—	13 855	67.2
British Airways Short Haul Division	604	500	1 071	32 754	57 204	43 631	76.3	933	8 472	4 854	1 022	3 832	57.3
British Airtours	1 782	835	2 590	127 810	336 999	283 405	84.1	—	30 666	24 399	—	24 399	79.6
British Airways Helicopters	370	2 607	1 848	25 545	7 877	3 788	48.1	154	768	327	24	304	42.6
British Caledonian Airways	2 830	1 186	4 091	105 312	372 081	329 596	88.6	2 187	56 424	43 699	14 393	29 306	77.4
Air Anghla	7	18	24	47	48	19	39.7	—	5	2	—	2	39.7
Air Freight	27	79	165	283	362	273	75.3	78	109	70	50	20	64.3
Air-Bridge Carriers	99	110	260	—	—	—	—	673	1 489	780	780	—	52.3
Alidair	67	283	238	11 958	4 455	2 669	59.9	—	409	214	—	214	52.3
Beecham Imperial	12	19	26	72	98	48	49.4	—	9	4	—	4	50.3
Bristow Helicopters	471	3 673	2 939	30 216	8 021	4 727	58.9	219	670	464	39	425	69.3
Britannia Airways	3 989	2 524	6 315	285 596	518 800	450 616	86.9	—	44 216	38 297	—	38 297	86.6
British Air Ferries	83	155	320	1 860	1 629	769	47.2	156	510	181	116	66	35.5
British Executive Air Services	71	2 961	441	10 658	988	256	25.9	12	92	27	—	27	29.3
British Island Airways	27	65	86	283	198	159	80.1	—	121	69	55	14	57.1
British Midland Airways	1 122	708	1 869	62 330	181 650	116 036	63.9	2	16 277	10 145	1 178	8 967	62.3
Dan-Air Services	6 082	4 072	10 024	388 377	764 256	634 816	83.1	170	66 560	55 837	4 910	50 927	83.9
Ferranti Helicopters	9	70	88	112	37	15	40.5	—	3	2	—	2	66.7
Green Shield Stamp	25	27	52	51	127	55	43.6	—	13	4	—	4	35.1
International Aviation Service	887	303	1 298	—	—	—	—	3 600	33 178	22 775	22 775	—	68.6
Intra Airways	68	144	193	6 415	4 450	3 318	74.6	11	375	264	13	252	70.4
Invicta International Airlines	70	40	173	—	—	—	—	296	1 175	634	634	—	53.9
Laker Airways	2 966	1 161	4 236	151 370	664 626	573 362	86.3	—	66 656	56 667	—	56 667	85.0
MAM Aviation	63	52	94	149	940	180	19.1	—	94	18	—	18	19.1
Management Aviation	94	1 517	473	4 310	483	312	64.6	91	46	29	5	24	63.0
McAlpine Aviation	183	205	280	802	1 453	715	49.2	—	115	56	—	56	48.7
Monarch Airlines	1 393	923	2 224	104 340	207 058	165 813	80.1	—	20 203	15 037	—	15 037	74.4
Redcoat Air Cargo	88	36	204	—	—	—	—	174	1 403	552	552	—	39.3
Tradewinds Airways	442	180	875	—	—	—	—	1 797	11 578	7 367	7 367	—	63.6
Trans-Meridian Air Cargo	792	264	1 546	—	—	—	—	2 284	22 659	12 760	12 760	—	56.3
<b>TOTAL</b>	<b>25 620</b>	<b>24 878</b>	<b>45 176</b>	<b>1 373 752</b>	<b>3 316 084</b>	<b>2 762 413</b>	<b>83.3</b>	<b>12 844</b>	<b>404 901</b>	<b>309 388</b>	<b>66 670</b>	<b>242 718</b>	<b>76.4</b>
Class 5A Licence TOTAL	619	470	1 079	27 652	66 587	51 943	78.0	..	14 085	10 879	6 207	4 672	77.2
TOTAL Excludes 5A Licence	25 001	24 408	44 097	1 346 100	3 249 497	2 710 470	83.4	12 844	390 816	298 509	60 463	238 046	76.4

\*Does not include cargo carried under Class 5A Licences.

# Domestic Non-Scheduled Services July 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-kilometres used				
									Tonne-km available (000)	Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Short Haul Division	9	46	32	1 054	583	374	64.2	—	47	33	—	33	70.6
British Airways Helicopters	18	167	90	182	128	21	16.4	1	12	2	1	2	16.7
Air Anglia	16	73	60	139	111	31	28.1	—	11	3	—	3	28.1
Air Freight	6	21	60	1 260	396	249	62.7	4	35	19	1	19	55.0
Air-Bridge Carriers	26	104	101	—	—	—	—	393	312	103	103	—	33.0
Alidair	41	137	146	4 104	2 474	1 278	51.6	—	215	95	—	95	44.1
Beecham Imperial	4	6	9	33	34	22	64.6	—	3	2	—	2	65.8
British Air Ferries	5	22	19	293	132	57	43.1	6	22	7	2	5	30.5
British Island Airways	24	43	79	44	13	12	88.0	55	110	32	31	1	29.1
British Midland Airways	74	214	195	10 920	5 396	3 783	70.1	23	742	304	8	296	40.9
Dan-Air Services	188	510	667	11 255	7 182	4 133	57.5	141	790	421	85	336	53.3
Green Shield Stamp	7	18	13	58	60	32	53.3	—	6	3	—	3	41.9
Intra Airways	7	64	35	2 233	284	236	83.1	4	27	22	4	18	81.0
Loganair	122	601	459	2 719	1 452	671	46.2	—	132	61	—	61	46.2
MAM Aviation	24	19	36	136	360	171	47.5	—	36	17	—	17	47.2
McAlpine Aviation	65	167	102	296	494	114	23.1	—	36	11	—	11	30.6
<b>TOTAL</b>	<b>636</b>	<b>2 212</b>	<b>2 103</b>	<b>34 726</b>	<b>19 099</b>	<b>11 183</b>	<b>58.6</b>	<b>630</b>	<b>2 535</b>	<b>1 133</b>	<b>233</b>	<b>900</b>	<b>44.7</b>
Class 5A Licence TOTAL	1	2	3	138	61	58	95.1	..	5	5	—	5	100.0
<b>TOTAL Excludes 5A Licences</b>	<b>635</b>	<b>2 210</b>	<b>2 100</b>	<b>34 588</b>	<b>19 038</b>	<b>11 125</b>	<b>58.4</b>	<b>630</b>	<b>2 530</b>	<b>1 128</b>	<b>233</b>	<b>895</b>	<b>44.6</b>

\*Does not include cargo carried under Class 5 Licences.

## Class 2 Licence Operations July 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
<b>International Services</b>											
British Airways Long Haul Division	717	125	940	20 023	—	151 351	119 055	78.7	17 389	11 209	64.5
British Airtours	351	82	462	6 957	—	66 347	56 487	85.1	6 038	4 744	78.6
British Caledonian Airways	1 077	205	1 372	32 491	—	241 462	216 572	89.7	22 724	19 503	85.8
Dan-Air Services	327	66	428	8 918	—	61 882	57 088	92.3	4 948	4 596	92.9
Laker Airways	1 427	281	1 836	53 739	12 299	450 698	395 787	87.8	45 827	39 579	86.4
Monarch Airlines	5	1	7	139	—	876	716	81.8	85	65	76.4
<b>TOTAL</b>	<b>3 904</b>	<b>760</b>	<b>5 046</b>	<b>122 267</b>	<b>12 299</b>	<b>972 616</b>	<b>845 705</b>	<b>87.0</b>	<b>97 011</b>	<b>79 695</b>	<b>82.2</b>

## Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers July 1977

**Table 25**

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km			Tonne-km			Number of IT passengers uplifted	
					Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available	Class 2	Class 4
<b>International Services</b>												
British Airways Short Haul Division	313	229	505	22 809	40 825	32 528	79.7	4 029	2 866	71.1	—	—
British Airtours	1 103	644	1 661	104 880	208 519	177 839	85.3	18 976	15 215	80.2	—	—
British Caledonian Airways	859	649	1 474	58 797	95 333	81 444	85.4	8 947	7 005	78.3	—	—
Britannia Airways	3 807	2 308	5 984	263 398	495 113	431 588	87.2	42 187	36 686	87.0	—	2 227
Dan-Air Services	4 313	3 010	7 140	298 963	531 265	446 335	84.0	42 495	35 778	84.2	—	2 590
Intra Airways	40	88	115	4 117	2 817	1 999	71.0	229	150	65.6	—	—
Laker Airways	897	474	1 277	53 855	120 361	102 459	85.1	11 831	9 893	83.6	—	—
Monarch Airlines	903	636	1 457	74 967	133 933	110 828	82.7	13 074	10 051	76.9	—	—
<b>TOTAL International Services</b>	<b>12 236</b>	<b>8 038</b>	<b>19 613</b>	<b>881 786</b>	<b>1 628 166</b>	<b>1 385 021</b>	<b>85.1</b>	<b>141 769</b>	<b>117 644</b>	<b>83.0</b>	<b>—</b>	<b>4 817</b>
<b>Domestic Services</b>												
British Midland Airways	—	1	1	73	28	28	100.0	2	2	93.4	—	—
Intra Airways	2	44	15	1 469	60	56	92.7	5	4	77.5	—	—
<b>TOTAL Domestic Services</b>	<b>2</b>	<b>45</b>	<b>16</b>	<b>1 542</b>	<b>88</b>	<b>84</b>	<b>95.0</b>	<b>7</b>	<b>6</b>	<b>82.5</b>	<b>—</b>	<b>—</b>
<b>GRAND TOTAL</b>	<b>12 238</b>	<b>8 083</b>	<b>19 629</b>	<b>883 328</b>	<b>1 628 254</b>	<b>1 385 104</b>	<b>85.1</b>	<b>141 776</b>	<b>117 650</b>	<b>83.0</b>	<b>—</b>	<b>4 817</b>

## All Class 4 Licence Operations July 1977

**Table 26.1**

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of Available	Available (000)	Used (000)	Percentage of available
British Airways Long Haul Division	179	36	193	—	3 079	30 893	28 780	93·2	3 217	2 646	82·3
British Airways Short Haul Division	16	29	37	—	2 388	2 146	1 332	62·1	222	121	54·4
British Airtours	2	2	3	—	189	340	170	50·0	31	14	46·2
British Caledonian Airways	237	151	386	—	13 851	34 730	31 492	90·7	3 346	2 790	83·4
Britannia Airways	75	54	129	2 227	3 785	9 689	8 234	85·0	825	701	85·0
British Island Airways	1	3	5	—	137	62	57	91·9	6	5	83·9
British Midland Airways	14	22	37	—	1 420	986	846	85·8	80	62	77·2
Dan-Air Services	1 001	711	1 768	2 590	56 374	116 824	92 997	79·6	9 344	7 491	80·2
Intra Airways	20	40	55	—	1 841	1 335	1 188	89·0	108	91	84·7
Laker Airways	489	364	914	—	25 631	43 482	34 655	79·7	3 910	3 150	80·6
Monarch Airlines	261	195	433	—	19 117	34 940	25 792	73·8	3 421	2 339	68·4
<b>TOTAL</b>	<b>2 294</b>	<b>1 607</b>	<b>3 959</b>	<b>4 817</b>	<b>127 812</b>	<b>275 427</b>	<b>225 543</b>	<b>81·9</b>	<b>24 509</b>	<b>19 409</b>	<b>79·2</b>

## International Class 4 Licence Operations July 1977

**Table 26.2**

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of Available	Available (000)	Used (000)	Percentage of available
British Airways Long Haul Division	179	36	193	—	3 079	30 893	28 780	93·2	3 217	2 646	82·3
British Airways Short Haul Division	16	29	37	—	2 388	2 146	1 332	62·1	222	121	54·4
British Airtours	2	2	3	—	189	340	170	50·0	31	14	46·2
British Caledonian Airways	237	151	386	—	13 851	34 730	31 492	90·7	3 346	2 790	83·4
Britannia Airways	75	54	129	2 227	3 785	9 689	8 234	85·0	825	701	85·0
British Island Airways	1	2	4	—	93	48	45	93·0	5	4	84·8
British Midland Airways	13	21	35	—	1 347	937	797	85·0	76	58	76·4
Dan-Air Services	1 001	711	1 768	2 590	56 374	116 824	92 997	79·6	9 344	7 491	80·2
Intra Airways	19	32	45	—	1 574	1 269	1 135	89·5	102	87	85·3
Laker Airways	489	364	914	—	25 631	43 482	34 655	79·7	3 910	3 150	80·6
Monarch Airlines	261	195	433	—	19 117	34 940	25 792	73·8	3 421	2 339	68·4
<b>TOTAL</b>	<b>2 292</b>	<b>1 597</b>	<b>3 946</b>	<b>4 817</b>	<b>127 428</b>	<b>275 299</b>	<b>225 430</b>	<b>81·9</b>	<b>24 498</b>	<b>19 400</b>	<b>79·2</b>

## Domestic Class 4 Licence Operations July 1977

**Table 26.3**

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of Available	Available (000)	Used (000)	Percentage of available
British Island Airways	—	1	1	—	44	13	12	88·0	1	1	80·4
British Midland Airways	1	1	2	—	73	49	49	100·0	4	4	91·9
Intra Airways	2	8	9	—	267	67	53	79·1	6	4	73·5
<b>TOTAL</b>	<b>3</b>	<b>10</b>	<b>12</b>	<b>—</b>	<b>384</b>	<b>128</b>	<b>113</b>	<b>87·9</b>	<b>11</b>	<b>9</b>	<b>81·2</b>

## All Class 6 Licence Operations July 1977

**Table 27.1**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways Short Haul Division	2	5	6	76	43	34	79.6
British Caledonian Airways	555	156	730	2 013	18 430	12 262	66.5
Air Freight	6	26	31	62	19	13	70.2
Air-Bridge Carriers	116	188	325	1 067	1 691	812	48.0
British Air Ferries	13	30	61	55	112	32	28.6
Dan-Air Services	58	133	191	309	308	133	43.2
International Aviation Service	156	43	212	618	5 949	4 299	72.3
Redcoat Air Cargo	88	36	204	174	1 403	552	39.3
Tradewinds Airways	244	114	482	1 280	6 341	3 428	54.1
Transmeridian Air Cargo	189	69	398	701	5 435	4 704	86.6
<b>TOTAL</b>	<b>1 427</b>	<b>800</b>	<b>2 639</b>	<b>6 355</b>	<b>39 729</b>	<b>26 269</b>	<b>66.1</b>

## International Class 6 Licence Operations July 1977

**Table 27.2**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways Short Haul Division	2	5	6	76	43	34	79.6
British Caledonian Airways	555	156	730	2 013	18 430	12 262	66.5
Air Freight	6	26	31	62	19	13	70.2
Air-Bridge Carriers	89	84	225	674	1 379	709	51.4
British Air Ferries	13	30	61	55	112	32	28.6
Dan-Air Services	19	62	77	167	101	48	47.3
International Aviation Service	156	43	212	618	5 949	4 299	72.3
Redcoat Air Cargo	88	36	204	174	1 403	552	39.3
Tradewinds Airways	244	114	482	1 280	6 341	3 428	54.1
Trans-Meridian Air Cargo	189	69	398	701	5 435	4 704	86.6
<b>TOTAL</b>	<b>1 362</b>	<b>625</b>	<b>2 424</b>	<b>5 819</b>	<b>39 211</b>	<b>26 081</b>	<b>66.5</b>

## Domestic Class 6 Licence Operations July 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	26	104	101	394	312	103	33.0
Dan-Air Services	39	71	114	142	207	85	41.1
<b>TOTAL</b>	<b>65</b>	<b>175</b>	<b>215</b>	<b>535</b>	<b>518</b>	<b>188</b>	<b>36.3</b>

## All Class 7 Licence Operations July 1977

**Table 28.1**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	388	2 774	1 938	25 727	8 005	3 809	47.6	155	780	329	24	305	42.2
Bristow Helicopters	471	3 673	2 939	30 216	8 021	4 727	58.9	219	670	464	39	425	69.3
British Executive Air Services	71	2 961	441	10 658	988	256	25.9	12	92	27	—	27	29.3
Ferranti Helicopters	9	70	88	112	37	15	40.5	—	3	2	—	2	66.7
Management Aviation	94	1 517	473	4 310	483	312	64.6	92	46	29	5	24	63.0
<b>TOTAL</b>	<b>1 033</b>	<b>10 995</b>	<b>5 879</b>	<b>71 023</b>	<b>17 534</b>	<b>9 119</b>	<b>52.0</b>	<b>478</b>	<b>1 591</b>	<b>851</b>	<b>69</b>	<b>783</b>	<b>53.5</b>

## International Class 7 Licence Operations July 1977

**Table 28.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	370	2 607	1 848	25 545	7 877	3 788	48.1	154	768	327	24	304	42.6
Bristow Helicopters	471	3 673	2 939	30 216	8 021	4 727	58.9	219	670	464	39	425	69.3
British Executive Air Services	71	2 961	441	10 658	988	256	25.9	12	92	27	—	27	29.3
Ferranti Helicopters	9	70	88	112	37	15	40.5	—	3	2	—	2	66.7
Management Aviation	94	1 517	473	4 310	483	312	64.6	92	46	29	5	24	63.0
<b>TOTAL</b>	<b>1 015</b>	<b>10 828</b>	<b>5 789</b>	<b>70 841</b>	<b>17 406</b>	<b>9 098</b>	<b>52.3</b>	<b>477</b>	<b>1 579</b>	<b>849</b>	<b>68</b>	<b>781</b>	<b>53.8</b>

## Domestic Class 7 Licence Operations July 1977

**Table 28.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	18	167	90	182	128	21	16.4	1	12	2	1	2	16.7
<b>TOTAL</b>	<b>18</b>	<b>167</b>	<b>90</b>	<b>182</b>	<b>128</b>	<b>21</b>	<b>16.4</b>	<b>1</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>16.7</b>

# All Exempt Operations July 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 Short Haul Division	236	255	484	6 011	9 936	5 776	58.1	858	3 747	1 460	954	506	39.0
British Caledonian Airways	49	13	64	2	460	5	1.0	174	1 442	1 295	1 294	1	89.8
Air Anglia	23	91	84	186	158	50	31.6	—	16	5	—	5	31.6
Air Freight	17	43	141	1 543	758	521	68.7	21	84	48	9	39	57.2
Alidair	66	187	205	5 696	3 982	2 101	52.8	—	366	161	—	161	43.9
Beecham Imperial	16	25	35	105	132	70	53.3	—	12	6	—	6	54.3
Britannia Airways	93	148	171	15 107	11 925	9 537	80.0	—	1 033	810	—	810	78.5
British Air Ferries	75	147	278	2 073	1 690	784	46.4	107	420	156	89	66	37.1
British Island Airways	24	42	78	—	—	—	—	55	108	31	31	—	28.5
British Midland Airways	145	257	303	13 375	11 457	8 021	70.0	26	1 268	641	12	630	50.6
Dan-Air Services	185	464	624	12 887	11 871	6 628	55.8	4	959	536	7	529	55.9
Green Shield Stamp	33	45	65	109	187	87	46.7	—	19	7	—	7	37.3
International Aviation Service	723	257	1 075	—	—	—	—	2 982	26 911	18 175	18 175	—	67.5
Intra Airways	13	36	42	1 221	522	311	59.6	16	61	41	17	24	67.3
Invicta International Airlines	70	40	173	—	—	—	—	297	1 175	634	634	—	53.9
Laker Airways	154	42	208	5 846	50 085	40 461	80.8	—	5 088	4 045	—	4 045	79.5
Loganair	122	601	459	2 719	1 452	671	46.2	—	132	61	—	61	46.2
MAM Aviation	87	71	130	285	1 300	351	27.0	—	130	35	—	35	26.9
McAlpine Aviation	248	372	382	1 098	1 947	829	42.6	—	151	67	—	67	44.4
Monarch Airlines	13	13	23	522	1 891	1 026	54.2	—	185	93	—	93	50.2
Tradewinds Airways	135	44	272	—	—	—	—	518	3 567	2 764	2 764	—	77.5
Transmeridian Air Cargo	551	156	1 040	—	—	—	—	1 584	15 784	7 393	7 393	—	46.8
<b>TOTAL</b>	<b>3 078</b>	<b>3 349</b>	<b>6 335</b>	<b>68 785</b>	<b>109 754</b>	<b>77 230</b>	<b>70.4</b>	<b>6 642</b>	<b>62 655</b>	<b>38 464</b>	<b>31 379</b>	<b>7 085</b>	<b>61.4</b>

# International Exempt Operations July 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			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Short Haul Division	227	209	452	4 957	9 353	5 402	57.8	858	3 701	1 427	954	473	38.6
British Caledonian Airways	49	13	64	2	460	5	1.0	174	1 442	1 295	1 294	1	89.8
Air Anglia	7	18	24	47	48	19	39.7	—	5	2	—	2	39.7
Air Freight	11	22	81	283	362	273	75.3	16	49	29	9	20	58.8
Alidair	25	50	60	1 592	1 508	823	54.6	—	151	66	—	66	43.6
Beecham Imperial	12	19	26	72	98	48	49.4	—	9	4	—	4	50.3
Britannia Airways	93	148	171	15 107	11 925	9 537	80.0	—	1 033	810	—	810	78.5
British Air Ferries	70	125	259	1 780	1 558	728	46.7	101	398	149	88	61	37.4
British Midland Airways	73	47	113	2 739	6 199	4 372	70.5	2	537	349	4	345	65.0
Dan-Air Services	36	25	71	1 632	4 689	2 495	53.2	4	376	200	7	193	53.2
Green Shield Stamp	25	27	52	51	127	55	43.6	—	13	4	—	4	35.1
International Aviation Service	723	257	1 075	—	—	—	—	2 982	26 911	18 175	18 175	—	67.5
Intra Airways	9	24	32	724	365	184	50.3	12	44	27	13	14	60.8
Invicta International Airlines	70	40	173	—	—	—	—	297	1 175	634	634	—	53.9
Laker Airways	154	42	208	5 846	50 085	40 461	80.8	—	5 088	4 045	—	4 045	79.5
MAM Aviation	63	52	94	149	940	180	19.1	—	94	18	—	18	19.1
McAlpine Aviation	183	205	280	802	1 453	715	49.2	—	115	56	—	56	48.7
Monarch Airlines	13	13	23	522	1 891	1 026	54.2	—	185	93	—	93	50.2
Tradewinds Airways	135	44	272	—	—	—	—	518	3 567	2 764	2 764	—	77.5
Transmeridian Air Cargo	551	156	1 040	—	—	—	—	1 584	16 784	7 393	7 393	—	46.8
<b>TOTAL</b>	<b>2 531</b>	<b>1 536</b>	<b>4 568</b>	<b>36 305</b>	<b>91 060</b>	<b>66 323</b>	<b>72.8</b>	<b>6 548</b>	<b>60 673</b>	<b>37 540</b>	<b>31 334</b>	<b>6 206</b>	<b>61.9</b>

# Domestic Exempt Operations July 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			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Short Haul Division	9	46	32	1 054	583	374	64.2	—	47	33	—	33	70.6
Air Anglia	16	73	60	139	111	31	28.1	—	11	3	—	3	28.1
Air Freight	6	21	60	1 260	396	249	62.7	5	35	19	1	19	55.0
Alidair	41	137	146	4 104	2 474	1 278	51.6	—	215	95	—	95	44.1
Beecham Imperial	4	6	9	33	34	22	64.6	—	3	2	—	2	65.8
British Air Ferries	5	22	19	293	132	57	43.1	6	22	7	2	5	30.5
British Island Airways	24	42	78	—	—	—	—	55	108	31	31	—	28.5
British Midland Airways	72	210	190	10 636	5 258	3 648	69.4	24	731	293	8	285	40.0
Dan-Air Services	149	439	553	11 255	7 182	4 133	57.5	—	583	336	—	336	57.6
Green Shield Stamp	7	18	13	58	60	32	53.3	—	6	3	—	3	41.9
Intra Airways	3	12	11	497	157	128	81.2	5	17	14	4	10	84.6
Loganair	122	601	459	2 719	1 452	671	46.2	—	132	61	—	61	46.2
MAM Aviation	24	19	36	136	360	171	47.5	—	36	17	—	17	47.2
McAlpine Aviation	65	167	102	296	494	114	23.1	—	36	11	—	11	30.6
<b>TOTAL</b>	<b>548</b>	<b>1 813</b>	<b>1 767</b>	<b>32 480</b>	<b>18 693</b>	<b>10 907</b>	<b>58.3</b>	<b>94</b>	<b>1 981</b>	<b>923</b>	<b>45</b>	<b>878</b>	<b>46.6</b>

## Class 5 Operations for UK Operators July 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	326	107	465	15 784	61 793	48 909	79.1	..	5 621	4 426	—	—	4 426	78.7
British Caledonian Airways	1	2	2	171	96	83	86.5	..	10	7	—	—	7	70.0
Alidair	42	233	178	10 366	2 947	1 846	62.6	..	258	148	—	—	148	57.4
Britannia Airways	8	10	21	791	1 322	794	60.1	..	110	63	—	—	63	57.3
British Island Airways	4	5	11	190	150	114	76.0	..	14	10	—	—	10	71.4
British Midland Airways	2	4	5	253	106	93	87.7	..	9	8	—	—	8	88.9
Dan-Air Services	135	51	195	—	—	—	—	..	5 336	4 740	—	4 740	—	88.8
Monarch Airlines	1	2	3	235	234	162	69.2	..	23	15	—	—	15	65.2
Tradewinds Airways	63	22	121	—	—	—	—	..	1 671	1 174	—	1 174	—	70.3
Trans-Meridian Air Cargo	38	36	81	—	—	—	—	..	1 038	293	—	293	—	28.2
<b>TOTAL</b>	<b>620</b>	<b>472</b>	<b>1 081</b>	<b>27 790</b>	<b>66 648</b>	<b>52 001</b>	<b>78.0</b>	<b>..</b>	<b>14 090</b>	<b>10 884</b>	<b>—</b>	<b>6 207</b>	<b>4 677</b>	<b>77.2</b>

## Class 5 Operations for Non-UK Operators July 1977

**Table 30.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Short Haul Division	46	28	71	2 600	4 880	4 369	89.5	..	478	407	12	22	373	85.1
British Caledonian Airways	50	10	64	—	—	—	—	..	1 525	837	—	837	—	54.9
Air Freight	11	31	54	—	—	—	—	..	41	28	—	28	—	68.3
Air-Bridge Carriers	10	26	36	—	—	—	—	..	110	71	—	71	—	64.5
Britannia Airways	6	4	10	288	752	462	61.4	..	62	37	—	—	37	59.7
British Island Airways	22	58	72	—	—	—	—	..	102	55	—	55	—	53.9
British Midland Airways	1 035	638	1 719	58 129	174 468	110 831	63.5	..	15 660	9 735	—	1 174	8 561	62.2
Dan-Air Services	250	147	344	19 900	49 595	35 901	72.4	..	3 961	2 984	—	115	2 869	75.3
International Aviation Service	8	3	11	—	—	—	—	..	318	301	—	301	—	94.7
Monarch Airlines	210	76	303	9 360	35 184	27 289	77.6	..	2 416	2 475	—	—	2 475	72.5
Trans-Meridian Air Cargo	14	3	27	—	—	—	—	..	402	369	—	369	—	91.8
<b>TOTAL</b>	<b>1 662</b>	<b>1 024</b>	<b>2 711</b>	<b>90 277</b>	<b>264 879</b>	<b>178 852</b>	<b>67.5</b>	<b>..</b>	<b>26 075</b>	<b>17 299</b>	<b>12</b>	<b>2 972</b>	<b>14 315</b>	<b>66.3</b>

# Aircraft Type and Utilisation — All Airlines July 1977

**Table 31.1**

	Aircraft—km (000)	Stage flights		Aircraft hours		Passengers carried	Pass—kms (000)	Aircraft in service at Quarter ended	Daily Utilisation per Aircraft (hrs) Quarter ended
		Passenger	Cargo	Passenger	Cargo			June 1977	June 1977
Aviation Traders Carvair	45	52	31	123	63	80	41	2	3.1
Aviation Traders Merchantman	447	—	511	—	830	—	—	6	3.5
AW650 Argosy	65	—	216	—	236	—	—	3	2.5
BAC 111—200	817	1 628	—	1 829	—	81 145	44 664	9	5.8
BAC 111—300/400	2 353	2 707	—	4 399	—	159 164	155 918	17	7.0
BAC 111—500	5 025	6 733	—	9 604	—	459 372	393 590	36	7.2
BAC/Aerospatiale Concorde	229	40	—	163	—	2 566	14 872	4	1.8
Bell 206 Jetranger	19	188	—	113	—	209	21	1	2.4
Bell 212 Twin	103	3 448	—	613	—	13 448	414	8	3.3
Boeing 707—120/120B	548	199	—	713	—	25 971	71 115	2	10.7
Boeing 707—320C/336	6 097	1 299	489	5 883	2 329	118 877	559 754	32	7.9
Boeing 707—420	1 879	859	—	3 012	—	129 282	301 200	9	8.0
Boeing 720/720B	810	474	—	1 227	—	63 598	111 690	3	9.6
Boeing 727—100	1 433	815	—	2 176	—	89 716	164 075	6	8.8
Boeing 737—200	3 989	2 522	—	6 312	—	285 596	450 616	16	10.9
Boeing 747—100	5 330	1 320	—	7 071	—	182 412	1 382 103	19	12.7
Boeing 747—200	—	—	—	—	—	—	—	2	—
Bristol Britannia 300	213	—	99	—	494	—	—	3	4.9
Britten-Norman Islander	155	1 789	—	760	—	6 785	603	11	2.1
Britten-Norman Trislander	268	2 879	—	1 295	—	29 899	2 582	13	3.0
Canadair CL 44	1108	—	409	—	2 243	—	—	13	6.0
Cessna 401/402/411/414/421	7	12	—	12	—	22	8	1	0.5
DC3 Dakota/Pionair	124	363	300	369	346	9 396	1 510	11	2.5
DH 106 Comet 4B/C	1 756	1 287	—	3 008	—	126 610	174 697	18	4.1
DHC 6 Twin-Otter	43	189	—	189	—	2 592	515	2	3.7
Fokker Friendship 100/600	559	1 340	—	1 544	—	28 954	14 599	8	5.8
Hawker Siddley 121 Trident 1C	629	1 120	—	1 284	—	70 823	40 256	11	2.7
Hawker Siddley 121 Trident 1E	288	551	—	644	—	48 022	25 050	3	5.3
Hawker Siddley 121 Trident 2E	1 933	1 691	—	3 234	—	126 993	147 770	16	5.2
Hawker Siddley 121 Trident 3B	2 600	3 435	—	5 063	—	33 9926	259 110	25	5.4
HP Herald 100/200	864	3 381	364	2 898	473	98 410	21 011	21	6.6
HS 125	373	484	—	587	—	1 557	1 323	19	1.0
HS 748	661	2 084	127	2 181	185	49 678	17 443	18	5.2
Lockheed L1011 Tristar	1 434	875	2	2 180	6	145 587	259 963	9	6.9
MBB BO 105	81	1 327	86	410	22	3 939	226	—	—
McDonnell-Douglas DC10—10	1 417	314	—	1 834	—	78 464	428 812	4	13.4
McDonnell-Douglas DC8—54F/55F	473	—	140	—	638	—	—	3	9.8
McDonnell-Douglas DC—10 to 40	144	254	—	248	—	13 253	7 974	1	8.3
McDonnell-Douglas DC—10—30	1 136	211	—	1 424	—	35 162	244 148	4	11.9
Piper PA23 Aztec (and Apache)	20	87	—	82	—	223	52	3	0.7
Piper PA31 Navajo (all series)	95	425	—	347	—	1 703	378	5	2.3
Sikorsky 58T	91	565	78	533	22	3 612	567	9	2.1
Sikorsky S61N	706	4 162	—	3 879	—	53 158	8 299	34	3.4
Vickers Super VC10	3 468	972	—	4 597	—	66 867	364 138	15	9.7
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Viscount 700	97	387	—	347	—	15 105	3 575	4	2.9
Vickers Viscount 700D/800/810	1 585	5 207	47	5 340	51	212 983	72 216	31	4.5
Westland Wessex	64	1 643	—	455	—	9 270	361	6	3.1
<b>TOTAL</b>	<b>51 582</b>	<b>59 318</b>	<b>2 899</b>	<b>88 032</b>	<b>7 938</b>	<b>3 190 428</b>	<b>5 747 257</b>	<b>497</b>	<b>5.7</b>



**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 June 1977	Daily utilisation per aircraft (hrs) Quarter ended June 1977
<b>Alidair</b>							
Vickers Viscount 700	97	387 —	347 —	15 105	3 575	4	2.9
Vickers Viscount 700D/800/810	11	33 —	37 —	957	373	1	—
<b>TOTAL</b>	<b>108</b>	<b>420 —</b>	<b>384 —</b>	<b>16 062</b>	<b>3 947</b>	<b>5</b>	<b>2.9</b>
<b>Aurigny Air Services</b>							
Britten-Norman Trislander	130	2 164 —	722 —	23 955	1 461	6	3.3
Britten-Norman Islander	4	74 —	22 —	422	21	2	0.4
<b>TOTAL</b>	<b>134</b>	<b>2 238 —</b>	<b>744 —</b>	<b>24 377</b>	<b>1 482</b>	<b>8</b>	<b>2.6</b>
<b>Beecham Imperial</b>							
HS 125	16	25 —	35 —	105	70	1	0.3
<b>Bristow Helicopters</b>							
Sikorsky S61N	334	1 538 —	2 022 —	18 061	3 922	18	3.4
Westland Wessex	64	1 643 —	455 —	9 270	361	6	3.1
Sikorsky 58T	54	336 —	358 —	2 298	369	6	1.9
Bell 212 Twin	19	156 —	104 —	587	75	1	1.6
<b>TOTAL</b>	<b>471</b>	<b>3 673 —</b>	<b>2 939 —</b>	<b>30 216</b>	<b>4 727</b>	<b>31</b>	<b>3.0</b>
<b>Britannia Airways</b>							
Boeing 737-200	3 989	2 522 —	6 312 —	285 596	450 616	16	10.9
<b>British Air Ferries</b>							
HP Herald 100/200	214	926 —	830 —	21 484	4 505	8	3.1
Aviation Traders Carvair	45	52 31	123 63	80	41	2	3.1
<b>TOTAL</b>	<b>258</b>	<b>978 31</b>	<b>953 63</b>	<b>21 564</b>	<b>4 546</b>	<b>10</b>	<b>3.1</b>
<b>British Executive Air Services</b>							
Bell 212 Twin	71	2 961 —	441 —	10 658	256	6	3.9
<b>British Island Airways</b>							
HP Herald 100/200	618	2 342 364	1 939 473	74 441	15 631	12	6.4
<b>British Midland Airways</b>							
Vickers Viscount 700D/800/810	627	1 811 —	1 949 —	73 884	29 407	10	5.4
McDonnell-Douglas DC9-10 to 40	144	254 —	298 —	13 253	7 974	1	8.3
Boeing 707-320C/336	340	184 —	509 —	16 503	33 117	7	2.0
<b>TOTAL</b>	<b>1 111</b>	<b>2 249 —</b>	<b>2 756 —</b>	<b>103 640</b>	<b>70 498</b>	<b>18</b>	<b>4.3</b>
<b>Brymon Airways</b>							
Britten-Norman Islander	51	298 —	257 —	1 674	281	2	3.5
HP Herald 100/200	33	113 —	129 —	2 485	875	1	1.6
DHC 6 Twin-Otter	33	155 —	146 —	2 354	447	1	4.9
<b>TOTAL</b>	<b>117</b>	<b>566 —</b>	<b>532 —</b>	<b>6 513</b>	<b>1 603</b>	<b>4</b>	<b>3.4</b>
<b>Dan-Air Services</b>							
HS 748	574	1 748 127	1 868 185	41 690	14 974	16	5.5
BAC 111-200	231	295 —	459 —	19 025	15 147	2	5.9
BAC 111-300/400	742	566 —	1 327 —	35 191	49 460	5	7.1
BAC 111-500	1 234	981 —	2 172 —	96 920	123 906	6	9.3
DH 106 Comet 4B/C	1 756	1 287 —	3 008 —	126 610	174 697	18	4.1
Boeing 727-100	1 433	815 —	2 176 —	89 716	164 075	6	8.8
Boeing 707-320C/336	813	237 51	904 195	32 793	114 588	4	6.6
<b>TOTAL</b>	<b>6 782</b>	<b>5 929 178</b>	<b>11 914 380</b>	<b>441 945</b>	<b>656 848</b>	<b>57</b>	<b>6.2</b>

**Table 31.2 cont.**

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1977	Daily utilisation per aircraft (hrs) Quarter ended March 1977
		Passenger	Cargo	Passenger	Cargo				
<b>Ferranti Helicopters</b>									
Bell 206 Jetranger	4	33	—	38	—	43	5	—	—
MBB BO 105	5	37	—	50	—	69	10	—	—
<b>TOTAL</b>	<b>9</b>	<b>70</b>	<b>—</b>	<b>88</b>	<b>—</b>	<b>112</b>	<b>15</b>	<b>—</b>	<b>—</b>
<b>Green Shield Stamp</b>									
HS 125	33	45	—	65	—	109	87	1	2.2
<b>Haywards Aviation</b>									
Piper PA23 Aztec (and Apache)	16	70	—	69	—	205	45	2	0.8
<b>International Aviation Service</b>									
Bristol Britannia 300	54	—	23	—	117	—	—	1	7.3
McDonnell-Douglas DC8-54F/55F	359	—	109	—	484	—	—	2	9.9
<b>TOTAL</b>	<b>413</b>	<b>—</b>	<b>132</b>	<b>—</b>	<b>601</b>	<b>—</b>	<b>—</b>	<b>3</b>	<b>9.0</b>
<b>Intra Airways</b>									
DC3 Dakota/Pionair	67	325	123	241	122	7 853	989	5	3.1
Vickers Viscount 700D/800/810	68	132	—	179	—	6 193	3 450	1	5.2
<b>TOTAL</b>	<b>135</b>	<b>457</b>	<b>123</b>	<b>420</b>	<b>122</b>	<b>14 046</b>	<b>4 439</b>	<b>6</b>	<b>3.5</b>
<b>Invicta International Airlines</b>									
Bristol Britannia 300	70	—	40	—	173	—	—	1	4.1
<b>Laker Airways</b>									
BAC 111-300/400	1 001	648	—	1 688	—	46 935	73 435	5	9.0
McDonnell-Douglas DC10-10	1 417	314	—	1 834	—	78 464	428 812	4	13.4
Boeing 707-120/120B	548	199	—	713	—	25 971	71 115	2	10.7
<b>TOTAL</b>	<b>2 966</b>	<b>1 161</b>	<b>—</b>	<b>4 235</b>	<b>—</b>	<b>151 370</b>	<b>573 362</b>	<b>11</b>	<b>10.6</b>
<b>Loganair</b>									
Britten-Norman Trislander	138	715	—	573	—	5 944	1 122	7	2.8
Britten-Norman Islander	100	1 417	—	481	—	4 689	301	7	2.2
DHC 6 Twin-Otter	10	34	—	43	—	238	68	1	2.2
<b>TOTAL</b>	<b>249</b>	<b>2 166</b>	<b>—</b>	<b>1 097</b>	<b>—</b>	<b>10 871</b>	<b>1 491</b>	<b>15</b>	<b>2.5</b>
<b>MAM Aviation</b>									
HS 125	87	71	—	130	—	285	351	2	2.4
<b>Management Aviation</b>									
Sikorsky 58T	18	63	78	70	22	440	96	1	2.9
MBB BO 105	76	1 290	86	360	22	3 870	216	—	—
<b>TOTAL</b>	<b>94</b>	<b>1 353</b>	<b>164</b>	<b>430</b>	<b>44</b>	<b>4 310</b>	<b>312</b>	<b>1</b>	<b>2.9</b>
<b>McAlpine Aviation</b>									
Cessna 401/402/411/414/421	7	12	—	12	—	22	8	1	0.5
HS 125	237	343	—	357	—	1 058	814	15	0.8
Piper PA23 Aztec (and Apache)	4	17	—	13	—	18	7	1	0.6
<b>TOTAL</b>	<b>248</b>	<b>372</b>	<b>—</b>	<b>382</b>	<b>—</b>	<b>1 098</b>	<b>829</b>	<b>17</b>	<b>0.8</b>

**Table 31.2 cont.**

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1977	Daily utilisation per aircraft (hrs) Quarter ended June 1977
		Passenger	Cargo	Passenger	Cargo				
<b>Monarch Airlines</b>									
BAC 111-500	583	449	—	998	—	40 742	54 122	3	8.9
Boeing 720/720B	810	474	—	1 227	—	63 598	111 690	3	9.6
<b>TOTAL</b>	<b>1 393</b>	<b>923</b>	<b>—</b>	<b>2 225</b>	<b>—</b>	<b>104 340</b>	<b>165 813</b>	<b>6</b>	<b>9.2</b>
<b>Redcoat Air Cargo</b>									
Bristol Britannia 300	88	—	36	—	204	—	—	1	1.2
<b>Tradewinds Airways</b>									
Canadair CL 44	442	—	180	—	875	—	—	5	6.2
<b>Trans-Meridian Air Cargo</b>									
Canadair CL 44	667	—	229	—	1 368	—	—	8	5.8
McDonnell-Douglas DC8-54F/55F	114	—	31	—	154	—	—	1	7.0
<b>TOTAL</b>	<b>781</b>	<b>—</b>	<b>260</b>	<b>—</b>	<b>1 522</b>	<b>—</b>	<b>—</b>	<b>9</b>	<b>5.8</b>
<b>GRAND TOTAL</b>	<b>51 582</b>	<b>59 318</b>	<b>2 899</b>	<b>88 032</b>	<b>7 938</b>	<b>3 190 428</b>	<b>5 747 257</b>	<b>497</b>	<b>5.7</b>

## Operations Subject to Variable Charge by Type of Licence for July 1977

**Table 32**

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
			Cargo (000)	Passengers (000)	
<b>Chargeable Operations (Own Aircraft)</b>					
Class 1	568 637	347 380	73 025	274 357	61.1
Class 2	97 011	79 695	—	79 695	82.1
Class 3	141 742	117 622	—	177 622	82.9
Class 4	24 482	19 391	—	19 391	79.2
Class 5A	14 090	10 884	6 207	4 677	77.2
Class 6	39 414	25 986	25 982	4	65.9
Class 7	1 418	783	66	717	55.2
<b>TOTAL</b>	<b>886 794</b>	<b>601 741</b>	<b>105 279</b>	<b>496 463</b>	<b>67.9</b>
<b>Non-chargeable Operations</b>					
Aircraft hired from Foreign Operators	19 614	12 168	5 920	6 248	62.0
Exempt Services	43 860	25 715	18 673	7 042	58.6
Class 5B	15 650	10 542	2 242	8 300	67.3
Small Aircraft Operations	638	358	7	351	56.1
<b>TOTAL</b>	<b>79 761</b>	<b>48 784</b>	<b>26 842</b>	<b>21 942</b>	<b>61.1</b>
<b>GRAND TOTAL</b>	<b>966 555</b>	<b>650 525</b>	<b>132 121</b>	<b>518 405</b>	<b>67.3</b>

## Output by Type of Licence and Aircraft Ownership for July 1977

**Table 33**

Type of Licence or Service	Capacity Tonne-km Available			Total (000)
	Own Aircraft (000)	Hired from UK Airline (000)	Hired Otherwise (000)	
Class 1	569 101	4 975	1 319	575 395
Class 2	97 011	—	—	97 011
Class 3	141 742	34	—	141 776
Class 4	24 482	27	—	24 509
Class 6	39 414	3	312	39 729
Class 7	1 591	—	—	1 591
Exempt Services	43 860	11 237	7 558	62 655
<b>TOTAL</b>	<b>917 202</b>	<b>16 276</b>	<b>9 189</b>	<b>942 666</b>
Class 5A	14 090	—	—	14 090
Class 5B	15 650	—	10 425	26 075
<b>TOTAL</b>	<b>29 740</b>	<b>—</b>	<b>10 425</b>	<b>40 165</b>
<b>GRAND TOTAL</b>	<b>946 942</b>	<b>16 276</b>	<b>19 614</b>	<b>982 831</b>

# Passenger Analysis by Type of Licence and Fare Category July 1977

**Table 34.1**

**SCHEDULED**

		First Class	Normal Economy	Fare categories						Other Travellers	Total Passengers
				Individual travel - only fares	Fare categories			Other facilities			
				Excursion	Apex/ Apex/ Iplex	Youth Student	Other	Special Facilities	IT & FLY-D		
Class 1	All	41 518	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 854 131
	International	41 518	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 169 726
	Domestic	—	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	684 405

**Table 34.2**

		Fare Categories				Total Passengers
		ABC	TGC	IT	Other	
<b>NON-SCHEDULED</b>						
Class 2	All	122 267	12 299	—	—	134 566
	International	122 267	12 299	—	—	134 566
	Domestic	—	—	—	—	—
Class 3	All	—	—	883 328	—	883 328
	International	—	—	881 786	—	881 786
	Domestic	—	—	1 542	—	1 542
Class 4	All	—	—	4 817	127 812	132 629
	International	—	—	4 817	127 428	132 245
	Domestic	—	—	—	384	384
Class 7	All	—	—	—	71 023	71 023
	International	—	—	—	70 841	70 841
	Domestic	—	—	—	182	182
Exempt	All	—	—	—	68 785	68 785
	International	—	—	—	36 305	36 305
	Domestic	—	—	—	32 480	32 480
<b>TOTAL NON-SCHEDULED</b>						
	All	122 267	12 299	888 145	267 620	1 290 331
	International	122 267	12 299	886 603	234 574	1 255 743
	Domestic	—	—	1 542	33 046	34 588

(a) Under revision.

# Appendix A Definitions—Traffic Statistics

## MOVEMENTS AT AIRPORTS

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

## AIR PASSENGERS

- Passengers** includes all revenue and non-revenue passengers on air transport flights. Air crew being carried on such flights other than as members of the aircraft's complement are classified as non-revenue passengers.
- Revenue passengers** are those who pay 25 per cent or more of the normal applicable fare.
- A terminal passenger** is a passenger joining or leaving the aircraft flight at the reporting airport. A passenger travelling between two reporting airports is counted twice, once at each airport.
- A transit passenger** is a passenger who arrives at and departs from a reporting airport on the same aircraft which is transitting the airport. Each transit passenger is counted once only and not once on arrival and once on departure.

## TYPES OF SERVICES

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

**Non-scheduled or charter services** include all air transport flights other than scheduled services.

**Separate fare charters** are those where the charterer re-sells part of the capacity of the aircraft to the public at large; an organisation, etc.

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

**Advance booking charters** Charter flights operated under Class 2 licences between the UK and territories overseas in respect of which an operator has sold blocks of seats to one or more licensed travel organisers for resale to passengers. Advance details of sales to travel organisers and sales of seats to passengers have to be notified to the Civil Aviation Authority.

**Sole-use charters** are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward.

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

## CLASSES OF LICENCE

**Class 1** authorises scheduled service flights;

**Class 2** authorises advance booking charter flights;

**Class 3** authorises inclusive tour charter flights;

**Class 4** authorises other charter flights for the carriage of passengers;

**Class 5** authorises substitute 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 and include all sole-use charter flights other than those made to or from vessels or installations used in connection with oil or gas exploration or production under the sea. Other examples are ambulance flights, aircrew training and test flights, Government charters, helicopters carrying externally suspended loads, etc.

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

When related to the activity of an airport it is usual to measure cargo as uplifted and set down. Cargo in transit through the airport on the same aircraft is excluded as is mail, company stores, excess baggage, and diplomatic bags picked up and set down.

## Appendix B Measures and their Computation

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

<b>Aircraft accident</b>	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.
<b>Aircraft days available</b>	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.
<b>Aircraft departures</b>	The number of take-offs of aircraft. For statistical uses, departures are equal to the number of landings made or flight-stages flown.
<b>Aircraft hours</b>	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.
<b>Aircraft hours flown per day</b>	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.
<b>Aircraft kilometres performed</b>	Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.
<b>Aircraft movements</b>	An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.
<b>All cargo services</b>	Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, i.e. freight, baggage, mail.
<b>Baggage</b>	Personal property of passengers and crew carried on an aircraft by agreement with the operator.
<b>Block-to-block/ chock-to-chock time</b>	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.
<b>Capacity offered per aircraft hour</b>	This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft hours of flight.
<b>Capacity offered per flight</b>	This is an average per aircraft computed by dividing the tonne-kilometres available by the related number of aircraft departures.
<b>Cargo (or mail) tonne-kilometres performed</b>	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.

<b>Cargo (or mail) tonnes carried</b>	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.
<b>Distance flown per passenger</b>	The average distance flown per passenger is computed by dividing the passenger-kilometres by the related number of passengers carried.
<b>Distance flown per tonne of cargo</b>	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.
<b>Flights (commercial air transport)</b>	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.
<b>Passenger-kilometres performed</b>	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.
<b>Passenger load factor</b>	Passenger-kilometres performed divided by seat-kilometres available and expressed as a percentage.
<b>Passenger revenue per traffic-unit</b>	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.
<b>Passengers carried</b>	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.
<b>Passengers carried per aircraft</b>	The average number of passengers per aircraft is computed by dividing passenger-kilometres by the related aircraft kilometres flown.
<b>Payload capacity</b>	Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes.
<b>Payload capacity per aircraft</b>	This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft kilometres flown.
<b>Payload carried</b>	The revenue load of passengers, baggage, cargo and mail carried in the aircraft as measured in metric tonnes.
<b>Seat-kilometres available</b>	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.