

Civil Aviation Authority



CAA Monthly Statistics
(up to and including June 1976)

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Foreword

1 CONTENT

- 1.1 *CAA Monthly Statistics* is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airport and airline operators; some of this information is required by the Civil Aviation Act, 1971. Statistics for the Channel Islands airports are provided by the Commandant for Jersey Airport and the Office of the Lieutenant Governor for Guernsey and Alderney Airports. The assistance from all these authorities is gratefully acknowledged.
- 1.2 Some of the figures included in *CAA Monthly Statistics* are provisional only and may be revised in later issues. Figures contained in monthly and quarterly tables have not been seasonally adjusted, but figures are given, in the tables covering past years, for the most recent six months and the corresponding six months one year earlier.

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

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

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

The series comprise:

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

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

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Civil Aviation Statistics—June 1976

Activity at UK Airports

During June 1976 there were nearly 70 000 air transport movements reported by airports in the UK, a growth of 6·4 per cent against June 1975. London area movements accounted for 34 000 (3·8 per cent growth) whilst over the rest of the UK there was an increase of 8·9 per cent (a total of 36 000 movements). During the three months April to June 1976, an aggregate growth of 5·7 per cent was reported compared with a year earlier. This comprised a 3·2 per cent growth in the London area and an increase of 8·3 per cent over the rest of the UK. Within the London area, only Stansted recorded a decline in traffic (–11·5 per cent; an average of 40 fewer movements per month). Heathrow showed a marginal growth (144 additional movements per month), Southend 1·1 per cent growth (12 additional movements per month), Luton 3·4 per cent growth (61 additional movements per month) and Gatwick 12·7 per cent growth (814 additional movements per month). Outside the London area, Aberdeen continued to report the greatest increase in actual movements (1190 additional movements: 48·1 per cent growth), followed by Sumburgh and Kirkwall with 322 additional movements (32·8 per cent growth) and 215 additional movements (35·7 per cent growth) respectively. Coventry again reported the heaviest rate of decline (–88·2 per cent) whilst the heaviest growth rate was at Stornoway (72·6 per cent). During the period April to June 1976 scheduled movements grew by 2·7 per cent and charter movements by 16·2 per cent. The UK operators' share of the total traffic increased marginally to stand at 77·2 per cent, as did their share of scheduled traffic to stand at 74·1 per cent but their share of charter traffic declined marginally to stand at 86·7 per cent.

In June 1976 the number of terminal passengers using UK airports increased to 4·3 million (4·9 per cent more than in June 1975). London area passengers rose to almost 3 million (7·1 per cent growth) whilst over the remainder of the UK there was a marginal increase to 1·3 million. During the three months April to June 1976 an aggregate growth of 8·1 per cent was reported, 9·5 per cent in the London area and 5·2 per cent elsewhere in the UK. All five London area airports reported growth; Gatwick 11·7 per cent (54 509 additional passengers per month); Heathrow 9·9 per cent (175 950 additional passengers per month); Luton 1·6 per cent (2862 additional passengers per month); Southend 4·9 per cent (967 additional passengers per month) and Stansted 2·8 per cent (671 additional passengers per month). Outside the London area Manchester and Aberdeen recorded the greatest increases in actual passengers handled (19 605 additional passengers per month; 8·4 per cent growth and 19 307 additional passengers; 38·1 per cent growth respectively), followed by Edinburgh with an additional 12 947 additional passengers (17·4 per cent growth). Belfast again reported the heaviest fall in passengers handled (6527 fewer passengers per month; 6·8 per cent decline); the heaviest rate of decline (–79·7 per cent) was reported at Coventry and the heaviest growth rate

at Cambridge (88·2 per cent). Passengers travelling on scheduled services increased by 7·3 per cent and those on chartered services by 10·5 per cent. The UK operators' share of scheduled passengers declined marginally to 65·5 per cent and their share of chartered passengers fell by 1·7 percentage points to 80·5 per cent.

Between April and June 1976 a monthly average of 3·9 million passengers used UK airports; 2·8 million travelled on international services (9·0 per cent growth) and 1·1 million on domestic services (6·0 per cent growth). International scheduled services carried 9·0 per cent more passengers. 14·7 per cent of them were carried on services to the USA (26·9 per cent growth), 12·0 per cent of them on services to France (a marginal decline) and 8·6 per cent on services to the Netherlands (12·4 per cent growth). Total international charter traffic also increased by 9·0 per cent. Services to Spain carried 36·5 per cent of the traffic (11·0 per cent decline), those to Italy carried 10·9 per cent (25·3 per cent growth) and those to USA 7·9 per cent (74·7 per cent growth). On the main domestic routes, London services carried 9·7 per cent more passenger traffic and Edinburgh services 7·2 per cent more. Routes to the Isle of Man were used by 13·4 per cent fewer passengers, to the Channel Islands by 12·9 per cent fewer and to Belfast by 8·6 per cent fewer.

Nearly 54 000 tonnes of air freight were handled at UK airports during June 1976, an overall growth of 1·3 per cent as compared with June 1975. London area tonnage rose marginally to more than 43 000 tonnes, whilst over the rest of the UK the tonnage rose by 3·6 per cent to exceed 10 000 tonnes. In the period April to June 1976 an overall growth of 1·5 per cent was recorded, 1·2 per cent in the London area and 2·3 per cent elsewhere. Gatwick, Heathrow and Luton all reported growth (254·1 additional tonnes per month; 4·1 per cent growth, 538·0 additional tonnes per month; 1·6 per cent growth and 103·2 additional tonnes per month; 70·3 per cent growth respectively). Southend handled 176·7 fewer tonnes per month (13·8 per cent decline) and Stansted 182·8 fewer tonnes (11·1 per cent decline). Outside the London ~~area~~ ^{and area} Bournemouth, Liverpool and Prestwick reported the greatest increases in tonnage handled (214·9 additional tonnes per month; 52·1 per cent growth, 190·5 additional tonnes; 20·5 per cent growth and 150·8 additional tonnes; 16·3 per cent growth respectively). Manchester reported the largest fall in tonnage handled (147·4 fewer tonnes per month; 5·2 per cent decline), followed by Edinburgh and East Midlands with 95·0 fewer tonnes (42·9 per cent decline) and 77·9 fewer tonnes (11·7 per cent decline) respectively. Freight carried on scheduled services grew by 1·8 per cent whilst that carried on charter services rose only marginally. The UK operators' share of total cargo fell (1·6 percentage points to 50·5 per cent), as did their share of scheduled and charter tonnage (2·5 percentage points to 43·5 per cent and 2·7 percentage points to 81·3 per cent respectively).

Output of UK Airlines

The output of UK airlines for all services in June 1976 was 954 million available tonne-kilometres, an increase of 9.6 per cent on June 1975.

The scheduled service output of 650 million available tonne-kilometres was 9.5 per cent higher than a year earlier. The overall load factor was 56.2 per cent compared with 52.8 the previous year. Seat kilometres used were 60.7 per cent of those available. Seat factors on domestic and international scheduled services were 62.5 and 60.6 per cent respectively compared with 65.2 and 56.3 per cent a year earlier.

The non-scheduled output of 305 million available tonne-kilometres was 9.9 per cent higher than in June 1975. Advance Booking Charters and Inclusive Tour charters accounted for 58.0 and 131.9 million available tonne-kilometres respectively compared with 55.5 and 114.1 million a year earlier.

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

Size Structure of UK Airports and Airlines Year ended 30 June 1976

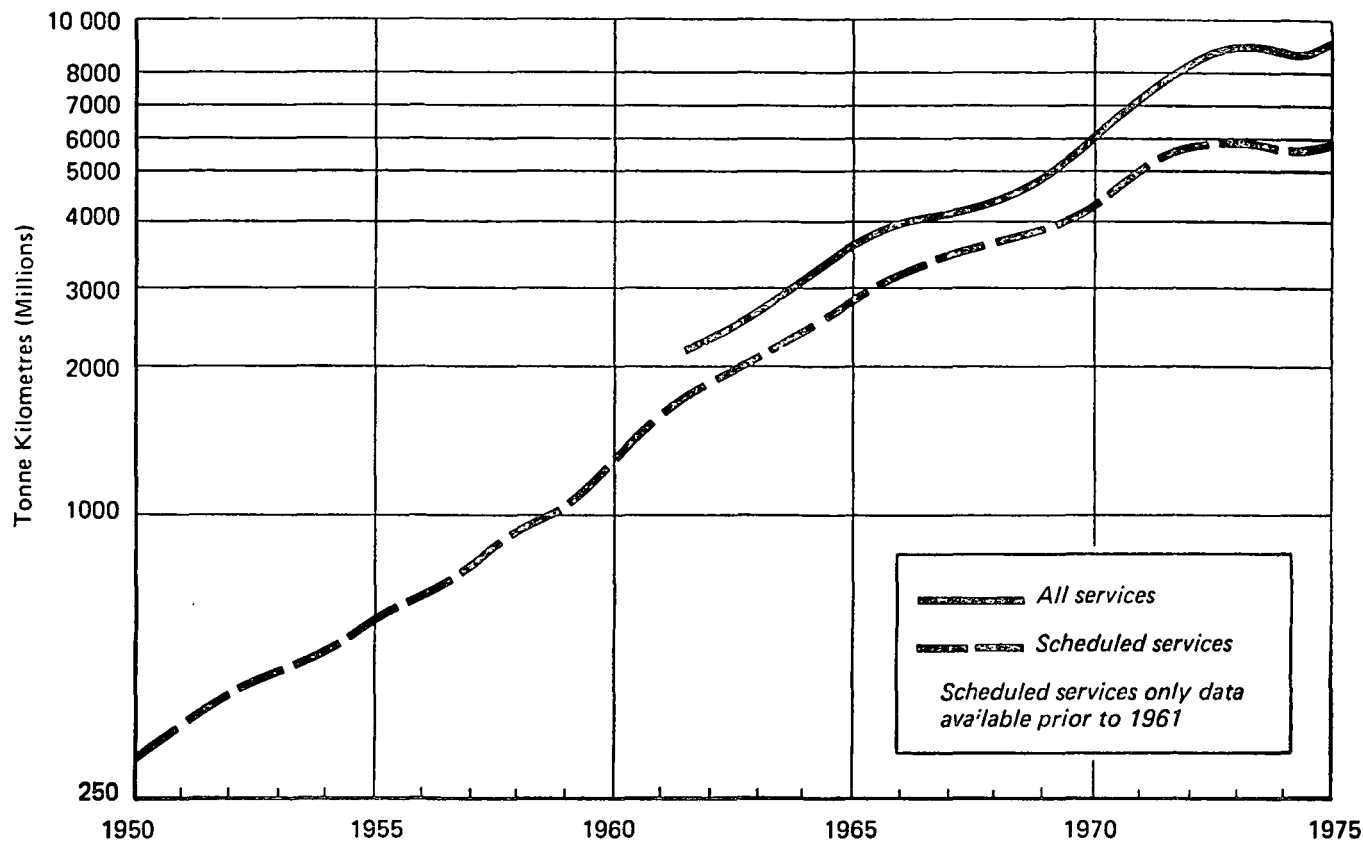
Table 1

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	22 150	51.21	100	100.00
Gatwick	5 505	12.73	98	48.79
Manchester	2 706	6.26	95	36.06
Glasgow	1 974	4.56	93	29.80
Luton	1 865	4.31	90	25.24
Belfast	1 152	2.66	88	20.92
Birmingham	1 090	2.52	86	18.26
Edinburgh	893	2.06	83	15.74
Aberdeen	743	1.72	81	13.68
Newcastle	624	1.44	79	11.96
East Midlands	530	1.23	76	10.52
Liverpool	393	0.91	74	9.29
Prestwick	386	0.89	71	8.38
Isle of Man	373	0.86	69	7.49
Southampton	307	0.71	67	6.63
Leeds	278	0.64	64	5.92
Stansted	243	0.56	62	5.27
Sumburgh	206	0.48	60	4.71
Southend	202	0.47	57	4.23
Glamorgan	199	0.46	55	3.77
Bristol	198	0.46	52	3.31
Tees-side	181	0.42	50	2.85
Others (20 reporting airports)	1 050	2.43	48	2.43

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres available	Percentage of UK airlines this size and smaller	Percentage of a.t. – km of UK airlines this size and smaller
British Airways Overseas Division	4 859	51.89	100	100.00
British Airways European Division	1 135	12.12	98	48.11
British Caledonian Airways	838	8.95	95	35.99
Dan-Air Services	415	4.43	93	27.04
Laker Airways	358	3.82	91	22.61
Britannia Airways	329	3.51	88	18.78
British Airtours	232	2.48	86	15.27
Transmeridian Air Cargo	230	2.46	84	12.79
International Aviation Services	218	2.33	81	10.34
British Airways Regional Division	173	1.85	79	8.01
Tradewinds Airways	162	1.73	77	6.16
Monarch Airlines	150	1.60	74	4.43
British Midland Airways	143	1.53	72	2.83
Invicta International Airlines	26	0.28	70	1.30
British Island Airways	23	0.25	67	1.03
Air Anglia	23	0.25	65	0.78
British Air Ferries	11	0.12	63	0.53
Others (26 airlines)	39	0.42	60	0.42

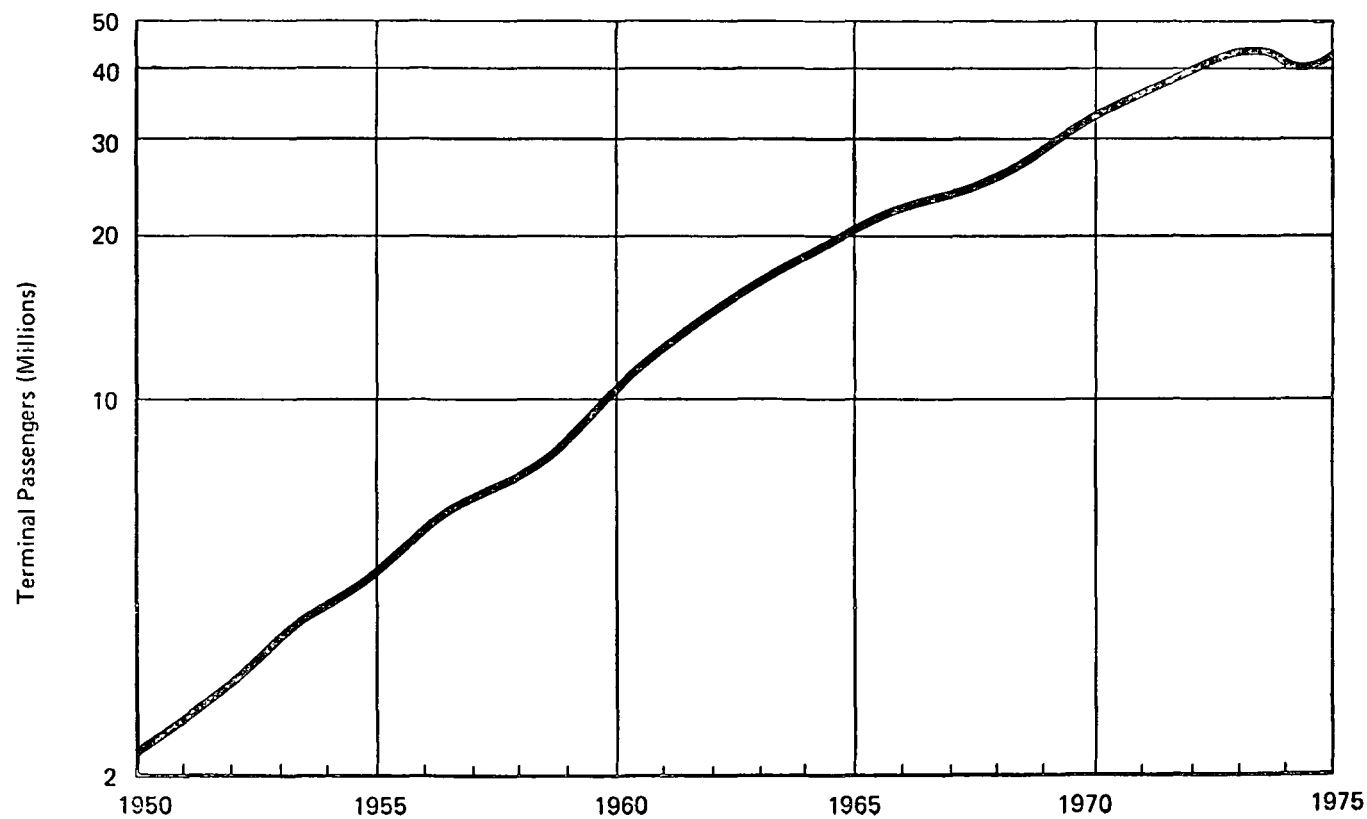
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1976

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
1975	1 911	701	41 846	8 928	5 984	2 994
Year ended						
June 1975	1 894	707	40 409	8 553	5 937	2 616
June 1976	1 908	718	43 250	9 389	6 356	3 033
Latest year's growth (percentages)						
	0.7	1.7	7.0	9.8	7.1	15.9
Mean rates of growth (percentages) to 1975						
20 years	6.6	4.7	11.8	..	13.0	..
10 years	6.7	3.3	8.1	11.6	9.2	18.1
5 years	4.1	2.8	4.0	5.1	6.1	3.1

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators				
	A.T. movements (000)	Terminal passengers (000)	Scheduled		Non-scheduled		Scheduled		Non-scheduled		
			A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Terminal passengers (000)	
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52	
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74	
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69	
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98	
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107	
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123	
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141	
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165	
1974	59.2	3 340	35.1	1 699	10.2	666	12.4	844	1.5	131	
1975	58.4	3 487	33.2	1 721	11.3	711	12.2	900	1.7	154	
1974	1st quarter	47.0	2 523	27.7	1 351	8.0	473	10.5	640	0.8	59
	2nd quarter	64.2	3 512	38.3	1 777	11.1	722	13.1	876	1.7	137
	3rd quarter	71.7	4 482	42.2	2 168	13.2	1 011	13.9	1 066	2.4	237
	4th quarter	53.7	2 844	32.1	1 502	8.5	459	12.0	794	1.1	89
1975	1st quarter	48.4	2 532	28.4	1 338	8.1	431	11.1	703	0.9	59
	2nd quarter	61.6	3 611	35.3	1 763	11.9	763	12.6	920	1.8	165
	3rd quarter	69.8	4 766	38.6	2 209	14.8	1 110	13.7	1 157	2.6	290
	4th quarter	53.6	3 039	30.4	1 575	10.4	541	11.5	820	1.3	103
1976	1st quarter	50.9	2 706	29.6	1 451	9.2	443	11.3	751	0.9	60
	2nd quarter	65.1	3 906	36.4	1 887	13.8	826	12.7	994	2.1	200
1975	January	51.0	2 506	30.9	1 375	7.8	369	11.5	706	0.8	56
	February	44.3	2 186	26.5	1 178	7.0	352	10.3	617	0.6	38
	March	50.0	2 904	27.8	1 460	9.6	572	11.4	787	1.2	84
	April	56.5	3 099	33.4	1 624	9.8	577	12.0	814	1.3	84
	May	63.2	3 658	36.5	1 811	12.1	769	12.7	912	1.8	166
	June	65.1	4 076	35.9	1 854	13.8	943	13.1	1 035	2.3	244
1976	January	50.8	2 703	29.3	1 436	9.1	436	11.5	770	0.9	61
	February	47.6	2 419	27.8	1 305	8.5	402	10.7	671	0.7	41
	March	54.4	2 995	31.7	1 613	9.9	490	11.8	813	1.1	78
	April	60.2	3 536	34.2	1 748	12.3	732	12.2	932	1.5	124
	May	65.9	3 906	36.8	1 896	13.8	796	13.1	995	2.2	219
	June	69.2	4 275	38.2	2 016	15.4	949	12.9	1 054	2.7	256

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total (000)	Commercial			Non-commercial			Other (000)
		Total (000)	Air transport (000)	Other (000)	Total (000)	Aero club and private (000)	Test and training (000)	
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1974	154.1	66.0	59.2	6.9	88.1	65.2	15.0	7.9
1975	159.2	65.1	58.4	6.7	94.2	70.2	15.6	8.4
1974 1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
2nd quarter	174.4	71.7	64.3	7.5	102.7	76.4	16.6	9.6
3rd quarter	184.1	81.4	71.7	9.7	102.7	80.6	14.6	7.6
4th quarter	135.0	59.6	53.7	5.8	75.4	54.9	12.7	7.8
1975 1st quarter	134.2	53.5	48.4	5.0	80.7	55.1	17.9	7.7
2nd quarter	178.0	68.8	61.6	7.2	109.2	81.6	17.9	9.7
3rd quarter	185.7	78.5	69.8	8.7	107.2	84.6	15.2	7.4
4th quarter	138.9	59.4	53.6	5.8	79.5	59.3	11.5	8.7
1976 1st quarter	130.2	55.9	50.9	5.0	74.3	51.8	13.4	9.1
2nd quarter	181.2	73.1	65.1	8.0	108.1	82.6	15.8	9.6
1975 January	128.5	55.5	51.0	4.4	73.0	48.6	16.9	7.5
February	116.3	48.5	44.3	4.2	67.8	44.5	16.7	6.6
March	157.8	56.4	50.0	6.4	101.4	72.2	20.1	9.1
April	163.3	62.0	56.6	5.4	101.3	72.6	19.4	9.4
May	183.0	70.8	63.2	7.6	112.2	82.2	19.3	10.7
June	187.8	73.7	65.1	8.6	114.1	90.0	15.0	9.1
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

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1974	31 110	5 793	2 609	1 422	1 176	4 080	5 623	4 380	2 982	7 952
1975	30 062	5 606	2 622	1 430	1 153	4 094	5 242	5 472	2 696	8 007
1974 1st quarter	25 752	4 776	1 814	1 145	835	2 538	4 576	3 473	2 104	4 956
2nd quarter	33 689	6 168	2 876	1 516	1 355	4 880	6 025	4 483	3 238	9 053
3rd quarter	36 786	6 801	3 398	1 740	1 478	5 578	6 924	5 043	3 961	11 103
4th quarter	28 212	5 427	2 347	1 286	1 036	3 324	4 966	4 519	2 624	6 697
1975 1st quarter	26 019	4 738	1 951	1 195	1 011	2 919	3 860	4 570	2 200	5 880
2nd quarter	31 315	5 979	2 888	1 487	1 350	4 795	5 675	5 260	2 862	8 919
3rd quarter	35 491	6 689	3 288	1 661	1 369	5 451	6 474	5 895	3 490	10 728
4th quarter	27 421	5 016	2 360	1 375	881	3 211	4 960	6 164	2 231	6 501
1976 1st quarter	26 318	4 661	2 079	1 387	777	2 770	4 677	6 041	2 131	5 500
2nd quarter	32 305	6 015	3 053	1 696	1 230	4 715	5 868	7 423	2 817	9 202
1975 January	26 821	5 174	1 907	1 286	1 047	2 755	4 770	4 838	2 420	5 485
February	23 496	4 333	1 748	1 095	878	2 541	3 996	4 257	1 983	5 052
March	27 739	4 707	2 199	1 205	1 109	3 456	2 814	4 616	2 198	7 104
April	29 564	5 156	2 545	1 340	1 136	4 186	5 189	5 012	2 441	7 658
May	31 959	6 300	2 981	1 548	1 346	4 923	5 837	5 433	2 863	9 782
June	32 421	6 481	3 139	1 574	1 567	5 275	6 000	5 336	3 282	9 318
1976 January	26 882	4 606	1 985	1 332	833	2 570	4 689	5 701	2 175	5 060
February	24 553	4 386	1 958	1 350	737	2 472	4 402	5 760	2 030	4 652
March	27 520	4 992	2 325	1 480	1 061	3 267	4 941	6 661	2 188	6 788
April	30 598	5 227	2 656	1 498	1 060	4 316	5 223	7 206	2 421	8 317
May	32 654	6 154	3 174	1 743	1 239	4 693	6 055	7 436	2 794	9 812
June	33 662	6 663	3 328	1 846	1 390	5 137	6 326	7 628	3 236	9 476

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)	
1966	1 196	177	56	28	23	72	187	26	117	122	
1967	1 291	179	62	31	23	68	202	28	115	125	
1968	1 379	181	63	33	22	55	197	27	113	122	
1969	1 599	184	69	37	20	72	210	32	116	127	
1970	1 831	204	77	42	27	70	224	34	125	130	
1971	2 037	236	98	47	35	66	229	38	125	138	
1972	2 277	260	113	56	42	74	257	46	135	151	
1973	2 482	285	138	67	48	86	284	56	148	166	
1974	2 306	259	122	64	35	84	256	78	138	163	
1975	2 412	275	136	65	34	86	253	96	131	168	
1974	1st quarter	1 760	197	78	51	26	40	213	59	99	72
	2nd quarter	2 435	271	128	67	37	98	259	75	141	198
	3rd quarter	3 043	351	180	86	50	133	338	96	204	262
	4th quarter	1 986	215	103	53	26	62	212	80	108	122
1975	1st quarter	1 810	180	85	50	24	49	165	76	94	89
	2nd quarter	2 469	296	149	68	37	101	264	92	135	192
	3rd quarter	3 250	389	198	84	51	128	352	116	197	267
	4th quarter	2 120	233	111	56	23	66	230	100	99	123
1976	1st quarter	1 914	193	84	52	23	46	210	94	88	82
	2nd quarter	2 704	310	147	76	37	97	293	120	124	193
1975	January	1 782	181	64	48	22	39	192	78	100	67
	February	1 535	161	76	44	20	41	162	69	78	74
	March	2 112	197	114	58	30	67	141	80	105	125
	April	2 183	223	116	56	28	82	212	86	114	140
	May	2 491	307	154	70	36	109	267	93	130	217
	June	2 733	357	177	79	48	112	313	97	161	219
1976	January	1 947	188	71	48	18	38	211	89	94	65
	February	1 698	177	80	49	20	41	186	87	80	67
	March	2 097	215	102	60	30	59	232	107	91	115
	April	2 506	254	127	62	31	90	240	114	113	157
	May	2 679	313	152	78	37	97	319	118	114	207
	June	2 926	364	162	87	42	103	319	128	144	215

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months											Tonnes
		Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1966		25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967		26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968		30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969		34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970		34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971		34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972		40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973		45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1974		46 745	4 917	941	178	82	1 445	3 513	462	1 774	1 879
1975		42 767	3 871	839	118	66	1 188	2 571	539	1 182	1 662
1974	1st quarter	46 527	5 038	794	286	72	1 593	3 630	371	1 467	2 256
	2nd quarter	48 460	5 128	980	151	90	1 587	3 511	453	1 618	1 906
	3rd quarter	45 066	4 678	926	128	86	1 314	3 313	518	1 646	1 893
	4th quarter	46 926	4 824	1 066	148	81	1 288	3 599	505	2 366	1 461
1975	1st quarter	45 025	4 197	783	138	67	1 284	2 327	429	1 227	1 825
	2nd quarter	43 039	3 807	904	122	59	1 260	2 611	563	1 215	1 686
	3rd quarter	40 959	3 460	826	112	76	1 102	2 515	537	1 163	1 728
	4th quarter	42 045	4 020	844	101	62	1 105	2 832	628	1 121	1 408
1976	1st quarter	42 131	3 878	734	106	47	1 095	2 513	686	1 174	1 655
	2nd quarter	43 575	3 838	802	99	69	1 258	2 759	730	1 231	1 985
1975	January	42 296	4 257	815	127	63	1 256	2 511	437	1 212	1 796
	February	43 036	3 979	769	161	74	1 217	2 246	376	1 145	1 850
	March	49 744	4 355	765	126	64	1 380	2 223	475	1 325	1 829
	April	44 145	4 028	858	125	59	1 296	2 577	592	1 230	1 708
	May	41 960	4 040	907	109	59	1 186	2 719	541	1 244	1 673
	June	43 011	3 353	948	132	60	1 297	2 537	557	1 172	1 677
1976	January	40 051	3 649	641	83	44	864	2 337	551	1 104	1 228
	February	40 483	3 782	623	72	46	1 026	2 383	656	1 203	1 527
	March	45 860	4 203	937	162	52	1 396	2 819	850	1 215	2 209
	April	42 604	3 966	824	93	70	1 332	2 571	708	1 145	2 128
	May	44 772	4 197	789	122	65	1 115	2 897	753	1 296	1 919
	June	43 348	3 351	794	83	72	1 327	2 808	730	1 251	1 907

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1966	249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973	496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1974	478.9	263.9	9.9	65.5	188.5	55.1	3 684.7	2 117.4	57.5
1975	498.0	275.9	11.0	60.3	204.5	55.4	3 824.0	2 292.7	60.0
1974 1st quarter	417.4	228.2	9.0	65.4	153.8	54.7	3 116.4	1 718.1	55.1
2nd quarter	455.1	238.0	8.2	58.9	170.9	52.3	3 578.2	1 928.6	53.9
3rd quarter	572.8	328.2	9.8	69.3	249.2	57.3	4 454.6	2 820.1	63.3
4th quarter	470.2	261.0	12.5	68.4	180.1	55.5	3 589.5	2 002.9	55.8
1975 1st quarter	439.3	241.6	10.8	63.2	167.7	55.0	3 315.6	1 868.7	56.4
2nd quarter	496.6	264.9	10.4	63.2	191.3	53.3	3 783.0	2 142.2	56.6
3rd quarter	568.9	333.6	10.6	64.4	258.3	58.7	4 438.7	2 926.4	66.0
4th quarter	487.0	263.5	12.2	50.4	200.8	54.1	3 758.7	2 233.5	59.4
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
1975 January	422.5	226.6	9.2	50.8	166.7	53.6	3 253.4	1 863.7	57.3
February	392.3	209.0	10.3	59.3	139.4	53.3	2 957.6	1 543.7	52.2
March	503.2	289.2	12.9	79.4	196.9	57.5	3 735.7	2 198.6	58.9
April	426.9	230.2	9.4	59.1	161.7	53.9	3 221.4	1 816.0	56.4
May	469.5	251.5	10.2	59.6	181.7	53.6	3 591.9	2 030.5	56.5
June	593.4	313.1	11.6	70.9	230.6	52.8	4 535.8	2 580.0	56.9
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

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1966	24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969	24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970	25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971	26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972	28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973	32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1974	30.8	17.8	0.2	1.9	15.7	57.8	298.2	188.0	63.0
1975	28.3	16.3	0.2	1.2	14.9	57.6	278.5	177.1	63.6
1974 1st quarter	24.3	14.8	0.2	1.8	12.7	60.9	228.1	152.2	66.7
2nd quarter	34.6	19.1	0.2	1.9	17.0	55.2	337.9	204.1	60.4
3rd quarter	37.6	22.5	0.2	1.9	20.4	59.8	374.2	243.4	65.0
4th quarter	26.7	14.8	0.3	1.8	12.8	55.4	252.7	152.2	60.2
1975 1st quarter	21.7	11.7	0.2	1.2	10.2	53.9	202.8	121.4	59.9
2nd quarter	29.4	16.9	0.2	1.2	15.4	57.5	292.2	183.6	62.8
3rd quarter	35.1	21.9	0.2	1.2	20.4	62.4	352.9	242.7	68.8
4th quarter	26.9	14.8	0.2	1.0	13.5	55.0	265.9	160.6	60.4
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
1975 January	25.0	12.6	0.3	1.5	10.8	50.4	232.8	128.3	55.1
February	21.0	10.6	0.2	1.1	9.3	50.7	195.8	110.5	56.4
March	19.1	11.9	0.2	1.1	10.6	62.4	179.8	125.4	69.7
April	27.5	15.0	0.2	1.3	13.5	54.6	264.8	160.2	60.5
May	30.3	17.5	0.2	1.2	16.0	57.7	304.8	190.6	62.6
June	30.5	18.3	0.2	1.2	16.8	59.8	306.9	200.1	65.2
1976 January	27.3	13.9	0.2	1.1	12.6	51.0	263.7	149.0	56.5
February	25.8	12.9	0.2	1.1	11.6	50.0	251.0	137.7	54.9
March	28.6	15.5	0.2	1.2	14.0	54.3	279.9	166.7	59.6
April	31.3	16.7	0.2	1.2	15.4	53.6	310.6	182.5	58.7
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

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	
				Freight (000 000)	Passengers (000 000)					
1966	225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1	
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0	
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7	
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8	
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3	
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5	
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7	
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8	
1974	448.1	246.1	9.6	63.7	172.8	54.9	3 386.5	1 929.4	57.0	
1975	469.7	259.5	10.8	59.1	189.7	55.3	3 545.6	2 115.6	59.7	
1974	1st quarter	393.2	213.4	8.8	63.5	141.0	54.3	2 888.2	1 565.8	54.2
	2nd quarter	420.6	218.9	7.9	57.1	153.9	52.0	3 240.2	1 724.4	53.2
	3rd quarter	535.2	305.8	9.5	67.4	228.9	57.1	4 080.5	2 576.6	63.1
	4th quarter	443.5	246.2	12.3	66.6	167.3	55.5	3 336.9	1 850.7	55.5
1975	1st quarter	417.6	229.8	10.6	61.9	157.5	55.0	3 112.7	1 747.2	56.1
	2nd quarter	467.2	248.0	10.1	62.0	175.9	53.1	3 490.9	1 958.5	56.1
	3rd quarter	533.7	311.6	10.4	63.1	238.1	58.4	4 085.8	2 683.7	65.7
	4th quarter	460.1	248.7	12.0	49.4	187.3	54.1	3 492.9	2 072.9	59.4
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
1975	January	397.4	214.0	9.0	49.3	155.8	53.9	3 020.6	1 735.4	57.5
	February	371.3	198.3	10.1	58.1	130.2	53.4	2 761.8	1 433.2	51.9
	March	484.1	277.2	12.6	78.2	186.4	57.3	3 555.8	2 073.1	58.3
	April	399.4	215.2	9.1	57.8	148.3	53.9	2 956.6	1 655.8	56.0
	May	439.3	234.0	10.0	58.4	165.7	53.3	3 287.2	1 839.8	56.0
	June	562.8	294.8	11.3	69.7	213.8	52.4	4 228.9	2 380.0	56.3
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	2 833.5	60.6

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1974	211.7	30.4	86.3	12.4	44.5	6.1	81.1	12.0
1975	245.2	33.0	85.9	11.6	48.0	6.5	111.3	15.0
1974 1st quarter	174.5	29.5	69.4	11.7	20.5	3.5	54.6	14.3
2nd quarter	221.6	32.7	101.2	15.0	44.1	6.5	76.3	11.3
3rd quarter	281.0	32.9	116.9	13.7	85.2	10.0	78.8	9.2
4th quarter	169.7	26.5	57.7	9.0	27.4	4.2	84.6	13.3
1975 1st quarter	175.4	28.5	48.9	7.9	23.8	3.8	102.7	16.8
2nd quarter	245.7	33.1	95.8	12.9	48.7	6.6	101.3	13.6
3rd quarter	329.1	36.7	128.1	14.3	88.5	9.9	112.5	12.5
4th quarter	230.4	32.1	70.8	9.9	31.0	4.3	128.5	17.9
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	101.1	12.1
1975 January	183.4	30.3	41.5	6.9	27.8	4.6	114.1	18.8
February	146.8	27.2	41.1	7.6	13.8	2.6	91.9	17.1
March	196.1	28.0	64.1	9.1	29.8	4.3	102.2	14.6
April	211.2	33.1	70.7	11.1	29.5	4.6	111.0	17.4
May	248.9	34.6	102.5	14.3	43.2	6.0	103.2	14.4
June	277.2	31.8	114.1	13.1	73.5	8.4	89.6	10.3
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	117.7	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

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)
1966	239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1974	991.5	794.9	80.1	519.5	5 124	7 493	1 462	1 530
1975	981.0	844.3	86.1	558.3	5 158	7 587	1 471	1 512
1974 1st quarter	787.6	600.0	76.2	380.7	4 023	6 007	1 493	1 576
2nd quarter	1 168.2	874.9	74.9	579.6	6 025	8 606	1 428	1 509
3rd quarter	1 346.4	1 152.9	85.6	764.0	6 996	10 161	1 453	1 509
4th quarter	663.8	551.7	83.0	353.8	3 450	5 199	1 507	1 559
1975 1st quarter	559.8	486.7	86.9	328.8	3 048	4 376	1 436	1 480
2nd quarter	1 088.5	908.8	83.5	622.4	5 809	8 367	1 440	1 460
3rd quarter	1 466.5	1 325.2	90.4	868.0	7 649	11 281	1 475	1 527
4th quarter	809.2	656.4	81.1	414.1	4 125	6 323	1 533	1 585
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
1975 January	475.3	390.0	82.0	259.4	2 539	3 742	1 474	1 504
February	469.9	423.1	90.1	285.8	2 616	3 711	1 419	1 480
March	734.2	647.0	88.1	441.4	3 990	5 676	1 423	1 466
April	807.9	675.7	83.6	453.6	4 362	6 216	1 425	1 489
May	1 148.1	935.0	81.4	636.3	6 113	8 766	1 434	1 469
June	1 309.6	1 115.8	85.2	777.2	6 952	10 118	1 455	1 436
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	1 525
March	671.5	586.5	87.3	376.2	3 479	5 216	1 499	1 559
April	1 011.4	852.8	84.3	560.4	5 158	7 604	1 474	1 522
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

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)
1966	128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1974	436.1	352.7	80.9	104.8	1 523	2 483	1 630	3 366
1975	466.4	370.4	79.4	112.4	1 574	2 606	1 656	3 295
1974 1st quarter	192.5	149.5	77.7	43.7	959	1 220	1 272	3 421
2nd quarter	435.5	334.2	76.7	102.5	1 537	2 434	1 584	3 260
3rd quarter	840.4	710.5	84.5	211.0	2 540	4 751	1 883	3 391
4th quarter	276.0	216.6	78.5	61.8	1 055	1 525	1 446	3 505
1975 1st quarter	241.7	198.8	82.3	59.4	1 026	1 442	1 406	3 347
2nd quarter	446.9	355.6	76.2	108.6	1 558	2 505	1 608	3 274
3rd quarter	853.3	679.0	79.6	212.6	2 550	4 606	1 806	3 194
4th quarter	323.6	248.0	76.6	69.0	1 163	1 869	1 607	3 594
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
1975 January	275.2	227.9	82.8	64.0	1 062	1 653	1 556	3 561
February	140.1	113.0	80.7	31.5	718	840	1 170	3 587
March	309.9	255.5	82.5	82.8	1 297	1 832	1 413	3 086
April	289.1	225.0	77.8	77.7	1 237	1 686	1 363	2 896
May	415.0	292.0	70.4	98.4	1 532	2 252	1 470	2 968
June	696.7	549.8	78.9	149.8	1 906	3 577	1 877	3 670
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	38.2	807	992	1 229	3 024
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

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages																	
European continent and Mediterranean Sea area ^(b)	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968	914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969	1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970	1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971	1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972	1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973	1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1974	1 648	72	40	223	187	45	148	67	135	23	36	36	403	23	86	27	96
1975	1 751	66	41	228	190	58	155	83	136	29	26	42	442	28	91	34	103
1974 3rd quarter	2 237	84	50	277	212	67	232	93	152	31	46	53	615	32	105	54	131
1974 4th quarter	1 361	68	34	196	157	24	103	67	129	20	26	27	320	21	70	16	84
1975 1st quarter	1 244	57	32	192	179	20	99	66	111	20	22	30	241	20	81	7	68
1975 2nd quarter	1 854	70	41	245	190	61	159	76	148	30	25	40	499	32	95	42	102
1975 3rd quarter	2 444	72	51	275	226	107	246	111	152	39	38	67	696	36	112	67	147
1975 4th quarter	1 461	63	39	201	164	43	116	80	134	28	18	31	330	24	77	20	92
1976 1st quarter	1 238	57	35	193	173	23	98	75	118	28	16	28	212	21	80	9	72
1976 2nd quarter	1 978	76	46	258	216	86	175	99	164	43	25	43	443	38	103	44	119
Rest of World	Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)						
1968	270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969	327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970	392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971	433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972	512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1973	560.3	—	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2						
1974	551.1	21.4	21.5	108.6	11.5	23.2	10.5	19.3	243.8	11.3	80.0						
1975	600.8	27.3	23.0	117.2	12.5	28.9	15.1	24.1	244.9	13.1	94.6						
1974 3rd quarter	794.3	24.5	28.4	200.5	15.0	24.8	12.2	21.8	355.7	17.0	94.5						
1974 4th quarter	488.9	23.2	20.7	76.9	10.4	28.5	11.5	20.9	203.4	10.5	82.9						
1975 1st quarter	425.0	21.0	19.4	56.1	11.7	27.7	14.4	21.4	158.9	10.0	84.4						
1975 2nd quarter	586.1	23.2	20.9	127.0	9.8	25.4	11.6	21.2	257.3	10.4	79.3						
1975 3rd quarter	843.5	35.5	28.0	203.8	16.7	29.7	19.4	27.6	348.6	18.8	115.3						
1975 4th quarter	548.4	29.7	23.6	23.0	12.0	32.8	14.7	26.2	215.0	13.1	99.4						
1976 1st quarter	470.8	27.7	20.1	55.8	12.7	30.6	15.3	27.5	168.3	12.4	100.3						
1976 2nd quarter	679.5	29.9	24.4	122.6	11.2	27.8	11.3	24.9	314.4	14.2	98.8						

The above figures are derived from airport statistics.

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

Aircraft Movements June 1976

Table 11

	Total	Commercial Movements					Non-commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	10 811	7 879	—	713	—	350	58	—	1 762	—	49
+ Heathrow	24 150	22 217	—	100	—	85	275	—	1 369	10	94
+ Luton	6 451	2 069	162	319	79	69	23	1 983	1 733	—	14
+ Southend	6 891	1 159	88	—	—	247	—	3 301	2 086	10	—
+ Stansted	2 618	338	—	58	—	980	38	208	900	85	11
TOTAL (London Area)	50 921	33 662	250	1 190	79	1 731	394	5 492	7 850	105	168
Westland Heliport (Battersea)	1 272	312	2	313	6	—	—	—	419	—	220
Other UK Airports											
+ Leeds/Bradford	4 711	967	24	33	95	206	61	2 280	991	4	50
+ Liverpool	6 522	1 078	—	186	48	88	34	3 757	1 210	25	96
+ Manchester	7 312	4 618	40	267	36	51	243	960	1 054	4	39
+ Birmingham	6 654	2 129	—	57	25	86	26	2 938	1 327	4	62
+ Coventry	5 623	4	78	4	232	438	59	3 187	1 605	—	16
+ East Midlands	5 481	1 195	5	193	25	626	29	2 076	1 211	5	116
+ Newcastle	3 499	1 293	4	30	479	88	1	1 130	337	—	137
+ Tees-side	3 391	553	673	35	17	450	—	1 172	408	—	83
+ Bristol	3 064	735	—	3	—	2	17	1 399	869	—	39
+ Glamorgan	3 485	561	—	31	—	199	—	2 306	365	2	21
Swansea	1 192	94	—	35	25	—	—	769	253	—	16
+ Blackpool	8 879	550	506	30	8	667	6	5 530	1 376	—	206
+ Bournemouth	5 494	656	130	146	—	1 029	—	1 552	1 890	10	81
+ Cambridge	4 743	72	—	48	14	142	3	2 118	598	—	1 748
+ Exeter	3 036	323	—	28	197	42	30	1 139	627	13	637
Gloucester/Cheltenham	3 772	69	118	—	24	454	—	2 309	672	52	74
Hawarden	2 721	—	—	—	—	60	—	2 360	279	—	22
Isles of Scilly	621	553	—	2	2	—	—	—	56	—	8
+ Lydd	3 674	388	—	—	—	36	—	1 668	1 488	—	94
+ Manston	691	122	—	4	94	333	—	—	138	—	—
+ Norwich	1 464	575	—	48	209	54	288	—	288	2	—
Penzance Heliport	545	411	—	1	1	4	—	—	128	—	—
+ Southampton	4 426	1 106	—	69	32	2 412	14	214	523	28	28
+ Edinburgh	5 777	1 907	—	18	—	146	36	2 117	919	8	626
+ Glasgow	6 789	3 393	—	79	—	108	60	2 024	1 075	—	50
+ Prestwick	3 297	1 026	—	31	—	1 193	28	402	249	—	368
+ Aberdeen	7 421	3 880	—	427	—	715	7	1 810	482	8	92
Benbecula	316	236	—	—	42	2	—	—	2	—	34
Inverness	2 104	621	—	1	412	212	—	708	88	2	60
Islay	122	66	—	12	30	—	—	—	10	—	4
+ Kirkwall	1 285	828	—	46	53	4	—	229	121	—	4
Stornoway	445	289	—	47	12	47	—	13	—	3	34
+ Sumburgh	2 291	1 273	—	122	647	192	—	—	—	—	57
Tiree	68	58	—	—	—	—	—	—	4	2	4
Wick	503	377	—	10	5	—	3	94	6	—	8
+ Belfast	7 646	1 973	—	98	21	8	—	2 107	434	10	2 995
+ Isle of Man	3 005	1 263	2	178	238	253	—	791	118	8	154
TOTAL (Incl. London Area)	184 262	69 216	1 832	3 822	3 108	12 078	1 339	54 651	29 470	295	8 451
Channel Islands Airports											
Alderney	880	880	..	..	..	..	..	..	..	..	..
Guernsey	3 017	3 017	..	..	..	..	..	..	..	..	..
Jersey	5 579	5 579	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	9 476	9 476	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator June 1976

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	7 879	53	3 014	425	625	3 061	701
+Heathrow	22 217	10 380	512	10 598	397	23	307
+Luton	2 069	—	78	—	—	1 773	218
+Southend	1 159	—	818	—	—	316	25
+Stansted	338	—	8	1	2	91	236
TOTAL (London Area)	33 662	10 433	4 430	11 024	1 024	5 264	1 487
Westland Heliport (Battersea)	312	—	—	—	2	310	—
Other UK Airports							
+Leeds/Bradford	967	401	455	24	—	82	5
+Liverpool	1 078	563	5	82	1	372	55
+Manchester	4 618	1 668	323	903	173	1 335	216
+Birmingham	2 129	701	598	143	—	585	102
+Coventry	4	—	—	—	—	4	—
+East Midlands	1 195	2	760	—	—	397	36
+Newcastle	1 293	351	709	—	—	206	27
+Tees-side	553	—	485	—	2	48	18
Bristol	735	356	123	40	13	133	70
Glamorgan	561	241	189	8	17	49	57
Swansea	94	—	—	—	—	86	8
+Blackpool	550	—	511	—	—	37	2
+Bournemouth	656	—	504	—	—	152	—
+Cambridge	72	—	28	—	—	37	7
Exeter	323	—	295	—	—	—	28
Gloucester/Cheltenham	69	—	28	—	—	41	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	553	411	140	—	—	2	—
+Lydd	388	—	378	—	—	6	4
Manston	122	—	—	—	—	98	24
Norwich	575	—	485	—	—	82	8
Penzance Heliport	411	411	—	—	—	—	—
+Southampton	1 106	181	872	—	—	42	11
+Edinburgh	1 907	961	739	60	28	74	45
+Glasgow	3 393	1 678	787	384	41	394	109
+Prestwick	1 026	575	29	183	5	93	141
+Aberdeen	3 880	821	451	—	427	2 063	118
Benbecula	236	52	184	—	—	—	—
Inverness	621	320	189	—	11	87	14
Islay	66	50	—	—	—	16	—
+Kirkwall	828	228	162	4	30	404	—
Stornoway	289	104	162	—	—	23	—
+Sumburgh	1 273	245	45	—	407	576	—
Tiree	58	—	52	—	—	6	—
Wick	377	102	253	—	—	17	5
+Belfast	1 973	1 295	454	38	3	107	76
+Isle of Man	1 263	514	748	—	—	1	—
TOTAL (Incl. London Area)	69 216	22 664	15 573	12 893	2 184	13 229	2 673
Channel Islands Airports							
Alderney	880	—	833	—	—	47	—
Guernsey	3 017	329	2 353	—	—	316	19
Jersey	5 579	1 005	3 814	68	—	501	191
TOTAL (Channel Islands Airports)	9 476	1 334	7 000	68	—	864	210

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages

	April 1976 —June 1976	April 1975 —June 1975	Percentage Change
London Area Airports			
+ Gatwick	7 223	6 409	12.7
+ Heathrow	21 839	21 695	0.7
+ Luton	1 840	1 779	3.4
+ Southend	1 097	1 085	1.1
+ Stansted	307	347	-11.5
TOTAL (London Area)	32 305	31 315	3.2
Westland Heliport (Battersea)	237	310	-23.5
Other UK Airports			
+ Leeds/Bradford	897	911	-1.5
+ Liverpool	984	946	4.0
+ Manchester	4 133	4 122	0.3
+ Birmingham	1 938	1 799	7.7
+ Coventry	2	17	-88.2
+ East Midlands	1 111	1 072	3.6
+ Newcastle	1 176	1 056	11.4
+ Tees-side	519	432	20.1
+ Bristol	636	713	-10.8
+ Glamorgan	529	576	-8.2
Swansea	64	60	6.7
+ Blackpool	439	459	-4.4
+ Bournemouth	631	598	5.5
+ Cambridge	55	38	44.7
+ Exeter	296	305	-3.0
Gloucester/Cheltenham	65	50	30.0
Hawarden	—	—	—
Isles of Scilly	506	506	—
+ Lydd	377	345	9.3
+ Manston	115	108	6.5
+ Norwich	558	584	-4.5
Penzance Heliport	390	367	6.3
+ Southampton	1 046	1 126	-7.1
+ Edinburgh	1 750	1 612	8.6
+ Glasgow	3 259	3 272	-0.4
+ Prestwick	860	791	8.7
+ Aberdeen	3 662	2 472	48.1
Benbecula	236	144	63.9
Inverness	614	525	17.0
Islay	77	95	-18.9
+ Kirkwall	817	602	35.7
Stornoway	290	168	72.6
+ Sumburgh	1 303	981	32.8
Tiree	59	61	-3.3
Wick	365	213	71.4
+ Belfast	1 846	1 829	0.9
+ Isle of Man	971	1 033	-6.0
TOTAL (Incl. London Area)	65 120	61 611	5.7
Channel Islands Airports			
Alderney	876	883	-0.8
Guernsey	2 907	2 928	-0.7
Jersey	5 419	5 108	6.1
TOTAL (Channel Islands Airports)	9 202	8 919	3.2

Air Transport Landings Diverted to UK Reporting Airports June 1976

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	17					1Lu 1He	1He																				6Lu 1Sh 3He 4St								
Heathrow	4																							1Ma											
Leeds	3												1BI						1Te 1Em														3Ga		
Liverpool	1																																		
Manchester	5																																		
Birmingham	1																																	4Li	
Newcastle	1																																		
Bristol	2																																		
Glamorgan	1																																		
Aberdeen	3	2Ed																																	
Sumburgh	1																																		
Belfast	1																																		
Isle of Man	21																																		
Other UK	12																																		
Overseas	11																																		
All Aerodromes	84	2	—	1	1	10	6	—	—	—	—	3	6	4	—	—	—	4	—	3	1	5	4	5	2	—	15	6	4	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		

Air Passengers by Type and Nationality of Operator June 1976

Table 15

	Total			Scheduled Services						Charter Flights							
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators		Terminal	Transit	Terminal	Transit		
				Corporations	Others	Corporations	Others	Corporations	Others								
London Area Airports																	
+ Gatwick	606 805	603 191	3 614	1 999	489	119 534	—	5 439	161	95 768	—	285 056	645	95 395	2 319		
+ Heathrow	2 126 538	2 085 782	40 756	1 001 803	—	20 111	—	978 090	39 019	47 799	—	895	—	37 084	1 737		
+ Luton	191 373	189 661	1 712	—	—	3 333	105	—	—	—	—	171 416	1 587	14 912	20		
+ Southend	22 355	22 355	—	—	—	21 402	—	—	—	—	—	730	—	223	—		
+ Stansted	25 720	25 267	453	—	—	165	—	10	—	—	189	1	264	25 091	—		
TOTAL (London Area)	2 972 791	2 926 256	46 535	1 003 802	489	164 545	105	983 539	39 180	143 567	189	458 098	2 496	172 705	4 076		
Westland Heliport (Battersea)	821	821	—	—	—	—	—	—	—	7	—	814	—	—	—		
Other UK Airports																	
+ Leeds/Bradford	31 271	28 579	2 692	19 554	—	7 297	2 682	1 325	—	—	—	371	10	32	—		
+ Liverpool	37 366	37 008	358	25 849	268	137	36	3 517	8	—	—	5 556	46	1 949	—		
+ Manchester	310 533	298 376	12 157	100 775	698	6 071	1 417	31 856	3 797	19 044	66	118 664	3 940	21 966	2 239		
+ Birmingham	114 785	110 536	4 249	35 802	187	13 076	3 223	8 757	567	—	—	44 429	114	8 472	158		
+ Coventry	120	120	—	—	—	—	—	—	—	—	—	120	—	—	—		
+ East Midlands	51 045	51 045	—	80	—	24 423	—	—	—	—	—	24 738	—	1 804	—		
+ Newcastle	70 651	66 609	4 042	25 272	—	18 299	3 929	—	—	—	—	20 660	—	2 378	113		
+ Tees-side	21 926	20 338	1 588	—	—	15 288	1 588	—	—	163	—	3 540	—	1 347	—		
+ Bristol	28 798	24 259	4 539	5 271	3 345	2 092	349	1 752	78	157	310	9 743	289	5 244	168		
+ Glamorgan	19 300	17 479	1 821	6 247	22	1 888	1 347	184	133	901	—	3 170	205	5 089	114		
Swansea	714	703	11	—	—	—	—	—	—	—	—	693	11	10	—		
+ Blackpool	14 637	14 633	4	—	—	14 360	4	—	—	—	—	127	—	146	—		
+ Bournemouth	10 382	10 016	366	—	—	7 270	366	—	—	—	—	2 746	—	—	—		
+ Cambridge	1 175	1 175	—	—	—	998	—	—	—	—	—	138	—	39	—		
+ Exeter	8 092	7 168	924	—	—	5 975	809	—	—	—	—	—	—	1 193	115		
Gloucester/Cheltenham	1 047	1 047	—	—	—	684	—	—	—	—	—	363	—	—	—		
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Isles of Scilly	11 824	11 824	—	10 950	—	864	—	—	—	—	—	10	—	—	—		
+ Lydd	5 265	5 265	—	—	—	5 181	—	—	—	—	—	66	—	18	—		
+ Manston	204	204	—	—	—	—	—	—	—	—	—	175	—	29	—		
+ Norwich	12 628	12 628	—	—	—	11 121	—	—	—	—	—	836	—	671	—		
Penzance Heliport	10 950	10 950	—	10 950	—	—	—	—	—	—	—	—	—	—	—		
+ Southampton	27 369	27 153	216	6 117	83	20 927	104	—	—	—	—	75	29	34	—		
+ Edinburgh	102 020	98 709	3 311	65 542	1 256	19 450	1 889	3 674	—	677	148	5 687	—	3 679	18		
+ Glasgow	181 384	178 461	2 923	99 986	230	25 703	99	14 526	2 481	2 278	78	25 880	35	10 088	—		
+ Prestwick	70 735	42 149	28 586	19 552	16 896	974	—	3 896	4 967	140	36	8 583	3 353	9 004	3 334		
+ Aberdeen	76 922	75 147	1 775	35 933	1 380	10 744	139	—	—	3 571	—	21 821	96	3 078	160		
Benbecula	2 135	2 088	47	1 531	—	557	47	—	—	—	—	—	—	—	—		
Inverness	13 599	12 357	1 242	9 909	1 242	1 326	—	—	—	33	—	329	—	760	—		
Isay	907	907	—	876	—	—	—	—	—	—	—	31	—	—	—		
+ Kirkwall	10 373	9 369	1 004	6 185	945	564	—	—	56	602	1	2 018	2	—	—		
Stornoway	3 909	3 909	—	3 282	—	551	—	—	—	—	—	76	—	—	—		
+ Sumburgh	22 090	21 725	365	7 365	—	115	—	—	—	5 419	—	8 826	365	—	—		
Tiree	282	273	9	—	—	260	8	—	—	—	—	13	1	—	—		
Wick	3 751	2 123	1 628	1 131	1 618	953	—	—	—	—	—	39	10	—	—		
+ Belfast	95 848	95 707	141	72 755	—	11 856	4	1 449	—	217	—	3 369	128	6 061	9		
+ Isle of Man	49 030	47 861	1 169	22 460	619	25 361	550	—	—	—	—	40	—	—	—		
TOTAL (Incl. London Area)	4 396 679	4 274 977	121 702	1 597 176	29 278	418 910	18 695	1 054 475	51 267	176 776	828	771 844	11 130	255 796	10 504		
Channel Islands Airports																	
Alderney	7 849	7 849	—	—	—	7 699	—	—	—	—	—	150	—	—	—		
Gurnsey	57 757	56 197	1 560	16 801	32	36 391	1 475	—	—	—	—	2 316	11	689	42		
Jersey	152 190	150 919	1 271	56 525	105	86 337	1 162	2 906	4	—	—	941	—	4 210	—		
TOTAL (Channel Is. Airports)	217 796	214 965	2 831	73 326	137	130 427	2 637	2 906	4	—	—	3 407	11	4 899	42		

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	April 1976 —June 1976	April 1975 —June 1975	Percentage change
London Area Airports			
+ Gatwick	519 537	465 028	11.7
+ Heathrow	1 961 247	1 785 297	9.9
+ Luton	177 614	174 752	1.6
+ Southend	20 545	19 578	4.9
+ Stansted	25 000	24 329	2.8
TOTAL (London Area)	2 703 944	2 468 985	9.5
Westland Heliport (Battersea)	605	558	8.4
Other UK Airports			
+ Leeds/Bradford	25 866	25 969	-0.4
+ Liverpool	32 424	37 511	-13.6
+ Manchester	251 941	232 336	8.4
+ Birmingham	99 460	96 192	3.4
+ Coventry	48	237	-79.7
+ East Midlands	47 178	52 667	-10.4
+ Newcastle	58 081	53 058	9.5
+ Tees-side	17 632	15 362	14.8
+ Bristol	19 311	18 070	6.9
+ Glamorgan	17 014	18 929	-10.1
Swansea	387	361	7.2
+ Blackpool	10 429	11 595	-10.1
+ Bournemouth	10 756	11 746	-8.4
+ Cambridge	768	408	88.2
+ Exeter	6 623	6 722	-1.5
Gloucester/Cheltenham	762	426	78.9
Hawarden	—	—	—
Isles of Scilly	10 822	9 840	10.0
+ Lydd	6 111	8 208	-25.5
+ Manston	213	350	-39.1
+ Norwich	11 904	10 648	11.8
Penzance Heliport	10 197	9 186	11.0
+ Southampton	27 233	31 369	-13.2
+ Edinburgh	87 530	74 583	17.4
+ Glasgow	168 472	158 979	6.0
+ Prestwick	36 655	30 394	20.6
+ Aberdeen	70 032	50 725	38.1
Benbecula	1 982	1 846	7.4
Inverness	11 614	10 820	7.3
Islay	855	953	-10.3
+ Kirkwall	8 483	7 477	13.5
Stornoway	3 927	3 929	-0.1
+ Sumburgh	20 750	13 731	51.1
Tiree	229	288	-20.5
Wick	2 127	2 234	-4.8
+ Belfast	89 703	96 230	-6.8
+ Isle of Man	33 634	38 582	-12.8
TOTAL (Incl. London Area)	3 905 702	3 611 504	8.1
Channel Islands Airports			
Alderney	6 664	6 364	4.7
Guernsey	48 667	49 292	-1.3
Jersey	137 807	136 478	1.0
TOTAL (Channel Islands Airports)	193 138	192 134	0.5

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total		International			Domestic		
	Apr-June 1976		Apr-June 1976	Apr-June 1975	Per- centage change	Apr-June 1976	Apr-June 1975	Per- centage change
London Area Airports								
+ Gatwick	519 537		461 649	405 899	14	57 888	59 129	-2
+ Heathrow	1 961 247		1 660 046	1 517 346	9	301 201	267 951	12
+ Luton	177 614		174 722	172 190	1	2 893	2 562	13
+ Southend	20 545		20 232	19 307(a)	5	313	271	16
+ Stansted	25 000		24 883	24 096	3	117	233	-50
TOTAL (London Area)	2 703 944		2 341 532	2 138 838	9	362 413	330 147	10
Westland Heliport (Battersea)	605		—	4	—	605	554	9
Other UK Airports								
+ Leeds/Bradford	25 866		4 306	3 888	11	21 560	22 081	-2
+ Liverpool	32 424		10 917	12 948	-16	21 507	24 563	-12
+ Manchester	251 941		178 723	165 558	8	73 219	66 778	10
+ Birmingham	99 460		66 386	68 892	-4	33 074	27 300	21
+ Coventry	48		40	6	—	8	231	-97
+ East Midlands	47 178		30 471	34 188	-11	16 707	18 479	-10
+ Newcastle	58 081		26 044	22 652	15	32 037	30 405	5
+ Tees-side	17 632		4 011	3 032	32	13 621	12 330	10
+ Bristol	19 311		15 298	13 969	10	4 013	4 102	-2
+ Glamorgan	17 014		11 077	12 385	-11	5 937	6 545	-9
Swansea	387		56	48	17	331	312	6
+ Blackpool	10 429		678	322	—	9 751	11 273	-14
+ Bournemouth	10 756		3 072	3 582	-14	7 685	8 164	-6
+ Cambridge	768		155	184	-16	613	223	—
+ Exeter	6 623		1 570	1 166	35	5 052	5 556	-9
Gloucester/Cheltenham	762		—	—	—	762	426	79
Hawarden	—		—	—	—	—	—	—
Isles of Scilly	10 822		—	—	—	10 822	9 840	10
+ Lydd	6 111		6 109	8 208	-26	2	—	—
+ Manston	213		213	350	-39	—	—	—
+ Norwich	11 904		6 072	5 711	6	5 833	4 937	18
Penzance	10 197		—	—	—	10 197	9 186	11
+ Southampton	27 233		431	522	-17	26 802	30 846	-13
+ Edinburgh	87 530		11 374	6 480	76	76 156	68 103	12
+ Glasgow	168 472		48 544	46 197	5	119 928	112 782	6
+ Prestwick	36 655		32 893	26 489	24	3 762	3 906	-4
+ Aberdeen	70 032		21 729	16 669	30	48 303	34 056	42
Benbecula	1 982		—	—	—	1 982	1 846	7
Inverness	11 614		401	6	—	11 213	10 813	4
Islay	855		—	—	—	855	953	-10
+ Kirkwall	8 483		40	141	-72	8 443	7 335	15
Stornoway	3 927		6	3	100	3 921	3 926	—
+ Sumburgh	20 750		6 992	3 795	84	13 759	9 936	38
Tiree	229		—	—	—	229	288	-20
Wick	2 127		—	—	—	2 127	2 234	-5
+ Belfast	89 703		6 094	5 407	13	83 609	90 823	-8
+ Isle of Man	33 634		1 323	1 440	-8	23 311	37 142	-13
TOTAL (Incl. London Area)	3 905 702		2 836 555	2 603 081	9	1 069 146	1 008 423	6

(a) Includes Channel Islands Traffic.

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

International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages

	April —June 1976			April —June 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	17.2	10.2	7.0	13.0	9.1	3.9	32
London – Vienna	13.6	9.5	4.0	12.2	9.1	3.0	11
Other Routes	3.6	0.6	3.0	0.9	—	0.9	—
Belgium	75.6	71.1	4.5	70.1	68.5	1.6	8
London – Brussels	49.1	48.2	0.9	46.6	46.4	0.2	5
Other S.E. England – Belgium	19.2	18.3	0.9	17.4	17.1	0.2	11
Other Routes	7.2	4.6	2.6	6.2	5.0	1.2	17
Denmark	46.1	35.2	10.8	40.7	32.5	8.2	13
London – Copenhagen	38.0	29.8	8.2	33.1	26.9	6.2	15
Other Routes	8.1	5.5	2.6	7.6	5.5	2.0	7
Finland	11.1	8.7	2.5	9.2	6.5	2.7	21
France	258.5	221.4	37.1	245.0	221.8	23.1	6
London – Nice	17.7	15.2	2.5	16.2	14.3	1.9	9
– Paris	160.8	153.7	7.2	161.9	156.0	6.0	–1
– N. France (a)	12.2	9.3	2.9	12.0	9.9	2.1	2
– Other France	22.8	18.7	4.1	20.3	17.0	3.3	12
Manchester – Paris	6.9	6.9	—	6.6	6.3	0.3	4
Other UK – Paris	14.2	8.0	6.2	10.7	7.7	3.0	32
Luton – Other France	2.5	—	2.5	2.4	—	2.4	7
Other S.E. England – France	8.5	8.5	0.1	10.6	10.1	0.4	–19
Other Routes	12.8	1.1	11.7	4.3	0.4	3.9	—
Germany (Fed. Republic)	200.2	149.1	51.1	175.7	128.6	47.2	14
London – Dusseldorf	29.3	26.6	2.7	24.5	21.7	2.8	20
– Frankfurt	52.8	46.6	6.2	46.1	39.0	7.1	14
– Hamburg	22.2	20.3	1.9	19.4	17.5	2.0	14
– Munich	26.1	14.4	11.7	24.8	12.7	12.0	6
– Other Germany	36.8	32.9	3.9	32.8	29.8	2.9	12
Luton – Germany	16.2	—	16.1	14.7	—	14.7	10
Manchester – Germany	8.8	5.9	2.9	7.6	5.2	2.4	16
Other Routes	8.0	2.4	5.7	5.9	2.7	3.2	35
Gibraltar	6.2	6.1	0.1	7.3	7.2	—	–15
Greece	86.2	29.3	56.9	60.7	25.3	35.4	42
Iceland	2.8	2.8	—	3.3	3.2	0.1	–16
London – Reykjavik	1.5	1.5	—	2.0	2.0	—	–23
Glasgow – Reykjavik	1.3	1.3	—	1.2	1.2	—	2
Other Routes	—	—	—	0.1	—	0.1	—

Table 18 cont.

	April — June 1976			April — June 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	138.6	136.7	1.9	132.2	130.7	1.5	5
London – Cork	11.4	11.3	0.1	10.5	10.4	—	8
– Dublin	65.5	64.9	0.6	63.6	63.4	0.2	3
– Shannon	10.3	10.1	0.2	8.9	8.8	0.1	16
Manchester – Dublin	11.5	11.5	—	11.0	10.9	0.1	5
Birmingham – Dublin	9.8	9.8	—	9.2	9.2	—	7
Glasgow – Dublin	7.3	7.3	—	6.7	6.6	0.1	9
Liverpool – Dublin	5.9	5.8	0.1	6.0	5.9	0.1	-1
Leeds/Bradford – Dublin	2.6	2.6	—	2.6	2.5	0.1	-1
Edinburgh – Dublin	2.7	2.7	—	2.6	2.4	0.3	4
Bristol – Dublin	2.3	2.3	—	2.2	2.2	—	2
Other Routes	9.3	8.4	0.9	8.9	8.3	0.6	4
Italy	175.1	68.6	106.4	158.6	73.7	84.9	10
London – Genoa (g)	1.7	—	1.7	1.8	—	1.8	-6
– Milan	38.4	24.0	14.4	34.1	25.3	8.8	13
– Rimini (g)	4.6	—	4.6	3.6	—	3.6	26
– Rome	32.8	24.3	8.5	33.5	27.3	6.2	-2
– Venice	12.3	4.2	8.1	9.7	4.1	5.5	27
– Other Italy	31.4	13.9	17.5	27.3	14.9	12.4	15
Luton – Rimini	4.2	—	4.1	5.6	—	5.6	-25
– Other Italy	31.9	—	31.9	26.3	—	26.3	22
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	8.9	—	8.9	7.7	—	7.7	16
Other Routes	8.8	2.2	6.6	9.1	2.1	7.0	-3
Luxembourg	5.6	5.1	0.5	5.4	4.6	0.8	4
London – Luxembourg	5.1	5.1	—	4.8	4.6	0.2	6
Other Routes	0.5	—	0.5	0.6	—	0.5	-13
Netherlands	163.6	158.0	5.6	147.9	140.6	7.3	11
London – Amsterdam	97.7	95.9	1.8	88.1	85.8	2.3	11
– Rotterdam	20.4	19.5	0.9	19.9	19.0	0.9	3
Other S.E. England – Netherlands	8.6	6.8	1.8	7.6	5.9	1.7	14
Manchester – Amsterdam	10.1	10.1	0.1	9.4	9.3	0.1	8
Other Routes	26.7	25.7	1.0	23.0	20.6	2.4	16
Norway	43.1	32.8	10.3	30.0	23.2	6.7	44
London – Oslo	24.1	17.1	7.0	17.1	13.1	4.1	41
Other Routes	19.0	15.7	3.3	12.8	10.2	2.7	48
Portugal	24.9	16.5	8.4	25.2	15.2	10.0	-1
London – Lisbon	12.3	9.4	2.9	11.3	9.1	2.2	9
Other Routes	12.6	7.1	5.5	13.6	6.1	7.8	-7
Soviet Union and Eastern Europe (b)	34.0	18.7	15.4	34.3	19.0	15.3	-1
London – Moscow	6.7	5.4	1.3	6.8	5.6	1.2	-1
– Prague	2.3	2.3	—	2.5	2.5	—	-7
Other Routes	25.0	10.9	14.1	25.0	10.9	14.1	—

Table 18 cont.

	April — June 1976			April — June 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	442.9	87.0	355.9	498.6	98.6	400.0	-11
London — Barcelona	17.9	13.0	4.9	22.7	14.7	8.0	-21
— Ibiza	11.7	1.1	10.6	13.3	1.5	11.8	-12
— Madrid	31.6	26.1	5.5	29.9	26.3	3.6	6
— Malaga	24.3	13.8	10.5	29.2	17.5	11.6	-17
— Palma	57.3	14.4	42.9	69.3	18.2	51.0	-17
— Other Spain	56.6	17.6	39.0	64.0	18.7	45.3	-12
Luton — Alicante	8.8	—	8.8	12.5	—	12.5	-29
— Barcelona	1.8	—	1.8	6.0	—	6.0	-70
— Gerona	8.0	—	8.0	7.9	—	7.9	1
— Ibiza	9.6	—	9.6	11.0	—	11.0	-12
— Palma	20.7	—	20.7	24.9	—	24.9	-17
— Other Spain	12.8	0.1	12.7	9.9	—	9.9	29
Other S.E. England — Spain	0.1	—	0.1	0.1	—	0.1	95
Manchester — Barcelona	4.1	—	4.1	7.1	—	7.1	-42
— Palma	25.8	—	25.8	26.2	—	26.2	-2
Other N. England — Spain	54.5	0.3	54.2	56.9	0.7	56.2	-4
Scotland — Spain	23.3	0.3	23.0	24.0	0.4	23.7	-3
Other Routes	74.2	0.3	73.9	84.0	0.7	83.3	-12
Sweden	38.1	19.1	19.0	31.5	18.3	13.3	21
London — Stockholm	22.5	13.0	9.5	20.2	12.4	7.8	12
Other Routes	15.6	6.1	9.5	11.4	5.9	5.5	37
Switzerland	102.6	74.1	28.4	94.6	68.7	25.9	8
London — Basle	7.9	7.1	0.8	7.1	6.4	0.7	12
— Geneva	38.3	29.2	9.0	33.2	26.6	6.6	15
— Zurich	44.4	32.1	12.3	39.8	30.8	9.0	12
Luton — Switzerland	5.3	—	5.3	8.1	—	8.1	-35
Other Routes	6.7	5.7	1.0	6.4	4.9	1.5	5
Yugoslavia	44.1	16.7	27.4	41.9	15.2	26.7	5
London — Dubrovnic	8.7	1.6	7.1	8.1	1.8	6.4	7
— Ljubljana	3.5	2.7	0.8	2.0	1.9	0.2	70
Luton — Yugoslavia	3.8	—	3.8	4.8	—	4.8	-21
Other Routes	28.1	12.4	15.7	26.9	11.6	15.3	5
Other Europe	75.2	44.7	30.5	64.0	38.5	25.6	17
WESTERN HEMISPHERE							
Canada	90.0	50.1	39.9	127.0	71.9	55.1	-29
London — Montreal	9.8	8.6	1.2	19.2	16.8	2.4	-49
— Toronto	28.1	16.6	11.5	45.6	23.8	21.8	-38
— Other Canada	34.2	15.2	19.0	35.3	16.3	19.1	-3
Other UK — Montreal	1.8	1.8	—	2.0	1.9	0.1	-7
— Toronto	11.6	5.9	5.7	20.1	10.7	9.4	-43
Other Routes	4.6	2.0	2.6	4.8	2.5	2.3	-4

Table 18 cont.

	April —June 1976			April —June 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	347.3	270.7	76.7	257.3	213.4	43.9	35
London – New York	110.4	89.0	21.4	98.4	83.9	14.4	12
– Other East Coast USA	84.5	75.4	9.1	66.5	62.8	3.8	27
– Chicago and Detroit	54.2	36.7	17.5	28.6	23.3	5.4	90
– West Coast USA	55.4	44.4	11.0	45.2	35.1	10.1	22
– Other USA	17.6	13.4	4.1	4.6	0.7	3.9	—
Other UK – New York	12.0	7.8	4.1	11.2	7.6	3.6	6
Other Routes	13.3	3.9	9.4	2.7	0.1	2.7	—
West Atlantic and Caribbean Islands	24.4	24.1	0.4	21.0	20.7	0.2	16
Central and South America	8.1	7.9	0.2	7.7	7.7	—	4
REST OF THE WORLD							
Canary Islands	38.5	3.9	34.6	26.0	4.9	21.0	48
North Africa (c)	25.9	11.6	14.3	20.3	11.0	9.3	27
East Africa (d)	11.2	10.2	1.0	9.8	8.7	1.0	14
Central Africa (e)	5.6	5.5	0.1	6.7	6.7	—	-17
West Africa (d)	14.2	13.5	0.7	10.4	10.2	0.2	36
South Africa	24.9	24.8	0.2	21.2	21.0	0.2	18
Middle East (f)	99.1	96.5	2.6	76.3	75.4	1.0	30
India	16.2	16.1	0.1	15.7	15.5	0.1	3
Pakistan	7.5	7.0	0.5	6.6	6.6	—	14
Far East	50.9	48.5	2.4	43.2	40.6	2.6	18
Australia and New Zealand	29.9	29.8	0.1	23.2	23.2	—	29
Other Routes n.e.i.	31.0	8.3	22.6	25.2	7.9	17.3	23
ALL ROUTES	2 816.3	1 840.2	976.1	2 586.9	1 694.7	892.2	9

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

Domestic Passengers by Main Routes

Table 19

Monthly Averages

Origin/Destination		April 1976 —June 1976 (000)	April 1975 —June (000)	Percentage change	
London (a)	Aberdeen	18.7	13.6	37	
	Belfast	39.8	43.0	-7	
	Birmingham	8.9	2.8	—	
	Channel Islands	51.6	49.5	4	
	Edinburgh	59.6	52.2	14	
	Glasgow	75.3	68.9	9	
	Isle of Man	2.2	2.6	-15	
	Leeds/Bradford	11.4	10.7	6	
	Liverpool	8.7	9.6	-10	
	Manchester	40.2	34.3	17	
	Newcastle	24.9	21.9	14	
	Tees-side	11.3	9.8	15	
	Other airports	6.5	8.3	-21	
	Belfast	Birmingham	5.7	6.0	-5
East Midlands		2.8	3.6	-23	
Edinburgh		1.7	1.9	-14	
Glasgow		7.9	8.4	-6	
Isle of Man		3.0	3.3	-9	
Leeds/Bradford		2.9	3.6	-18	
Liverpool		2.4	2.8	-14	
Manchester		10.2	10.1	1	
Newcastle		1.6	1.9	-13	
Other airports		5.5	6.2	-11	
Channel Islands		Bournemouth	6.3	6.5	-4
		Birmingham	8.7	9.3	-7
		Bristol/Glamorgan	6.0	6.7	-11
		East Midlands	7.3	10.2	-28
	Glasgow	1.7	1.4	21	
	Leeds/Bradford	2.2	3.1	-27	
	Liverpool	1.3	1.7	-24	
	Manchester	5.6	6.3	-10	
	Newcastle	1.0	1.5	-34	
	Southampton	25.0	28.6	-13	
	Other airports	10.7	11.7	-9	
	Edinburgh	Birmingham	3.1	1.8	67
		Glasgow	—	—	—
		Manchester	3.7	3.1	20
Other airports		8.1	9.0	-10	
Glasgow	Birmingham	4.7	4.6	2	
	East Midlands	3.7	3.4	7	
	Isle of Man	1.9	2.2	-11	
	Leeds/Bradford	1.4	1.3	9	
	Liverpool	—	—	—	
	Manchester	5.8	4.6	25	
	Southampton	1.1	1.5	-26	
	Other Scottish airports	14.8	14.0	6	
	Other airports	1.5	2.4	-40	
	Isle of Man	Blackpool	7.0	8.3	-16
Liverpool		8.9	10.4	-14	
Manchester		4.3	4.7	-9	
Newcastle		0.6	0.7	-15	
Other airports		4.3	4.9	-12	
Penzance	Isle of Scilly	10.2	9.2	11	
Other Routes		34.4	24.1	42	
TOTAL		598.2	572.4	5	

(a) Heathrow, Gatwick and Stansted

Traffic counted in either direction

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

Cargo by Type and Nationality of Operator June 1976

Table 20

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators			Overseas operators			UK operators		Overseas operators		Set down	Picked up
		Corporations		Others	Set down		Picked up	Corporations		Others	Set down			Picked up
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up
London Area Airports													
+ Gatwick	6 063.1	35.0	0.6	410.7	1 030.7	9.7	16.1	18.2	—	1 182.5	3 070.9	44.7	244.0
+ Heathrow	33 931.3	4 740.8	6 109.3	82.0	122.3	10 069.3	11 405.4	146.9	86.6	4.6	230.5	431.9	501.7
+ Luton	360.7	—	—	—	—	—	—	—	—	42.7	65.0	137.0	116.0
+ Southend	1 155.0	—	—	635.0	446.0	—	—	—	—	16.0	25.0	5.0	28.0
+ Stansted	1 837.6	—	—	—	0.1	—	—	—	—	309.7	1 106.3	167.5	254.0
TOTAL (London Area)	43 347.7	4 775.8	6 109.9	1 127.7	1 599.1	10 079.0	11 421.5	165.1	86.6	1 555.5	4 497.7	786.1	1 143.7
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Leeds/Bradford	38.0	9.4	8.4	6.3	6.9	2.4	2.0	—	—	—	2.6	—	—
+ Liverpool	1 027.1	20.4	137.0	—	—	92.4	27.3	—	3.9	5.0	511.2	23.6	206.3
+ Manchester	2 286.3	270.5	231.5	5.9	4.5	890.0	853.0	—	—	0.5	18.5	1.0	10.9
+ Birmingham	186.9	58.2	50.9	11.0	1.9	29.0	31.8	—	—	2.6	1.5	—	—
+ Coventry	1.2	—	—	—	—	—	—	—	—	—	1.2	—	—
+ East Midlands	606.1	—	—	250.1	294.5	—	—	—	—	11.9	49.6	—	—
+ Newcastle	64.0	10.3	17.4	17.0	19.3	—	—	—	—	—	—	—	—
+ Tees-side	18.7	—	—	8.4	10.1	—	—	—	—	—	—	0.2	—
+ Bristol	50.1	5.3	6.5	2.4	1.6	18.2	15.7	—	—	—	—	0.4	—
+ Glamorgan	19.2	2.6	10.3	3.2	1.8	0.4	0.2	—	—	—	—	—	—
Swansea	2.4	—	—	—	—	—	—	—	—	—	0.7	—	—
+ Blackpool	58.3	—	—	5.5	45.0	—	—	—	—	0.3	2.1	—	—
+ Bournemouth	667.4	—	—	302.3	259.0	—	—	—	—	—	7.8	—	—
+ Cambridge	58.1	—	—	—	0.7	—	—	—	—	0.1	106.0	—	—
+ Exeter	20.3	—	—	5.1	15.2	—	—	—	—	10.0	17.9	15.5	14.0
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	8.9	8.2	0.7	—	—	—	—	—	—	—	—	—	—
+ Lydd	363.5	—	—	119.0	244.5	—	—	—	—	—	—	—	—
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Norwich	38.0	—	—	16.3	21.6	—	—	—	—	—	—	0.1	—
Penzance Heliport	8.9	0.7	8.2	—	—	—	—	—	—	—	—	—	—
+ Southampton	103.2	1.7	11.1	25.3	54.6	—	—	—	—	—	0.5	5.0	5.0
+ Edinburgh	155.0	35.3	34.1	18.3	38.9	6.6	3.7	—	—	0.1	—	6.0	12.0
+ Glasgow	1 623.1	672.0	320.7	47.4	32.7	206.2	337.1	—	2.1	1.5	1.5	—	1.9
+ Prestwick	1 029.5	460.3	233.3	—	—	192.5	37.7	—	—	—	—	74.1	31.6
+ Aberdeen	453.9	45.0	81.8	23.1	27.7	—	—	27.3	36.3	67.1	143.3	1.1	1.2
Benbecula	23.7	12.5	10.5	0.6	0.1	—	—	—	—	—	—	—	—
Inverness	31.7	3.7	28.0	—	—	—	—	—	—	—	—	—	—
Islay	3.5	1.8	1.7	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	40.0	27.7	7.8	0.2	0.1	—	—	1.9	—	0.5	1.8	—	—
Stornoway	38.0	30.8	6.5	—	0.7	—	—	—	—	—	—	—	—
+ Sumburgh	129.3	39.7	11.6	—	—	—	—	12.1	21.8	27.8	16.3	—	—
Tiree	1.6	—	—	1.3	0.3	—	—	—	—	—	—	—	—
Wick	8.0	2.9	1.5	0.3	0.3	—	—	—	—	—	—	—	3.0
+ Belfast	1 016.8	86.9	276.0	84.1	24.8	6.6	5.1	—	—	527.5	1.2	—	4.6
+ Isle of Man	234.1	151.7	20.1	55.7	6.6	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	53 762.5	6 733.4	7 625.5	2 136.5	2 712.5	11 523.3	12 735.1	206.4	150.7	2 210.4	5 381.5	913.0	1 434.2
Channel Islands Airports													
Alderney	23.5	—	—	18.9	2.4	—	—	—	—	1.0	1.2	—	—
Guernsey	905.3	7.9	2.5	174.2	64.2	—	—	—	—	235.1	421.4	—	—
Jersey	978.4	44.5	42.7	576.9	245.2	3.4	0.8	—	—	10.6	40.7	—	13.5
TOTAL (Channel Islands Airports)	1 907.2	52.4	45.2	770.0	311.8	3.4	0.8	—	—	246.7	463.3	—	13.5

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	April 1976 —June 1976 (tonnes)	April 1975 —June 1975 (tonnes)	Percentage change
London Area Airports			
+ Gatwick	6 489.1	6 235.0	4.1
+ Heathrow	34 272.8	33 734.8	1.6
+ Luton	250.1	146.9	70.3
+ Southend	1 105.0	1 281.7	-13.8
+ Stansted	1 457.7	1 640.5	-11.1
TOTAL (London Area)	43 574.7	43 038.8	1.2
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+ Leeds/Bradford	40.3	52.2	-22.8
+ Liverpool	1 120.9	930.4	20.5
+ Manchester	2 676.9	2 824.3	-5.2
+ Birmingham	210.0	236.6	-11.2
+ Coventry	2.3	0.3	—
+ East Midlands	590.0	667.9	-11.7
+ Newcastle	74.6	93.1	-19.9
+ Tees-side	24.6	28.7	-14.3
+ Bristol	47.3	43.6	8.5
+ Glamorgan	19.4	15.6	24.4
Swansea	1.7	—	—
+ Blackpool	637	49.7	28.2
+ Bournemouth	627.2	412.3	52.1
+ Cambridge	53.3	20.8	156.3
+ Exeter	25.5	23.8	7.1
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	10.2	8.9	14.6
+ Lydd	331.2	260.2	27.3
+ Manston	—	292.5	—
+ Norwich	36.9	30.7	20.2
Penzance Heliport	10.2	8.9	14.6
+ Southampton	99.6	151.7	-34.3
+ Edinburgh	126.6	221.6	-42.9
+ Glasgow	1 553.4	1 461.9	6.3
+ Prestwick	1 078.2	927.4	16.3
+ Aberdeen	445.3	295.4	50.7
Benbecula	21.7	24.9	-12.9
Inverness	32.2	21.7	48.4
Islay	3.7	4.8	-22.9
+ Kirkwall	42.9	47.4	-9.5
Stornoway	37.3	41.2	-9.5
+ Sumburgh	140.1	121.4	15.4
Tiree	1.3	0.9	44.4
Wick	5.4	5.8	-6.9
+ Belfast	981.3	955.2	2.7
+ Isle of Man	249.3	260.2	-4.2
TOTAL (Incl. London Area)	54 359.4	53 580.7	1.5
Channel Islands Airports			
Alderney	23.4	20.6	13.6
Gurnsey	908.7	838.9	8.3
Jersey	1 052.7	826.5	27.4
TOTAL (Channel Islands Airports)	1 984.8	1 686.0	7.7

All Scheduled Services June 1976

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)			
Passenger Services															
British Airways Overseas Division	13 919	3 790	18 494	345 331	3 798 865	2 281 095	60.0	7 746	474 231	265 945	10 556	46 471	208 919	56.1	
British Airways European Division	6 549	9 275	12 320	748 575	829 797	553 430	66.7	3 505	87 571	51 519	955	2 178	48 386	58.8	
British Airways Regional Division	1 731	5 438	5 071	243 049	138 845	87 654	63.1	820	13 016	7 528	37	212	7 280	57.8	
British Airways Helicopters	25	408	132	10 584	796	646	81.1	10	56	51	—	1	50	91.2	
British Caledonian Airways	2 026	2 492	3 663	94 828	225 193	115 186	51.1	971	25 625	12 533	347	1 872	10 314	48.9	
Air Anglia	524	1 356	1 720	23 505	21 309	11 032	51.8	73	2 172	1 139	—	36	1 103	52.5	
Aurigny Air Services	117	1 937	651	19 396	1 767	1 179	66.7	59	162	98	—	3	95	60.3	
British Air Ferries	127	652	527	13 286	4 667	2 461	52.7	1 056	671	441	—	217	224	65.7	
British Island Airways	369	2 027	1 491	60 619	18 457	11 297	61.2	207	1 698	998	1	34	962	58.8	
British Midland Airways	559	1 732	1 884	60 069	38 079	21 684	56.9	101	3 058	1 732	—	39	1 693	56.6	
Brymon Airways	80	456	401	3 076	1 059	586	55.3	2	95	50	—	1	50	52.9	
Dan-Air Services	427	1 380	1 428	35 794	25 199	13 868	55.0	—	2 063	1 130	—	—	1 130	54.8	
Intra Airways	47	295	230	7 140	2 078	1 280	61.6	—	168	96	—	—	96	57.0	
Loganair	81	672	395	3 374	868	458	52.7	—	79	42	—	—	42	52.7	
TOTAL Passenger Services	26 580	31 910	48 405	1 668 626	5 106 981	3 101 854	60.7	14 550	610 665	343 301	11 896	51 063	280 343	56.2	
Cargo Services															
British Airways Overseas Division	949	292	1 306					2 726	31 102	17 704	248	17 459		56.9	
British Airways European Division	303	394	485					2 173	3 924	1 629	39	1 590		41.5	
British Caledonian Airways	87	29	117					328	3 034	1 799	20	1 779		59.3	
Air Freight	32	150	158					313	106	65	—	65		61.6	
Air-Bridge Carriers	31	107	182					631	371	225	—	225		60.5	
British Island Airways	91	298	338					588	417	180	21	158		43.1	
Intra Airways	24	164	130					388	88	64	—	64		72.6	
TOTAL Cargo Services	1 515	1 434	2 714					7 149	39 042	21 665	329	21 339		55.5	
GRAND TOTAL	28 096	33 344	51 120	1 668 626	5 106 981	3 101 854	60.7	21 700	649 707	364 966	12 225	72 402	280 343	56.2	

International Scheduled Services June 1976

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	Percentage of available
											Mail (000)	Cargo (000)		
Passenger Services														
British Airways Overseas Division	13 919	3 790	18 494	345 331	3 798 865	2 281 095	60.0	7 746	474 231	265 945	10 556	46 471	208 919	56.1
British Airways European Division	5 463	6 865	9 906	554 206	690 319	462 858	67.0	3 011	72 960	43 564	917	1 978	40 670	59.7
British Airways Regional Division	281	668	743	28 455	25 835	14 555	56.3	108	2 517	1 243	1	57	1 185	49.4
British Caledonian Airways	1 591	1 555	2 641	55 110	189 338	97 185	51.3	569	21 930	10 795	214	1 793	8 788	49.2
Air Anglia	372	744	1 173	14 940	15 279	7 107	46.5	73	1 558	747	—	36	711	47.9
Aurigny Air Services	117	1 937	651	19 396	1 767	1 179	66.7	59	162	98	—	3	95	60.3
British Air Ferries	127	652	527	13 286	4 667	2 461	52.7	1 056	671	441	—	217	224	65.7
British Island Airways	119	565	477	18 382	5 972	3 903	65.3	33	550	340	—	8	332	61.8
British Midland Airways	150	409	479	6 705	10 867	4 955	45.6	40	842	406	—	19	387	48.2
Brymon Airways	28	117	133	539	359	143	39.8	1	31	12	—	—	12	39.4
Dan-Air Services	219	461	673	14 265	13 270	7 385	55.6	—	1 083	603	—	—	603	55.6
Intra Airways	27	234	140	5 325	1 185	675	56.9	—	96	50	—	—	50	52.5
TOTAL Passenger Services	22 414	17 997	36 036	1 075 940	4 757 725	2 883 501	60.6	12 696	576 630	324 243	11 688	50 582	261 974	56.2
Cargo Services														
British Airways Overseas Division	949	292	1 306					2 726	31 102	17 704	248	17 459		56.9
British Airways European Division	274	342	416					1 624	3 381	1 323	38	1 285		39.1
British Caledonian Airways	87	29	117					328	3 034	1 799	20	1 779		59.3
Air Freight	32	150	158					313	106	65	—	65		61.6
British Island Airways	37	78	127					91	170	57	—	57		33.3
TOTAL Cargo Services	1 378	891	2 123					5 082	37 793	20 948	306	20 645		55.4
GRAND TOTAL	23 792	18 888	38 160	1 075 940	4 757 725	2 883 501	60.6	17 778	614 422	345 191	11 994	71 226	261 974	56.2

Domestic Scheduled Services June 1976

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways European Division	1 086	2 410	2 413	194 369	139 478	90 572	64.9	494	14 611	7 955	38	200	7 716	54.4
British Airways Regional Division	1 450	4 770	4 327	214 594	113 010	73 099	64.7	712	10 499	6 285	36	155	6 095	59.9
British Airways Helicopters	25	408	132	10 584	796	646	81.1	10	56	51	—	1	50	91.2
British Caledonian Airways	435	937	1 022	39 718	35 856	18 000	50.2	402	3 696	1 738	133	79	1 526	47.0
Air Anglia	151	612	546	8 565	6 030	3 925	65.1	—	614	393	—	—	393	63.9
British Island Airways	250	1 462	1 014	42 237	12 485	7 394	59.2	174	1 149	658	1	27	630	57.3
British Midland Airways	409	1 323	1 406	53 364	27 212	16 729	61.5	61	2 217	1 326	—	20	1 306	59.8
Brymon Airways	51	339	268	2 537	700	443	63.3	2	64	38	—	—	38	59.5
Dan-Air Services	208	919	755	21 529	11 929	6 483	54.4	—	980	528	—	—	528	53.9
Intra Airways	20	61	90	1 815	893	606	67.9	—	72	46	—	—	46	63.1
Loganair	81	672	395	3 374	868	458	52.7	—	79	42	—	—	42	52.7
TOTAL Passenger Services	4 166	13 913	12 369	592 686	349 255	218 353	62.5	1 855	34 035	19 058	208	481	18 369	56.0
Cargo Services														
British Airways European Division	29	52	68					549	543	306	1	304		56.2
Air-Bridge Carriers	31	107	182					631	371	225	—	225		60.5
British Island Airways	54	220	211					497	247	123	21	102		49.8
Intra Airways	24	164	130					388	88	64	—	64		72.6
TOTAL Cargo Services	137	543	591					2 067	1 249	717	22	695		57.4
GRAND TOTAL	4 304	14 456	12 960	592 686	349 255	218 353	62.5	3 922	35 285	19 775	230	1 176	18 369	56.0

All Non-scheduled Services June 1976

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	788	169	1 063	23 018	175 644	141 746	80.7	—	19 941	13 239	—	13 239	66.4
British Airways European Division	556	520	1 002	31 713	54 863	40 111	73.1	901	7 847	4 492	978	3 514	57.2
British Airtours	1 502	789	2 215	119 948	282 906	228 334	80.7	—	25 745	19 571	—	19 571	76.0
British Airways Regional Division	77	143	171	7 630	7 250	5 387	74.3	4	670	431	2	429	64.4
British Airways Helicopters	303	2 483	1 515	18 703	6 082	2 467	40.6	15	589	219	2	217	37.2
British Caledonian Airways	2 483	1 124	3 652	82 801	279 806	214 108	76.5	1 830	46 447	31 349	11 950	19 399	67.5
Air Anglia	66	182	195	378	459	137	29.9	—	46	14	—	14	29.9
Air Freight	34	77	154	596	391	198	50.6	19	100	61	47	15	61.3
Air-Bridge Carriers	50	150	198	—	—	—	—	515	523	224	224	—	42.9
Alidair	123	394	389	8 694	6 709	2 731	40.7	123	780	233	64	169	29.8
Beecham Imperial	18	25	31	115	146	78	53.1	—	13	7	—	7	55.3
Bristow Helicopters	466	3 463	2 931	26 697	7 585	4 068	53.6	213	642	401	36	365	62.5
Britannia Airways	3 282	2 140	5 205	233 251	426 663	358 194	84.0	—	36 282	30 451	—	30 451	83.9
British Air Ferries	45	78	168	1 183	1 082	692	64.0	68	285	140	79	61	49.2
British Executive Air Services	37	432	228	1 883	160	17	10.6	15	47	15	1	14	31.9
British Island Airways	55	123	175	735	284	223	78.6	63	244	113	95	17	46.2
British Midland Airways	636	627	1 161	44 386	102 142	56 582	55.4	72	8 512	4 813	270	4 543	56.5
Dan-Air Services	4 971	3 494	8 409	274 993	590 059	442 578	75.0	269	47 468	35 500	119	35 381	74.8
Fairflight Charters	102	190	390	1 103	790	557	70.5	16	79	55	10	45	69.6
Fitair	10	32	33	91	70	28	40.0	—	5	2	—	2	40.0
Green Shield Stamp	14	21	27	49	98	38	39.2	—	9	3	—	3	33.4
I D S Aircraft	62	92	127	340	371	251	67.7	—	34	19	—	19	55.9
International Aviation Service	581	229	996	—	—	—	—	2 142	18 497	12 012	12 012	—	64.9
Intra Airways	33	179	150	6 320	1 586	1 125	70.9	—	126	84	—	84	66.5
Laker Airways	2 275	918	3 203	100 184	438 772	305 597	69.6	—	43 795	29 949	—	29 949	68.4
Loganair	79	758	394	2 776	751	333	44.3	—	69	30	—	30	43.5
Lowland Aero Service	13	36	40	123	75	44	58.7	—	9	4	—	4	44.4
MAM Aviation	42	52	63	167	379	136	35.9	—	38	13	—	13	34.2
Management Aviation	15	81	76	372	143	79	55.2	32	23	10	4	6	43.5
McAlpine Aviation	292	428	452	1 149	2 321	811	34.9	—	236	75	—	75	31.8
Merlot International Airlines	13	29	30	54	86	46	53.5	—	8	4	—	4	48.9
Monarch Airlines	1 021	720	1 654	74 938	148 471	115 131	77.5	—	14 499	10 477	—	10 477	72.3
Moseley Aviation	10	38	34	175	59	52	88.1	—	5	4	—	4	80.0
Northern Air Taxis	17	49	57	149	118	50	42.4	—	11	4	—	4	36.4
Northern Executive Aviation	14	60	53	344	105	80	76.2	7	12	9	2	7	75.0
Peters Aviation	40	90	171	709	518	335	64.8	5	41	30	1	29	73.1
Ryburn Air	6	49	31	26	29	10	33.3	4	4	1	—	1	35.6
Thurston Aviation	69	176	235	230	343	94	27.4	10	40	10	3	7	25.0
Tradewinds Airways	474	187	963	—	—	—	—	1 519	12 508	7 646	7 646	—	61.1
Trans-Meridian Air Cargo	697	219	1 457	—	—	—	—	1 590	18 449	10 873	10 873	—	58.9
Vernair Transport	60	121	211	612	413	311	75.4	—	36	25	—	25	71.4
TOTAL	21 429	21 167	39 706	1 066 635	2 537 730	1 922 761	75.8	9 442	304 710	212 611	44 419	168 192	69.8
Class 5A Licence TOTAL	271	260	446	17 926	44 900	36 562	81.4	..	4 066	3 061	3	3 058	75.3
TOTAL Excludes 5A Licence	21 158	20 907	39 260	1 048 709	2 492 830	1 886 199	75.7	9 442	300 644	209 550	44 416	165 134	69.7

*Does not include cargo carried under Class 5 licences.

International Non-scheduled Services June 1976

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	788	169	1 063	23 018	175 644	141 746	80.7	—	19 941	13 239	—	13 239	66.4
British Airways European Division	552	513	994	31 391	54 407	39 956	73.4	901	7 802	4 478	978	3 500	57.4
British Airtours	1 502	789	2 215	119 948	282 906	228 334	80.7	—	25 745	19 571	—	19 571	76.0
British Airways Regional Division	58	74	114	5 652	5 965	4 808	80.6	—	564	384	1	383	68.2
British Airways Helicopters	303	2 483	1 515	18 703	6 082	2 467	40.6	15	589	219	2	217	37.2
British Caledonian Airways	2 483	1 124	3 652	82 801	279 806	214 108	76.5	1 830	46 447	31 349	11 950	19 399	67.5
Air Anglia	11	22	40	41	74	19	25.3	—	7	2	—	2	25.3
Air Freight	23	41	107	43	43	31	71.7	15	74	48	45	2	64.2
Air-Bridge Carriers	25	40	92	—	—	—	—	122	225	118	118	—	52.4
Alidair	75	255	237	7 222	5 256	2 203	41.9	1	489	129	5	124	26.4
Beecham Imperial	14	15	21	58	109	49	44.7	—	10	5	—	5	47.2
Bristow Helicopters	466	3 463	2 931	26 697	7 585	4 068	53.6	213	642	401	36	365	62.5
Britannia Airways	3 282	2 140	5 205	233 251	426 663	358 194	84.0	—	36 282	30 451	—	30 451	83.9
British Air Ferries	41	66	152	960	904	599	66.2	68	270	132	79	53	48.7
British Executive Air Services	37	432	228	1 883	160	17	10.6	15	47	15	1	14	31.9
British Island Airways	25	68	84	347	128	113	88.5	—	117	70	61	9	59.7
British Midland Airways	538	452	889	38 257	95 050	53 215	56.0	—	7 959	4 509	228	4 281	56.6
Dan-Air Services	4 863	3 190	8 088	270 619	586 501	441 241	75.2	128	47 010	35 312	40	35 272	75.1
Fairflight Charters	87	162	333	920	639	454	71.0	16	67	46	10	36	68.7
Fitair	6	18	19	52	42	15	35.7	—	3	1	—	1	33.3
Green Shield Stamp	10	11	20	29	72	28	39.7	—	7	2	—	2	29.0
I D S Aircraft	62	92	127	340	371	251	67.7	—	34	19	—	19	55.9
International Aviation Service	581	229	996	—	—	—	—	2 142	18 497	12 012	12 012	—	64.9
Intra Airways	29	130	125	4 892	1 417	1 024	72.2	—	112	76	—	76	68.0
Laker Airways	2 275	918	3 203	100 184	438 772	305 597	69.6	—	43 795	29 949	—	29 949	68.4
Lowland Aero Service	3	4	8	18	15	11	73.3	—	2	1	—	1	50.0
MAM Aviation	40	46	60	151	360	131	36.4	—	36	13	—	13	36.1
McAlpine Aviation	215	256	327	861	1 856	702	37.8	—	186	66	—	66	35.5
Merlot International Airlines	8	17	18	26	57	26	44.7	—	5	2	—	2	40.3
Monarch Airlines	1 021	720	1 654	74 938	148 471	115 131	77.5	—	14 499	10 477	—	10 477	72.3
Moseley Aviation	3	18	12	90	21	17	81.0	—	2	1	—	1	50.0
Northern Air Taxis	2	3	6	5	11	3	27.3	—	1	—	—	—	—
Northern Executive Aviation	2	4	7	26	20	14	70.0	—	2	1	—	1	50.0
Peters Aviation	35	74	149	644	457	311	67.9	1	35	28	1	27	77.7
Ryburn Air	6	49	31	26	29	10	33.3	4	4	1	—	1	35.6
Thurston Aviation	50	127	170	156	255	63	24.7	7	30	8	3	5	26.7
Tradewinds Airways	474	187	963	—	—	—	—	1 519	12 508	7 646	7 646	—	61.1
Trans-Meridian Air Cargo	697	219	1 457	—	—	—	—	1 590	18 449	10 873	10 873	—	58.9
Vernair Transport	4	6	14	30	26	20	78.9	—	2	2	—	2	70.6
TOTAL	20 697	18 626	37 328	1 044 279	2 520 175	1 914 976	76.0	8 595	302 496	211 654	44 089	167 565	70.0
Class 5A Licence TOTAL	264	244	429	17 220	44 528	36 292	81.5	..	4 034	3 041	3	3 038	75.4
TOTAL Excludes 5A Licence	20 433	18 382	36 898	1 027 059	2 475 647	1 878 684	75.9	8 595	298 462	208 613	44 086	164 527	69.9

*Does not include cargo carried under Class 5 licences.

Domestic Non-scheduled Services June 1976

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	4	7	8	322	456	155	34.0	—	45	14	—	14	30.2
British Airways Regional Division	18	69	58	1 978	1 285	579	45.1	4	106	47	1	46	44.2
Air Anglia	55	160	155	337	385	118	30.7	—	39	12	—	12	30.7
Air Freight	11	36	47	553	348	167	48.0	4	26	14	1	13	53.0
Air-Bridge Carriers	24	110	105	—	—	—	—	393	297	106	106	—	35.7
Alidair	49	139	152	1 472	1 453	528	36.3	122	291	104	59	44	35.5
Beecham Imperial	5	10	10	57	37	29	78.0	—	3	3	—	3	79.2
British Air Ferries	4	12	16	223	177	94	52.7	—	14	9	—	9	58.7
British Island Airways	30	55	91	388	156	110	70.5	63	126	42	34	8	33.6
British Midland Airways	98	175	271	6 129	7 092	3 368	47.5	72	553	305	42	263	55.1
Dan-Air Services	108	304	321	4 374	3 558	1 337	37.6	141	459	188	79	109	41.1
Fairflight Charters	15	28	57	183	151	103	68.2	—	12	9	—	9	75.0
Fitair	4	14	13	39	28	13	46.4	—	2	1	—	1	50.0
Green Shield Stamp	4	10	7	20	26	10	37.9	—	2	1	—	1	52.5
Intra Airways	4	49	25	1 428	169	101	60.0	—	14	8	—	8	54.6
Loganair	79	758	394	2 776	751	333	44.3	—	69	30	—	30	43.5
Lowland Aero Service	10	32	32	105	60	33	55.0	—	7	3	—	3	42.9
MAM Aviation	2	6	3	16	19	5	26.3	—	2	—	—	—	—
Management Aviation	15	81	76	372	143	79	55.2	32	23	10	4	6	43.5
McAlpine Aviation	77	172	125	288	465	109	23.4	—	50	9	—	9	18.0
Merlot International Airlines	4	12	12	28	29	20	70.8	—	3	2	—	2	65.9
Moseley Aviation	7	20	22	85	38	35	92.1	—	3	3	—	3	100.0
Northern Air Taxis	15	46	51	144	107	47	43.9	—	10	4	—	4	40.0
Northern Executive Aviation	12	56	46	318	85	66	77.6	7	10	8	2	6	80.0
Peters Aviation	5	16	22	65	61	25	40.7	3	6	3	1	2	46.1
Thurston Aviation	19	49	65	74	88	31	35.2	2	10	2	—	2	20.0
Vernair Transport	56	115	197	582	387	291	75.1	—	33	24	—	24	71.4
TOTAL	732	2 541	2 379	22 356	17 555	7 785	44.3	846	2 215	958	330	628	43.3
Class 5A Licence TOTAL	7	16	17	706	372	270	72.6	..	32	20	—	20	62.5
TOTAL Excludes 5A Licences	725	2 525	2 362	21 650	17 183	7 515	43.7	846	2 183	938	330	608	43.0

*Does not include cargo carried under Class 5 licences.

Class 2 Licence Operations June 1976

Table 24

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Available (000)	Tonne-km Used (000)	Percentage of available
				ABC	Other	Available (000)	Used (000)	Percentage of available			
International Services											
British Airways Overseas Division	488	102	662	15 988	—	115 889	89 822	77.5	13 412	8 325	62.1
British Caledonian Airways	885	178	1 143	19 391	—	166 307	125 470	75.4	16 188	11 361	70.2
Dan-Air Services	23	7	32	604	—	4 438	3 467	78.1	355	277	78.2
Laker Airways	933	188	1 211	31 566	4 831	274 911	177 154	64.4	28 008	17 692	63.2
TOTAL	2 329	475	3 049	67 549	4 831	561 544	395 913	70.5	57 963	37 656	65.0

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

Table 25

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km			Tonne-km			Number of IT passengers uplifted	
					Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available	Class 2	Class 4
International Services												
British Airways Overseas Division	81	18	112	3 083	15 117	13 667	90.4	1 697	1 244	73.3	—	—
British Airways European Division	305	229	491	23 526	41 507	33 289	80.2	4 129	2 901	70.2	—	—
British Airtours	1 227	708	1 850	107 150	230 743	184 598	80.0	20 999	15 771	75.1	—	1 373
British Airways Regional Div.	47	54	84	4 070	4 906	4 454	90.8	466	356	76.4	—	—
British Caledonian Airways	829	696	1 448	55 474	89 057	67 224	75.5	8 385	5 781	68.9	—	—
Alidair	2	2	4	64	118	65	55.4	10	6	56.9	—	—
Britannia Airways	3 149	1 975	4 971	217 430	409 387	346 742	84.7	34 812	29 476	84.7	—	—
Dan-Air Services	3 920	2 528	6 462	224 618	468 590	353 094	75.4	37 485	28 248	75.4	—	5 041
Intra Airways	14	37	50	1 473	851	566	66.5	65	43	65.2	—	—
Laker Airways	880	452	1 285	45 214	113 245	89 460	79.0	10 921	8 559	78.4	—	—
Monarch Airlines	898	620	1 445	66 842	132 777	103 518	78.0	12 960	9 414	72.6	—	—
TOTAL International Services	11 352	7 319	18 202	748 944	1 506 298	1 196 678	79.4	131 929	101 799	77.1	—	6 414
Domestic Services—NIL												
GRAND TOTAL	11 352	7 319	18 202	748 944	1 506 298	1 196 678	79.4	131 929	101 799	77.1	—	6 414

All Class 4 Licence Operations June 1976

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat-km		Tonne-km		
				IT	Other		Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	212	48	278	—	3 919	44 220	38 069	86.1	4 807	3 652	76.0
British Airways European Division	25	47	53	—	2 521	2 441	1 404	57.5	245	119	48.4
British Airtours	107	29	133	1 373	3 058	20 262	16 084	79.4	1 844	1 409	76.4
British Caledonian Airways	141	83	225	—	7 531	22 148	19 917	89.9	2 205	1 773	80.4
Alidair	5	10	15	—	570	336	287	85.4	31	24	77.9
Britannia Airways	53	34	88	—	1 962	6 862	3 086	45.0	585	263	45.0
British Island Airways	2	6	9	—	277	103	95	92.6	9	8	86.1
British Midland Airways	4	8	13	—	561	310	295	95.2	26	23	87.6
Dan-Air Services	854	548	1 430	5 041	37 720	107 456	81 090	75.5	8 595	6 459	75.1
Intra Airways	15	128	82	—	4 576	583	504	86.4	49	37	76.8
Laker Airways	319	238	535	—	16 167	28 432	22 082	77.7	2 556	2 008	78.5
Loganair	12	401	63	—	1 593	94	53	56.3	9	5	56.2
Monarch Airlines	96	72	165	—	6 151	11 728	8 869	75.6	1 152	814	70.7
TOTAL	1 845	1 652	3 088	6 414	86 606	244 975	191 834	78.3	22 112	16 594	75.1

International Class 4 Licence Operations June 1976

Table 26.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat-km		Tonne-km		
				IT	Other		Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	212	48	278	—	3 919	44 220	38 069	86.1	4 807	3 652	76.0
British Airways European Division	25	47	53	—	2 521	2 441	1 404	57.5	245	119	48.4
British Airtours	107	29	133	1 373	3 058	20 262	16 084	79.4	1 844	1 409	76.4
British Caledonian Airways	141	83	225	—	7 531	22 148	19 917	89.9	2 205	1 773	80.4
Alidair	5	10	15	—	570	336	287	85.4	31	24	77.9
Britannia Airways	53	34	88	—	1 962	6 862	3 086	45.0	585	263	45.0
British Island Airways	2	6	9	—	277	103	95	92.6	9	8	86.1
British Midland Airways	3	5	10	—	344	254	239	94.3	22	19	86.4
Dan-Air Services	854	548	1 430	5 041	37 720	107 456	81 090	75.5	8 595	6 459	75.1
Intra Airways	13	92	70	—	3 417	528	456	86.2	44	34	76.7
Laker Airways	319	238	535	—	16 167	28 432	22 082	77.7	2 556	2 008	78.5
Monarch Airlines	96	72	165	—	6 151	11 728	8 869	75.6	1 152	814	70.7
TOTAL	1 831	1 212	3 010	6 414	83 637	244 770	191 677	78.3	22 094	16 581	75.1

Domestic Class 4 Licence Operations June 1976

Table 26.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat-km		Tonne-km		
				IT	Other		Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Midland Airways	1	3	3	—	217	57	56	99.1	5	4	92.9
Intra Airways	2	36	12	—	1 159	54	48	88.4	5	4	78.4
Loganair	12	401	63	—	1 593	94	53	56.3	9	5	56.2
TOTAL	14	440	78	—	2 969	205	157	76.6	18	13	71.6

All Class 6 Licence Operations June 1976

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	8	16	18	93	103	47	45.9
British Caledonian Airways	478	120	636	1 607	14 868	9 493	63.9
Air-Bridge Carriers	27	120	123	467	321	129	40.1
Alidair	26	78	79	118	157	58	36.7
British Air Ferries	4	10	17	38	34	18	53.7
Dan-Air Services	52	120	124	270	261	119	45.6
International Aviation Service	280	96	440	1 331	61	7 795	81.5
Tradewinds Airways	224	106	469	682	5 929	4 267	72.0
Trans-Meridian Air Cargo	387	135	843	942	10 649	7 627	71.6
TOTAL	1 486	801	2 748	5 548	41 884	29 553	70.6

International Class 6 Licence Operations June 1976

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	8	16	18	93	103	47	45.9
British Caledonian Airways	478	120	636	1 607	14 868	9 493	63.9
Air-Bridge Carriers	6	17	28	80	58	27	46.2
British Air Ferries	4	10	17	38	34	18	53.7
Dan-Air Services	18	60	66	128	92	40	42.8
International Aviation Service	280	96	440	1 331	9 561	7 795	81.5
Tradewinds Airways	224	106	469	682	5 929	4 267	72.0
Trans-Meridian Air Cargo	387	135	843	942	10 649	7 627	71.6
TOTAL	1 405	560	2 517	4 901	41 296	29 314	71.0

Domestic Class 6 Licence Operations June 1976

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Air-Bridge Carriers	21	103	94	387	263	102	38.7
Alidair	26	78	79	118	157	58	36.7
Dan-Air Services	34	60	58	141	168	79	47.1
TOTAL	81	241	231	647	588	239	40.6

All Class 7 Licence Operations June 1976

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	303	2 483	1 515	18 703	6 082	2 467	40.6	15	589	219	2	217	37.2
Bristow Helicopters	466	3 463	2 931	26 697	7 585	4 068	53.6	213	642	401	36	365	62.5
British Executive Air Services	37	432	228	1 883	160	17	10.6	16	47	15	1	14	31.9
TOTAL	806	6 378	4 674	47 283	13 827	6 552	47.4	244	1 278	635	40	595	49.7

International Class 7 Licence Operations June 1976

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	303	2 483	1 515	18 703	6 082	2 467	40.6	15	589	219	2	217	37.2
Bristow Helicopters	466	3 463	2 931	26 697	7 585	4 068	53.6	213	642	401	36	365	62.5
British Executive Air Services	37	432	228	1 883	160	17	10.6	16	47	15	1	14	31.9
TOTAL	806	6 378	4 674	47 283	13 827	6 552	47.4	244	1 278	635	40	595	49.7

Domestic Class 7 Licence Operations June 1976

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
NIL.													

All Exempt Operations June 1976

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	7	1	10	28	418	189	45.2	—	26	18	—	18	69.2
British Airways European Division	218	228	441	5 666	10 914	5 419	49.6	809	3 370	1 425	930	495	42.3
British Airways Regional Division	24	77	73	1 885	1 589	559	35.2	4	131	46	1	45	35.1
British Caledonian Airways	71	22	90	372	1 641	1 099	66.9	224	2 043	1 626	1 528	98	79.6
Air Anglia	66	182	195	378	459	137	29.9	—	46	14	—	14	29.9
Air Freight	23	47	104	596	391	198	50.6	20	60	33	19	15	55.5
Air-Bridge Carriers	23	30	75	—	—	—	—	49	202	96	96	—	47.5
Alidair	30	74	94	1 733	2 036	698	34.3	6	185	61	3	59	33.1
Beecham Imperial	18	25	31	115	146	78	53.1	—	13	7	—	7	55.3
Britannia Airways	80	131	146	13 859	10 415	8 366	80.3	—	886	711	—	711	80.3
British Air Ferries	39	66	143	1 097	1 018	636	62.5	30	243	118	63	55	48.6
British Island Airways	25	45	80	50	—	—	—	64	114	34	34	—	30.1
British Midland Airways	101	177	282	6 167	7 306	3 528	48.3	72	569	317	42	275	55.7
Dan-Air Services	119	289	358	6 641	9 083	4 446	48.9	—	732	358	—	358	48.9
Fairflight Charters	102	190	390	1 103	790	557	70.5	17	79	55	10	45	69.6
Fitair	10	32	33	91	70	28	40.0	—	5	2	—	2	40.0
Green Shield Stamp	14	21	27	49	98	38	39.2	—	9	3	—	3	33.4
I D S Aircraft	62	92	127	340	371	251	67.7	—	34	19	—	19	55.9
International Aviation Service	277	125	517	—	—	—	—	812	7 842	3 336	3 336	—	42.5
Intra Airways	4	14	18	271	153	56	36.4	—	13	4	—	4	33.5
Laker Airways	142	40	172	2 406	22 184	16 902	76.2	—	2 311	1 690	—	1 690	73.1
Loganair	67	357	331	1 183	657	280	42.6	—	60	25	—	25	41.7
Lowland Aero Service	13	36	40	123	75	44	58.7	—	9	4	—	4	44.4
MAM Aviation	42	52	63	167	379	136	35.9	—	38	13	—	13	34.2
Management Aviation	15	81	76	372	143	79	55.2	32	23	10	4	6	43.5
McAlpine Aviation	292	428	452	1 149	2 321	811	34.9	—	236	75	—	75	31.8
Merlot International Airlines	13	29	30	54	86	46	53.5	—	8	4	—	4	48.9
Monarch Airlines	2	2	4	116	236	115	48.7	—	23	10	—	10	44.9
Moseley Aviation	10	38	34	175	59	52	88.1	—	5	4	—	4	80.0
Northern Air Taxis	17	49	57	149	118	50	42.4	—	11	4	—	4	36.4
Northern Executive Aviation	14	60	53	344	105	80	76.2	7	12	9	2	7	75.0
Peters Aviation	40	90	171	709	518	335	64.8	5	41	30	1	29	73.1
Ryburn Air	6	49	31	26	29	10	33.3	5	4	1	—	1	35.6
Thurston Aviation	69	176	235	230	343	94	27.4	10	40	10	3	7	25.0
Tradewinds Airways	250	81	494	—	—	—	—	837	6 578	3 379	3 379	—	51.4
Trans-Meridian Air Cargo	309	84	614	—	—	—	—	648	7 799	3 245	3 245	—	41.6
Vernair Transport	60	121	211	612	413	311	75.4	—	36	25	—	25	71.4
TOTAL	2 674	3 641	6 299	48 256	74 564	45 626	61.2	3 650	33 834	16 824	12 697	4 127	49.7

International Exempt Operations June 1976

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	7	1	10	28	418	189	45.2	—	26	18	—	18	69.2
British Airways European Division	215	221	433	5 344	10 459	5 263	50.3	809	3 324	1 412	930	481	42.5
British Airways Regional Division	7	12	19	222	491	125	25.4	—	42	10	—	10	23.9
British Caledonian Airways	71	22	90	372	1 641	1 099	66.9	224	2 043	1 626	1 528	98	79.6
Air Anglia	11	22	40	41	74	19	25.3	—	7	2	—	2	25.3
Air Freight	12	11	57	43	43	31	71.7	15	34	20	17	2	57.5
Air-Bridge Carriers	20	23	64	—	—	—	—	43	167	91	91	—	54.6
Alidair	8	13	21	261	583	170	29.2	2	51	15	1	14	30.2
Beecham Imperial	14	15	21	58	109	49	44.7	—	10	5	—	5	47.2
Britannia Airways	80	131	146	13 859	10 415	8 366	80.3	—	886	711	—	711	80.3
British Air Ferries	35	54	128	874	840	542	64.6	30	228	110	63	47	48.0
British Midland Airways	5	7	16	308	299	232	77.4	—	25	18	—	18	73.4
Dan-Air Services	44	45	95	2 267	5 524	3 109	56.3	—	442	249	—	249	56.3
Fairflight Charters	87	162	333	920	639	454	71.0	17	67	46	10	36	68.7
Fitair	6	18	19	52	42	15	35.7	—	3	1	—	1	33.3
Green Shield Stamp	10	11	20	29	72	28	39.7	—	7	2	—	2	29.0
I D S Aircraft	62	92	127	340	371	251	67.7	—	34	19	—	19	55.9
International Aviation Service	277	125	517	—	—	—	—	812	7 842	3 336	3 336	—	42.5
Intra Airways	1	1	5	2	38	2	5.6	—	3	—	—	—	6.5
Laker Airways	142	40	172	2 406	22 184	16 902	76.2	—	2 311	1 690	—	1 690	73.1
Lowland Aero Service	3	4	8	18	15	11	73.3	—	2	1	—	1	50.0
MAM Aviation	40	46	60	151	360	131	36.4	—	36	13	—	13	36.1
McAlpine Aviation	215	256	327	861	1 856	702	37.8	—	186	66	—	66	35.5
Merlot International Airlines	8	17	18	26	57	26	44.7	—	5	2	—	2	40.3
Monarch Airlines	2	2	4	116	236	115	48.7	—	23	10	—	10	44.9
Moseley Aviation	3	18	12	90	21	17	81.0	—	2	1	—	1	50.0
Northern Air Taxis	2	3	6	5	11	3	27.3	—	1	—	—	—	—
Northern Executive Aviation	2	4	7	26	20	14	70.0	—	2	1	—	1	50.0
Peters Aviation	35	74	149	644	457	311	67.9	1	35	28	1	27	77.7
Ryburn Air	6	49	31	26	29	10	33.3	5	4	1	—	1	35.6
Thurston Aviation	50	127	170	156	255	63	24.7	8	30	8	3	5	26.7
Tradewinds Airways	250	81	494	—	—	—	—	837	6 578	3 379	3 379	—	51.4
Trans-Meridian Air Cargo	309	84	614	—	—	—	—	648	7 799	3 245	3 245	—	41.6
Vernair Transport	4	6	14	30	26	20	78.9	—	2	2	—	2	70.6
TOTAL	2 044	1 797	4 246	29 575	57 586	38 267	66.5	3 451	32 257	16 138	12 606	3 532	50.0

Domestic Exempt Operations June 1976

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	4	7	8	322	456	155	34.0	—	45	14	—	14	30.2
British Airways Regional Division	17	65	54	1 663	1 097	434	39.6	4	89	36	1	35	40.3
Air Anglia	55	160	155	337	385	118	30.7	—	39	12	—	12	30.7
Air Freight	11	36	47	553	348	167	48.0	4	26	14	1	13	53.0
Air-Bridge Carriers	3	7	11	—	—	—	—	6	35	5	5	—	13.1
Alidair	22	61	72	1 472	1 453	528	36.3	4	134	46	2	44	34.2
Beecham Imperial	5	10	10	57	37	29	78.0	—	3	3	—	3	79.2
British Air Ferries	4	12	16	223	177	94	52.7	—	14	9	—	9	58.7
British Island Airways	25	45	80	50	—	—	—	64	114	34	34	—	30.1
British Midland Airways	96	170	267	5 859	7 007	3 296	47.0	72	545	299	42	257	54.9
Dan-Air Services	74	244	263	4 374	3 558	1 337	37.6	—	290	109	—	109	37.6
Fairflight Charters	15	28	57	183	151	103	68.2	—	12	9	—	9	75.0
Fitair	4	14	13	39	28	13	46.4	—	2	1	—	1	50.0
Green Shield Stamp	4	10	7	20	26	10	37.9	—	2	1	—	1	52.5
Intra Airways	3	13	13	269	115	53	46.6	—	9	4	—	4	42.9
Loganair	67	357	331	1 183	657	280	42.6	—	60	25	—	25	41.7
Lowland Aero Service	10	32	32	105	60	33	55.0	—	7	3	—	3	42.9
MAM Aviation	2	6	3	16	19	5	26.3	—	2	—	—	—	—
Management Aviation	15	81	76	372	143	79	55.2	32	23	10	4	6	43.5
McAlpine Aviation	77	172	125	288	465	109	23.4	—	50	9	—	9	18.0
Merlot International Airlines	4	12	12	28	29	20	70.8	—	3	2	—	2	65.9
Moseley Aviation	7	20	22	85	38	35	92.1	—	3	3	—	3	100.0
Northern Air Taxis	15	46	51	144	107	47	43.9	—	10	4	—	4	40.0
Northern Executive Aviation	12	56	46	318	85	66	77.6	7	10	8	2	6	80.0
Peters Aviation	5	16	22	65	61	25	40.7	4	6	3	1	2	46.1
Thurston Aviation	19	49	65	74	88	31	35.2	2	10	2	—	2	20.0
Vernair Transport	56	115	197	582	387	291	75.1	—	33	24	—	24	71.4
TOTAL	630	1 844	2 053	18 681	16 978	7358	43.3	200	1 577	687	91	595	43.5

Class 5 Operations for UK Operators June 1976

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)			
British Airtours	168	52	232	8 367	31 901	27 652	86.7	..	2 902	2 391	—	—	2 391	82.4	
British Airways Regional Div.	6	12	14	1 675	755	374	49.5	..	73	29	—	1	28	39.7	
Alidair	29	142	97	3 894	1 920	810	42.2	..	177	7	—	1	6	4.0	
British Island Airways	6	12	13	408	181	128	70.7	..	14	9	—	—	9	64.3	
British Midland Airways	37	18	51	1 672	6 363	4 756	74.7	..	540	372	—	1	371	68.9	
Dan-Air Services	3	2	4	369	493	481	97.6	..	39	39	—	—	39	100.0	
Monarch Airlines	22	22	35	1 541	3 287	2 361	71.8	..	321	214	—	—	214	66.7	
TOTAL	271	260	446	17 926	44 900	36 562	81.4	..	4 066	3 061	—	3	3 058	75.3	

Class 5 Operations for Non-UK Operators June 1976

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)			
British Caledonian Airways	80	25	111	—	—	—	—	..	2 757	1 314	—	1 314	—	47.7	
Air Freight	11	30	51	—	—	—	—	..	40	28	—	28	—	70.0	
Alidair	31	88	99	2 433	2 299	871	37.9	..	220	77	—	3	74	35.0	
British Air Ferries	2	2	7	36	44	36	81.8	..	8	4	—	—	4	50.0	
British Island Airways	22	60	74	—	—	—	—	..	106	61	—	61	—	57.5	
British Midland Airways	494	424	815	35 986	88 162	48 003	54.4	..	7 376	4 101	—	227	3 874	55.6	
International Aviation Service	24	8	40	—	—	—	—	..	1 094	881	—	881	—	80.5	
Monarch Airlines	3	4	5	288	443	268	60.5	..	43	24	—	—	24	55.8	
TOTAL	667	641	1 201	38 743	90 948	49 178	54.1	..	11 644	6 490	—	2 514	3 976	55.7	

Aircraft Type and Utilisation—All Airlines June 1976

Table 31.1

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1976	Daily utilisation per aircraft (hrs) Quarter ended June 1976
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	87	331	10	358	17	5 549	1 134	4	3.6
Aviation Traders Merchantman	429	—	533	—	742	—	—	5	5.1
AW650 Argosy	71	—	229	—	345	—	—	3	3.2
BAC 111-200	818	1 562	—	1 768	—	65 373	38 995	9	6.4
BAC 111-300/400	2 197	2 525	—	4 000	—	141 852	138 036	17	7.7
BAC 111-500	4 567	6 452	—	8 830	—	434 656	335 142	39	7.3
BAC Britannia-300	150	—	76	—	322	—	—	2	5.5
VC10 Standard	—	—	—	—	—	—	—	5	—
BAC VC10 Super	4 028	1 283	—	5 455	—	67 330	360 304	15	10.6
BAC Viscount-700	88	221	78	199	79	5 973	1 692	5	2.0
BAC Viscount-700D/800/810	1 483	4 942	29	4 865	36	186 528	60 438	31	4.8
BAC/Aerospatiale Concorde	176	31	—	134	—	1 799	10 303	2	1.5
Beagle 206	30	85	—	97	—	272	94	3	1.9
Beechcraft B80 Queen-Air	57	111	—	199	—	575	298	4	1.5
Bell 206 Jetranger	15	148	—	72	—	164	17	1	1.8
Bell 212 Twin	64	1 011	—	391	—	5 121	192	6	2.3
Boeing 707-120/120B	550	151	—	671	—	16 692	67 036	2	10.8
Boeing 707-320C/336	5 719	1 242	481	5 403	2 244	81 922	420 990	30	7.7
Boeing 707-420	2 247	957	—	3 372	—	132 777	330 562	13	6.5
Boeing 720/720B	534	338	—	821	—	43 962	72 892	3	8.8
Boeing 727-100	947	535	—	1 439	—	57 639	103 116	5	8.2
Boeing 737-200	3 282	2 140	—	5 205	—	233 251	358 194	14	10.4
Boeing 747	6 954	1 667	—	9 127	—	223 702	1 598 946	19	12.8
Britten-Norman Islander	143	1 448	11	723	11	5 561	562	12	2.2
Britten-Norman Trislander	185	2 219	—	977	—	21 411	1 655	12	2.8
Canadair CL 44	1 171	—	406	—	2 420	—	—	13	6.1
Cessna 340	6	49	—	31	—	26	10	1	1.0
Cessna 401/421	4	10	—	10	—	16	7	1	0.3
Cessna 500 Citation	52	57	—	93	—	240	222	2	0.9
DC10	1 364	258	—	1 745	—	58 179	294 216	5	9.3
DC3 Dakota/Pionair	141	410	353	342	388	9 780	1 497	13	2.0
DC8-54/55F Jet Trader	311	—	107	—	436	—	—	2	7.7
DH 104 Dove	43	45	29	93	74	315	168	2	2.8
DH 106 Comet 4B/C	1 852	1 107	—	3 040	—	96 730	161 888	17	5.2
DH 114 Heron	67	139	9	268	16	1 219	578	6	1.5
DHC 6 Twin-Otter	34	183	—	160	—	1 850	373	1	5.2
Fokker Friendship 100/600	473	1 224	—	1 517	—	23 156	10 830	7	8.4
HP Herald 100/200	710	2 849	403	2 272	492	81 771	16 814	18	4.6
HS 121 Trident 1C	365	612	1	739	1	39 101	23 239	10	2.2
HS 121 Trident 1E	323	545	—	653	—	44 367	25 887	3	6.5
HS 121 Trident 2E	1 700	1 238	—	2 595	19	84 614	118 103	15	5.8
HS 121 Trident 3B	2 624	3 481	—	5 056	—	319 500	245 966	26	6.1
HS 125	362	495	—	546	—	1 437	1 081	19	1.0
HS 748	522	1 579	120	1 693	124	35 903	12 143	10	5.4
Lockheed L1011 Tristar	919	650	—	1 435	—	106 787	161 060	7	5.6
PA23 Aztec/Apache	75	142	54	200	66	314	131	6	1.3
PA31 Navajo	182	506	7	611	6	1 367	546	13	1.6
Partenavia 68B	—	—	—	—	—	—	—	1	—
Riley Dove	13	26	—	43	—	182	90	1	1.7
Sikorsky 58T	120	990	33	718	24	7 173	815	9	2.4
Sikorsky S61N	598	3 678	—	3 328	—	41 173	6 029	32	3.4
Westland Wessex	49	1 007	—	349	—	4 608	224	4	2.5
TOTAL	48 901	50 679	2 969	81 643	7 862	2 691 917	4 982 514	505	5.5

Aircraft Type and Utilisation—Individual Airlines Table 31.2

June 1976

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1976	Daily utilisation per aircraft (hrs) Quarter ended June 1976
		Passenger	Cargo	Passenger	Cargo				
British Airways Overseas Division									
DC10	590	69	—	721	—	13 978	120 522	2	8.7
VC10 Standard	—	—	—	—	—	—	—	5	—
BAC VC10 Super	4 028	1 283	—	5 455	—	67 330	360 304	15	10.6
Lockheed L1011 Tristar	445	197	—	624	—	16 305	68 381	2	5.5
Boeing 707-320C/336	2 717	544	292	2 340	1 306	32 406	162 157	11	9.2
Boeing 707-420	746	168	—	1 157	—	12 829	102 228	4	6.1
Boeing 747	6 954	1 667	—	9 127	—	223 702	1 598 946	19	12.8
BAC/Aerospatiale Concorde	176	31	—	134	—	1 799	10 303	2	1.5
TOTAL	15 656	3 959	292	19 558	1 306	368 349	2 422 841	60	10.0
British Airways European Division									
BAC 111-500	1 788	3 782	—	3 843	—	242 069	112 110	18	6.8
HS 121 Trident 2E	1 700	1 238	—	2 595	19	84 614	118 103	15	5.8
Aviation Traders Merchantman	429	—	533	—	742	—	—	5	5.1
HS 121 Trident 1C	365	612	1	739	1	39 101	23 239	10	2.2
HS 121 Trident 3B	2 624	3 481	—	5 056	—	319 500	245 966	26	6.1
Lockheed L1011 Tristar	474	453	—	811	—	90 482	92 679	5	5.7
TOTAL	7 379	9 566	534	13 044	762	775 766	592 095	79	5.6
British Airtours									
Boeing 707-420	1 502	789	—	2 215	—	119 948	228 334	9	6.7
British Airways Regional Division									
HS 748	88	292	—	302	—	7 712	2 433	2	4.8
BAC Viscount-700D/800/810	887	3 352	1	3 024	1	128 815	37 319	20	4.7
BAC 111-300/400	518	1 429	—	1 207	—	72 175	27 982	7	5.7
HS 121 Trident 1E	323	545	—	653	—	44 367	25 887	3	6.5
TOTAL	1 816	5 618	1	5 186	1	253 069	93 621	32	5.1
British Airways Helicopters									
Sikorsky S61N	276	2 119	—	1 375	—	26 221	2 941	13	3.1
Bell 206 Jetranger	15	148	—	72	—	164	17	1	1.8
Sikorsky 58T	22	155	—	117	—	567	79	2	1.5
Bell 212 Twin	15	469	—	83	—	2 335	76	1	1.9
TOTAL	328	2 891	—	1 647	—	29 287	3 113	17	2.8
British Caledonian Airways									
BAC 111-200	606	1 285	—	1 347	—	50 487	26 804	7	6.4
BAC 111-500	1 301	1 531	—	2 432	—	90 198	87 181	12	7.1
Boeing 707-320C/336	2 654	520	189	2 575	938	33 553	214 346	11	10.2
TOTAL	4 562	3 336	189	6 354	938	174 238	328 330	30	8.1
Air Anglia									
Fokker Friendship 100/600	473	1 224	—	1 517	—	23 156	10 830	7	8.4
PA31 Navajo	116	314	—	397	—	727	338	4	2.7
TOTAL	589	1 538	—	1 914	—	23 883	11 169	11	5.9

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Flights Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1976	Daily utilisation per aircraft (hrs) Quarter ended June 1976
Air Freight									
DC3 Dakota/Pionair	65	38	189	54	258	596	198	7	1.5
Air-Bridge Carriers									
AW650 Argosy	71	—	229	—	345	—	—	3	3.2
BAC Viscount-700D/800/810	10	—	28	—	35	—	—	1	1.3
TOTAL	81	—	257	—	380	—	—	4	2.8
Alidair									
BAC Viscount-700	88	221	78	199	79	5 973	1 692	4	2.1
BAC Viscount-700D/800/810	35	95	—	110	—	2 721	1 039	1	2.8
TOTAL	123	316	78	309	79	8 694	2 731	5	2.3
Aurigny Air Services									
Britten-Norman Trislander	115	1 906	—	641	—	19 207	1 170	6	3.5
Britten-Norman Islander	2	31	—	10	—	189	9	2	0.5
TOTAL	117	1 937	—	651	—	19 396	1 179	8	2.8
Beecham Imperial									
HS 125	18	25	—	31	—	115	78	1	0.6
Bristow Helicopters									
Sikorsky S61N	322	1 559	—	1 953	—	14 952	3 088	19	3.7
Westland Wessex	49	1 007	—	349	—	4 608	224	4	2.5
Sikorsky 58T	83	787	—	550	—	6 234	657	6	2.8
Bell 212 Twin	12	110	—	80	—	903	99	1	3.0
TOTAL	466	3 463	—	2 932	—	26 697	4 068	30	3.3
Britannia Airways									
Boeing 737-200	3 282	2 140	—	5 205	—	233 251	358 194	14	10.4
British Air Ferries									
HP Herald 100/200	85	389	—	319	—	8 920	2 019	3	3.6
Aviation Traders Carvair	87	331	10	358	17	5 549	1 134	4	3.6
TOTAL	172	720	10	677	17	14 469	3 153	7	3.6
British Executive Air Services									
Bell 212 Twin	37	432	—	228	—	1 883	17	4	2.3
British Island Airways									
HP Herald 100/200	514	2 043	403	1 512	492	61 354	11 513	12	5.0
British Midland Airways									
HP Herald 100/200	111	417	—	441	—	11 497	3 282	3	4.5
BAC Viscount-700D/800/810	551	1 495	—	1 731	—	54 992	22 080	9	5.8
Boeing 707-320C/336	157	129	—	244	—	10 417	15 046	6	1.6
TOTAL	819	2 041	—	2 416	—	76 906	40 408	18	4.2

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1976	Daily utilisation per aircraft (hrs) Quarter ended June 1976
Brymon Airways									
Britten-Norman Islander	45	273	—	240	—	1 226	213	2	4.5
DHC 6 Twin-Otter	34	183	—	160	—	1 850	373	1	5.2
TOTAL	80	456	—	400	—	3 076	586	3	4.7
Dan-Air Services									
HS 748	434	1 287	120	1 391	124	28 191	9 711	8	5.5
BAC 111-200	212	277	—	421	—	14 886	12 191	2	6.3
BAC 111-300/400	729	518	—	1 284	—	30 386	45 186	5	7.4
BAC 111-500	990	757	—	1 722	—	71 413	93 612	6	7.9
DH 106 Comet 4B/C	1 852	1 107	—	3 040	—	96 730	161 888	17	5.2
Boeing 727-100	947	535	—	1 439	—	57 639	103 116	5	8.2
Boeing 707-320C/336	190	49	—	244	—	5 546	29 442	2	4.0
TOTAL	5 353	4 530	120	9 541	124	304 791	455 146	45	6.2
Fairflight Charters									
DH 114 Heron	27	51	7	101	12	510	243	2	2.3
DH 104 Dove	43	45	29	93	74	315	168	2	2.8
PA23 Aztec/Apache	19	32	—	67	—	96	56	—	1.9
Riley Dove	13	26	—	43	—	182	90	1	1.7
PA31 Navajo	—	—	—	—	—	—	—	1	0.8
TOTAL	102	154	36	304	86	1 103	557	6	2.3
Fitair									
PA31 Navajo	10	32	—	33	—	91	28	1	1.0
Green Shield Stamp									
HS 125	14	21	—	27	—	49	38	1	0.9
I D S Aircraft									
Cessna 500 Citation	52	57	—	93	—	240	222	2	0.9
PA31 Navajo	10	35	—	35	—	100	29	2	0.6
TOTAL	62	92	—	128	—	340	251	4	0.8
International Aviation Service									
BAC Britannia-300	150	—	76	—	322	—	—	2	5.5
DC8-54/55F Jet Trader	311	—	107	—	436	—	—	2	7.7
TOTAL	461	—	183	—	758	—	—	4	6.6
Intra Airways									
DC3 Dakota/Pionair	76	372	164	288	130	9 184	1 299	6	2.7
BAC Viscount 700	—	—	—	—	—	—	—	1	1.3
TOTAL	76	372	164	288	130	9 184	1 299	7	2.5
Laker Airways									
BAC 111-300/400	950	578	—	1 509	—	39 291	64 868	5	11.3
DC10	775	189	—	1 024	—	44 201	173 694	3	9.6
Boeing 707-120/120B	550	151	—	671	—	16 692	67 036	2	10.8
TOTAL	2 275	918	—	3 204	—	100 184	305 597	10	10.7

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Flights Cargo	Aircraft Hours Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1976	Daily utilisation per aircraft (hrs) Quarter ended June 1976
Loganair									
Britten-Norman Trislander	70	313	—	336	—	2 204	485	6	2.0
Britten-Norman Islander	90	1 117	—	453	—	3 946	305	7	2.2
TOTAL	159	1 430	—	789	—	6 150	790	13	2.1
Lowland Aero Service									
Beagle 206	13	36	—	40	—	123	44	1	1.8
MAM Aviation									
HS 125	42	52	—	63	—	167	136	1	1.9
Management Aviation									
Sikorsky 58T	15	48	33	51	24	372	79	1	2.0
McAlpine Aviation									
Cessna 401/421	4	10	—	10	—	16	7	1	0.3
HS 125	275	368	—	395	—	1 052	783	13	0.9
PA23 Aztec/Apache	13	50	—	47	—	81	21	2	0.8
TOTAL	292	428	—	452	—	1 149	811	16	0.8
Merlot International Airlines									
HS 125	13	29	—	30	—	54	46	3	1.1
Monarch Airlines									
BAC 111-500	487	382	—	833	—	30 976	42 239	3	9.2
Boeing 720/720B	534	338	—	821	—	43 962	72 892	3	8.8
TOTAL	1 021	720	—	1 654	—	74 938	115 131	6	9.0
Moseley Aviation									
PA31 Navajo	10	38	—	34	—	175	52	1	1.2
Northern Air Taxis									
Beagle 206	17	49	—	57	—	149	50	2	2.0
Northern Executive Aviation									
Britten-Norman Islander	7	27	11	20	11	200	34	1	1.7
PA31 Navajo	7	22	—	22	—	144	46	1	0.9
TOTAL	14	49	11	42	11	344	80	2	1.2
Peters Aviation									
DH 114 Heron	40	88	2	167	4	709	335	4	1.3
Ryburn Air									
Cessna 340	6	49	—	31	—	26	10	1	1.0
Partenavia 68B	—	—	—	—	—	—	—	1	—
TOTAL	6	49	—	31	—	26	10	2	0.8

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1976	Daily utilisation per aircraft (hrs) Quarter ended June 1976
		Passenger	Cargo	Passenger	Cargo				
Thurston Aviation									
PA23 Aztec/Apache	40	50	54	74	66	100	41	2	1.6
PA31 Navajo	29	65	7	90	6	130	53	3	1.2
TOTAL	69	115	61	164	72	230	94	5	1.4
Tradewinds Airways									
Canadair CL 44	474	—	187	—	963	—	—	5	6.3
Trans-Meridian Air Cargo									
Canadair CL 44	697	—	219	—	1 457	—	—	8	6.0
Vernair Transport									
PA23 Aztec/Apache	3	10	—	12	—	37	13	2	0.8
Beechcraft B80 Queen-Air	57	111	—	199	—	575	298	4	1.5
TOTAL	60	121	—	211	—	612	311	6	1.5
GRAND TOTAL	48 901	50 679	2 969	81 643	7 862	2 691 917	4 982 514	505	5.5

Operations Subject to Variable Charge by Type of Licence June 1976

Table 32

Type of Licence or Service	Tonne-km available (000)	Total (000)	Cargo (000)	Tonne-kilometres used Passengers (000)	As percentage of available
Chargeable Operations (Own Aircraft)					
Class 1	648 773	364 477	84 619	279 863	56.1
Class 2	57 963	37 656	—	37 656	64.9
Class 3	131 872	101 763	—	101 763	77.1
Class 4	22 091	16 576	—	16 576	75.0
Class 5A	3 714	2 808	3	2 805	75.6
Class 6	40 981	28 975	28 587	388	70.7
Class 7	1 197	603	38	565	50.3
TOTAL	906 592	552 858	113 247	439 616	60.9
Non-chargeable Operations					
Aircraft hired from					
Foreign Operators	9 078	4 967	1 878	3 090	54.7
Exempt Services	31 228	15 638	11 539	4 099	50.0
Class 5B	6 417	3 537	2 367	1 170	55.1
Small Aircraft Operations	470	247	6	241	52.5
TOTAL	47 193	24 389	15 790	8 599	51.6
GRAND TOTAL	953 785	577 247	129 036	448 215	60.5

Output by Type of Licence and Aircraft Ownership June 1976

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	649 154	480	73	649 707
Class 2	57 963	—	—	57 963
Class 3	131 872	57	—	131 929
Class 4	22 100	13	—	22 113
Class 6	40 981	—	903	41 884
Class 7	1 278	—	—	1 278
Exempt Services	31 228	83	2 523	33 834
TOTAL	934 576	633	3 499	938 707
Class 5A	3 714	—	352	4 066
Class 5B	6 417	—	5 227	11 644
TOTAL	10 131	—	5 579	15 710
GRAND TOTAL	944 707	633	9 078	954 417

Passenger Analysis by Type of Licence and Fare Category June 1976

Table 34

Type of Licence or Service	First Class	Fare Categories					ABC	IT	Other	Total Passengers
		Total	Individually Booked Economy	ITX	Other Fares	Other				
SCHEDULED										
Class 1 All	44 833	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 668 626
International	44 833	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 075 940
Domestic	—	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	592 686
<hr/>										
NON-SCHEDULED										
Class 2 All	—	—	—	—	—	67 549	—	4 831	—	72 380
International	—	—	—	—	—	67 549	—	4 831	—	72 380
Domestic	—	—	—	—	—	—	—	—	—	—
Class 3 All	—	—	—	—	—	—	726 819	22 125	—	748 944
International	—	—	—	—	—	—	726 819	22 125	—	748 944
Domestic	—	—	—	—	—	—	—	—	—	—
Class 4 All	—	—	—	—	—	—	23 082	63 224	—	86 306
International	—	—	—	—	—	—	23 082	60 255	—	83 337
Domestic	—	—	—	—	—	—	—	2 969	—	2 969
Class 7 All	—	—	—	—	—	—	—	47 283	—	47 283
International	—	—	—	—	—	—	—	47 283	—	47 283
Domestic	—	—	—	—	—	—	—	—	—	—
Exempt All	—	—	—	—	—	—	—	48 256	—	48 256
International	—	—	—	—	—	—	—	29 575	—	29 575
Domestic	—	—	—	—	—	—	—	18 681	—	18 681
TOTAL NON-SCHEDULED										
All	—	—	—	—	—	67 549	749 901	185 719	—	1 003 169
International	—	—	—	—	—	67 549	749 901	164 069	—	981 519
Domestic	—	—	—	—	—	—	—	21 650	—	21 650

(a) Under revision.

Appendix A Definitions—Traffic Statistics

MOVEMENTS AT AIRPORTS

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

AIR PASSENGERS

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

TYPES OF SERVICES

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

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

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

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

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

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

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

CLASSES OF LICENCE

Class 1 authorises scheduled service flights;

Class 2 authorises advance booking charter flights;

Class 3 authorises inclusive tour charter flights;

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

Class 5 authorises substitute charter flights;

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

Class 7 authorises sole-use charter flights.

NB These definitions are not intended as a comprehensive statement of each type of licence. They define the general purpose of the types of flights authorised by each class of licence. The specification for each class of licence is published in the Civil Aviation Authority Official Record Series 1.

Exempt operations are operations for which a licence is not required. The Civil Aviation Authority in pursuance of its powers under paragraph (a) of Section 21 (2) of the Civil Aviation Act 1971 has by an instrument dated 29 March 1972 and later instruments specified a number of types of flights for which a licence is not required. The specifications of such flights are published in the Authority's Official Record Series 1 but typical examples are ambulance flights, aircrew training and test flights, Government charters, helicopters carrying externally suspended loads, etc.

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

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

Appendix B Measures and their Computation

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

Aircraft accident	An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or (b) the aircraft incurs damage or structural failure which adversely affects the structure strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component.
Aircraft days available	The sum of the number of days each aircraft is available for use during the year. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of service due to major accidents or conversion, days when an aircraft is in possession of others or is not available because of government action such as grounding by government regulatory agencies.
Aircraft departures	The number of take-offs of aircraft. For statistical uses, departures are equal to the number of landings made or flight-stages flown.
Aircraft hours	An aircraft hour is said to be performed when an aircraft operates one hour; aircraft hours are measured on the basis of block-to-block time.
Aircraft hours flown per day	This is an average per aircraft measure computed by dividing the actual hours of use by the number of days on which the aircraft are available.
Aircraft kilometres performed	Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.
Aircraft movements	An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.
All cargo services	Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, i.e. freight, baggage, mail.
Baggage	Personal property of passengers and crew carried on an aircraft by agreement with the operator.
Block-to-block/ chock-to-chock time	The total number of hours (and minutes) measured from the time the aircraft moves from the loading point until it stops at the unloading point.
Capacity offered per aircraft hour	This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft hours of flight.
Capacity offered per flight	This is an average per aircraft computed by dividing the tonne-kilometres available by the related number of aircraft departures.
Cargo (or mail) tonne-kilometres performed	A metric tonne of cargo carried one kilometre. Cargo tonne-kilometres equal the sum of the products obtained by multiplying the number of tonnes of cargo, diplomatic bags carried on each flight stage by the stage distance. Mail tonne-kilometres are computed in the same way.

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

Seats available per aircraft	This is an average per aircraft computed by dividing the seat-kilometres available by the related aircraft kilometres flown.
Speed flown per aircraft	This is an average per aircraft measure computed by dividing the aircraft kilometres flown by the related aircraft hours of flight.
Stage distance flown per aircraft	The average stage distance flown per aircraft is computed by dividing the aircraft kilometres flown by the related number of aircraft departures.
Tonne-kilometres available	A metric tonne of available payload space flown one kilometre. Tonne-kilometres available equals the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers, cargo and mail) on each flight stage by the stage distance.
Tonne-kilometres performed	A metric tonne of revenue load carried one kilometre. Tonne-kilometres performed equals the sum of the products obtained by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance.
Tonnes available	The capacity of the aircraft for the carriage of payload measured in tonnes.
Weight load factor	Tonne-kilometres performed divided by tonne-kilometres available and expressed as a percentage.