

**Civil Aviation Authority**



**CAP 406**

# **CAA Annual Statistics 1976**

**STATISTICS BRANCH LIBRARY**

PLEASE RETURN THIS BOOK,  
AS SOON AS POSSIBLE,  
TO ROOM T406/7.

**CAP 406**

**CAA Annual Statistics 1976**

© Civil Aviation Authority 1977

ISBN 0 86039 047 0

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

# Foreword

- 1 CONTENT** *CAA Annual 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.

## 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

- 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 Annual 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 long 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 Appendices A and B.

## 3 ENQUIRIES

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

Civil Aviation Authority  
Room T 420  
Space House  
43/59 Kingsway  
London WC2B 6TE  
Tel. 01 379 7311 Ext. 2475

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

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

## 4 OTHER CIVIL AVIATION STATISTICS

- 4.1 Statistics for the period from January 1968 to December 1972 were published in the Civil Aviation Series of the Department of Trade & Industry's *Business Monitors*.

The series comprise:

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

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

- 4.2 Subsequent statistics (except those relating to airline finances) have been published in 'CAA Monthly Statistics', obtainable from the Civil Aviation Authority at the address given in para. 3.2.
- 4.3 Subsequent statistics relating to airline finances were published separately in 'Financial Results of United Kingdom Airlines 1968–74' (CAP 376), also obtainable from the address given in para. 3.2.
- 4.4 Annual statistics for 1973 were published in 'CAA Annual Statistics 1973' (CAP 375), obtainable from the address given in para. 3.2. Annual Statistics for 1974 and 1975 were published in 'CAA Annual Statistics for 1974 and 1975' (CAP 386), obtainable from the same address.
- 4.5 In the 1976 Edition of the Annual Statistics Tables 3.12 and 3.22 have been expanded so as to enable freight carried on pure cargo flights to be separated from that carried on passenger/cargo flights, and to show a breakdown between International and Domestic and Scheduled and Non-Scheduled traffic.
- 4.6 Table 3.23 has been compiled from data collected during a series of Origin and Destination Surveys carried out in the last five years. The most recent publication summarising the results of these surveys was CAP 394 'Passengers at Major Airports in Scotland and Central England', obtainable from the address given in para. 3.2. A new publication covering the results of the Survey undertaken in 1976 will be published during the second half of 1977.

# Contents

## Foreword

## Part I—UK Airlines—Operating, Traffic and Personnel Statistics

### Tables

1.1	Size Structure of UK Airlines: Years ended 31 December 1971 and 1976	2
1.2	Main output of UK Airlines 1946–1976	3
1.3	Scheduled Services by UK Airlines 1966–1976	4
1.4	Non-scheduled services by UK Airlines 1966–1976	5

### Scheduled Services

1.5.1	All Scheduled Services 1976	6
1.5.2	International Scheduled Services 1976	7
1.5.3	Domestic Scheduled Services 1976	8

### Non-Scheduled Services

1.6.1	All Non-Scheduled Services 1976	9
1.6.2	International Non-Scheduled Services 1976	10
1.6.3	Domestic Non-Scheduled Services 1976	11
1.7	Class 2 Licence Operations 1976	12
1.8	Class 3 Licence Operations 1976	12
1.9.1	All Class 4 Licence Operations 1976	13
1.9.2	International Class 4 Licence Operations 1976	13
1.9.3	Domestic Class 4 Licence Operations 1976	13
1.10.1	All Class 6 Licence Operations 1976	14
1.10.2	International Class 6 Licence Operations 1976	14
1.10.3	Domestic Class 6 Licence Operations 1976	14
1.11.1	All Class 7 Licence Operations 1976	15
1.11.2	International Class 7 Licence Operations 1976	15
1.11.3	Domestic Class 7 Licence Operations 1976	15
1.12.1	All Exempt Operations 1976	16
1.12.2	International Exempt Operations 1976	17
1.12.3	Domestic Exempt Operations 1976	18
1.13.1	Class 5 Operations for UK Operators 1976	19
1.13.2	Class 5 Operations for Non-UK Operators 1976	19

### Aircraft Type and Utilisation

1.14.1	All Airlines 1976	20
1.14.2	Individual Airlines 1976	21–24

### Miscellaneous Traffic Statistics

1.15	Operations subject to Variable Charge by Type of Licence 1976	25
1.16	Output by Type of Licence and Aircraft Ownership 1976	25
1.17	Variable Licence Charges for Airline Operations 1976	26

### Personnel

1.18	UK Airline Personnel Costs (UK and Overseas) 1976	27
1.19	UK Airline Personnel Employed in Great Britain 1976	28

## Part 2—UK Airlines—Financial Results

### Introduction

		31
2.1	Financial Resources of UK Airlines 1968–1975	33
2.2	Revenues, Expenses and Profits of UK Airlines 1968–1976	34
2.3	Trends in UK Airlines' Operating Costs and Revenues 1968–1976	35
2.4	UK Airlines' Profit and Loss Summary 1968–1976	36–37
2.5	UK Airlines' Appropriation Account Summary 1968–1975	38–39
2.6	UK Airlines' Balance Sheet Summary 1968–1975	40–41
2.7	Individual Airline Profit and Loss Accounts 1975	42–49
2.8	Individual Airline Appropriation Accounts 1975	50
2.9	Individual Airline Balance Sheets 1975	51–60

# Contents *continued*

2.10	Operating and Traffic Statistics of Individual Airlines in Financial Year 1975 – All Operations	61
2.11	Operating and Traffic Statistics of Individual Airlines in Financial Year 1975 – Scheduled Services	62
2.12	Operating and Traffic Statistics of Individual Airlines in Financial Year 1975 – Non-Scheduled Services	62
<b>Part 3—UK Airports—Movements, Passengers and Cargo Statistics</b>		
3.1	Size Structure of UK Airports – Years ended 31 December 1971 and 1976	64
3.2	Main Output of UK Airports 1946–1976	65
3.3	Use of UK Airports 1962–1976	66
3.4	Movements at UK Airports by Purpose 1962–1976	66
3.5	Total Movements 1962–1976	67
3.6	Air Transport Movements 1962–1976	68
3.7	Terminal Air Passengers 1962–1976	69
3.8	Cargo 1962–1976	70
3.9	UK Passenger Movement by Air 1962–1976	71
3.10	Aircraft Movements 1976	72
3.11	Air Transport Movements by Type and Nationality of Operator 1976	73
3.12	Air Transport Movements 1976	74
3.13.1	Air Transport Landings Diverted From/To UK Reporting Airports 1976	75
3.13.2	Number and Rate of Diversions by Airport of Intended Landing 1976	76
3.14	Air Passengers by Type and Nationality of Operator 1976	77
3.15	International and Domestic Passenger Traffic 1975 and 1976	78
3.16	International Air Passenger Traffic to and from Airports 1975 and 1976	79–82
3.17	Passengers at UK Airports and Seaports 1975 and 1976	83
3.18	International Passengers at UK Airports and Seaports 1975 and 1976	83
3.19	Passengers from UK Airports on Inclusive Tour Flights Winter and Summer 1975/1976	84
3.20	Domestic Passengers by Main Routes 1976	85
3.21	Cargo by Type and Nationality of Operator 1976	86
3.22	Cargo carried on Passenger and All-Cargo Aircraft 1976	87
3.23	Passenger Movements between Planning Regions and Airports 1976	88
<b>Part 4—International Civil Aviation Statistics</b>		
4.1	World Airlines – Scheduled Services 1975	90
4.2	Traffic at Major World Airports 1975	91
4.3	Size Structure of Airports in the Western World 1975	92
4.4	Major European Airports – Aircraft Movements, Passengers and Cargo 1975	93
4.5	Indicators of the Changing Structure of Scheduled Air Traffic 1965–1976	94
<b>Part 5—Miscellaneous UK Statistics</b>		
5.1.1	Operating Statistics and Accident Data: Public Transport Passenger Carrying Services of UK Operators 1967–1976	96
5.1.2	Operating Statistics and Accident Data: All Public Transport Services (Passenger and Freight) of UK Operators 1967–1976	97
<b>Appendix A Definitions—Traffic Statistics</b>		99–100
<b>Appendix B Measures and their Computation</b>		101–103
<b>Appendix C Quarterly and Annual Returns of Airline Financial Statistics—Notes on Compilation</b>		105–111

## **Part I**

# **UK Airlines — Operating, Traffic and Personnel Statistics**



# Size Structure of UK Airlines

## Years ended 31 December 1971 and 1976

Table 1.1

	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of available tonne – kilometres of UK airlines this size and smaller
<b>1971</b>				
BOAC	3 279	47.03	100	100.00
BEA	1 068	15.32	98	52.97
British Caledonian Airways	994	14.26	96	37.65
British Airways	196	2.81	94	23.39
Dan-Air Services	182	2.61	92	20.58
Lloyd International Airways	154	2.21	91	17.97
Court Line Aviation	148	2.12	89	15.76
BEA Airtours	115	1.65	87	13.64
Laker Airways	109	1.56	85	11.99
Trans-Meridian Air Cargo	108	1.55	83	10.43
British Midland Airways	104	1.49	81	8.88
Tradewinds Airways	96	1.38	79	7.39
Donaldson International Airways	95	1.36	77	6.01
Monarch Airlines	82	1.18	75	4.65
Channel Airways	73	1.05	74	3.47
Cambrian Airways	52	0.75	72	2.42
Northeast Airlines	46	0.66	70	1.68
Invicta International Airways	19	0.27	68	1.02
British Island Airways	18	0.26	66	0.75
British Air Ferries	16	0.23	64	0.49
Others (33 airlines)	18	0.26	62	0.26
<b>1976</b>				
British Airways Overseas Division	5 060	52.00	100	100.00
British Airways European Division	1 165	11.97	98	48.00
British Caledonian Airways	841	8.64	95	36.03
Dan Air Services	476	4.89	93	27.39
Laker Airways	386	3.97	91	22.49
Britannia Airways	343	3.53	89	18.52
International Aviation Services	296	3.04	86	14.99
Trans-Meridian Air Cargo	235	2.42	84	11.95
British Airtours	216	2.22	82	9.54
Tradewinds Airways	156	1.60	80	7.32
British Airways Regional Division	152	1.56	77	5.71
Monarch Airlines	148	1.52	75	4.15
British Midland Airways	142	1.46	73	2.63
Air Anglia	27	0.28	70	1.17
British Island Airways	24	0.25	68	0.89
Alidair	11	0.11	66	0.65
British Air Ferries	11	0.11	64	0.53
Others (27 airlines)	41	0.42	61	0.42

# Main Output of UK Airlines 1946-1976

Table 1.2

	Total Available Tonne-km (000 000)	Percentage growth on prev. year	Scheduled services Available Tonne-km (000 000)	Percentage growth on prev. year	Non-scheduled services Available Tonne-km (000 000)	Percentage growth on prev. year
1946	..	—	110	—	..	—
1947	..	..	150	36.4	..	..
1948	..	..	204	36.0	..	..
1949	..	..	225	10.3	..	..
1950	..	..	297	32.0	..	..
1951	..	..	355	19.5	..	..
1952	..	..	395	11.3	..	..
1953	..	..	445	12.7	..	..
1954	..	..	464	4.3	..	..
1955	..	..	575	23.9	..	..
1956	..	..	638	11.0	..	..
1957	..	..	729	14.3	..	..
1958	..	..	824	13.0	..	..
1959	..	..	941	14.2	..	..
1960	..	..	1 191	26.6	..	..
1961	1 990	..	1 575	32.2	415	..
1962	2 215	11.3	1 784	13.3	431	3.9
1963	2 439	10.1	1 953	9.5	486	12.8
1964	2 879	18.0	2 275	16.5	604	24.3
1965	3 325	15.5	2 664	17.1	661	9.4
1966	3 851	15.8	2 993	12.4	858	29.8
1967	4 016	4.3	3 145	5.1	871	1.5
1968	4 214	4.9	3 256	3.5	958	10.0
1969	4 927	16.9	3 748	15.1	1 179	23.1
1970	5 782	17.4	4 129	10.2	1 653	40.2
1971	6 973	20.6	4 591	11.2	2 382	44.1
1972	8 249	18.3	5 399	17.6	2 850	19.7
1973	9 003	9.1	5 953	10.3	3 051	7.0
1974	8 283	-8.0	5 745	-3.5	2 538	-16.8
1975	8 927	7.8	5 984	4.2	2 943	16.0
1976	9 727	9.0	6 602	10.3	3 125	6.2
<b>Mean rates of growth (percentages)</b>						
1946-50	..		27.1		..	
1951-55	..		11.9		..	
1956-60	..		16.2		..	
1961-65	13.8		13.9		13.5	
1966-70	10.8		8.5		17.5	
1971-75	5.1		6.1		3.1	
<b>Last 20 years</b>						
10 years	11.0		9.0		16.5	
5 years	3.1		4.1		1.4	

# Scheduled Services by UK Airlines 1966-1976

Table 1.3

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Tonne-km available (000 000)	Total	Mail (000 000)	Tonne-km used Freight (000 000)	Passenger (000 000)	As percentage of available
<b>All Services</b>									
1966	22 128.4	13 349.1	60.3	2 992.6	1 594.8	64.1	384.3	1 146.4	53.3
1967	24 106.1	14 069.3	58.4	3 144.9	1 678.6	64.4	399.6	1 214.6	53.4
1968	25 092.1	14 094.7	56.2	3 255.9	1 715.1	70.0	421.4	1 223.7	52.7
1969	28 245.2	16 237.3	57.5	3 748.3	2 025.7	83.7	531.0	1 411.0	54.0
1970	31 079.8	17 432.1	56.1	4 128.9	2 116.0	97.4	493.8	1 524.8	51.2
1971	34 377.8	18 663.9	54.3	4 591.5	2 270.0	88.9	541.0	1 639.1	49.4
1972	40 659.3	22 169.5	54.5	5 399.3	2 730.1	102.2	680.4	1 947.5	50.6
1973	45 551.5	26 187.2	57.5	5 953.3	3 210.7	111.3	795.8	2 303.6	53.9
1974	44 190.8	25 396.8	57.5	5 744.6	3 165.5	118.5	786.0	2 261.0	55.1
1975	45 922.6	27 554.8	60.0	5 983.7	3 316.5	132.1	725.3	2 459.1	55.4
1976	51 668.2	31 078.1	60.1	6 602.4	3 725.6	144.8	774.9	2 806.0	56.4
<b>International Services</b>									
1966	19 133.0	11 504.5	60.1	2 701.3	1 420.8	61.0	361.6	998.2	52.6
1967	20 916.4	12 127.5	58.0	2 839.6	1 497.0	61.7	376.8	1 058.5	52.7
1968	21 968.2	12 234.1	55.7	2 955.5	1 536.5	67.3	395.5	1 073.7	52.0
1969	25 220.0	14 328.9	56.8	3 455.9	1 844.0	81.0	505.5	1 257.5	53.4
1970	27 912.6	15 440.2	55.3	3 818.5	1 931.9	94.4	474.0	1 363.5	50.6
1971	31 172.4	16 692.2	53.5	4 272.4	2 086.7	86.4	523.4	1 476.9	48.8
1972	37 260.6	20 002.5	53.7	5 054.6	2 526.3	99.1	658.7	1 768.5	50.0
1973	41 825.6	23 745.9	56.8	5 568.7	2 984.4	108.0	771.1	2 105.3	53.6
1974	40 612.0	23 140.8	57.0	5 375.1	2 951.8	115.5	763.9	2 072.4	54.9
1975	42 536.2	25 398.4	59.7	5 639.5	3 117.7	129.3	711.1	2 277.3	55.3
1976	47 845.0	28 751.6	60.1	6 214.6	3 513.4	142.1	761.3	2 610.1	56.5
<b>Domestic Services</b>									
1966	2 995.4	1 844.6	61.6	291.3	173.9	3.1	22.6	148.2	59.7
1967	3 189.7	1 941.7	60.9	305.3	181.6	2.7	22.8	156.1	59.5
1968	3 123.9	1 860.6	59.6	300.4	178.6	2.7	25.9	150.0	59.5
1969	3 025.1	1 908.4	63.1	292.4	181.7	2.7	25.5	153.5	62.1
1970	3 167.3	1 991.9	62.9	310.4	184.0	2.9	19.8	161.3	59.3
1971	3 205.3	1 971.8	61.5	319.0	182.3	2.5	17.6	162.2	57.1
1972	3 398.8	2 167.0	63.8	344.7	203.8	3.0	21.8	179.0	59.1
1973	3 725.9	2 441.2	65.5	384.7	226.3	3.3	24.7	198.3	58.8
1974	3 578.8	2 256.1	63.0	369.5	213.7	3.0	22.1	188.6	57.8
1975	3 386.4	2 156.4	63.7	344.2	198.8	2.9	14.2	181.8	57.8
1976	3 823.2	2 326.5	60.8	387.8	212.2	2.7	13.7	195.9	54.7

# Non-scheduled Services by UK Airlines 1966-1976 Table 1.4

## By Main Type of Service

	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	858.4	22.3	253.0	6.6	140.6	3.7	464.9	12.1
1967	871.0	21.7	300.0	7.5	138.1	3.4	432.9	10.8
1968	958.0	22.7	383.9	9.1	172.3	4.1	401.8	9.5
1969	1 179.4	23.9	538.1	10.9	246.3	5.0	394.9	8.0
1970	1 653.3	28.6	709.7	12.3	445.3	7.7	498.3	8.6
1971	2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6
1972	2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
1973	3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9

## Load Factors and Distances

	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)
<i>Inclusive Tours</i>								
1966	2 873.9	2 432.8	84.7	2 129.6	29 699	30 572	1 029	1 142
1967	3 474.5	2 850.2	82.0	2 351.2	32 725	36 032	1 101	1 212
1968	4 394.5	3 684.8	83.9	2 727.9	34 600	44 177	1 277	1 351
1969	6 166.4	5 133.3	83.2	3 717.1	46 384	60 336	1 301	1 381
1970	8 352.6	6 781.9	81.2	4 902.5	55 548	74 437	1 340	1 383
1971	11 571.4	9 714.2	84.0	6 664.5	71 125	101 640	1 429	1 458
1972	13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973	15 573.1	12 493.4	80.2	8 405.4	83 081	119 315	1 436	1 486
1974	11 819.6	9 389.6	79.5	6 233.0	61 515	89 247	1 451	1 506
1975	11 772.6	10 131.5	86.1	6 700.2	61 902	91 044	1 471	1 512
1976	13 049.5	10 731.6	82.2	6 782.5	64 942	91 139	1 527	1 582

## *Other Separate Fare and Advance Booking Charters*

1966	1 547.5	1 163.8	75.2	353.2	8 321	13 341	1 603	3 295
1967	1 496.1	1 096.8	73.3	361.5	8 016	13 109	1 635	3 034
1968	1 855.8	1 474.3	79.4	447.0	11 428	14 077	1 232	3 298
1969	2 745.6	2 242.6	81.7	663.6	12 722	18 906	1 486	3 379
1970	4 934.7	3 924.5	79.5	940.2	16 991	31 545	1 857	4 174
1971	6 377.6	5 220.5	81.9	1 283.3	20 470	40 070	1 957	4 068
1972	6 597.5	5 497.8	83.3	1 277.7	21 666	41 127	1 898	4 303
1973	6 082.0	4 899.2	80.6	1 230.8	19 807	33 923	1 713	3 981
1974	5 240.8	4 237.9	80.9	1 259.0	18 285	29 669	1 623	3 366
1975	5 672.2	4 458.0	78.6	1 349.4	18 895	31 264	1 655	3 304
1976	6 446.9	5 199.5	80.7	1 466.7	19 552	34 643	1 772	3 545

9 All Scheduled Services 1976

Table 1.5.1.

	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)	Mail (000)	Tonne-kilometres used			
												Cargo (000)	Passengers (000)	As percentage of available	
<b>Passenger Services</b>															
British Airways Overseas Division	138 720	40 045	185 556	3 249 092	36 517 215	21 872 847	59.9	80 704	4 583 043	2 607 976	121 350	483 190	2 003 435	56.9	
British Airways European Division	76 744	106 847	145 317	8 324 692	9 693 174	6 183 267	63.8	41 474	1 020 479	577 916	13 141	24 617	540 151	56.6	
British Airways Regional Division	18 717	59 399	55 321	2 541 176	1 479 578	916 562	61.9	10 378	138 790	79 411	499	2 556	76 355	57.2	
British Airways Helicopters	226	3 701	1 159	84 343	6 730	5 145	76.4	117	460	403	1	6	396	87.6	
British Caledonian Airways	24 648	29 143	44 051	1 097 891	2 799 055	1 481 448	52.9	12 452	320 070	163 757	5 386	25 089	133 282	51.2	
Air Anglia	5 950	15 695	19 298	251 606	249 123	116 793	46.9	684	25 297	11 988	—	323	11 665	47.4	
Aurigny Air Services	1 245	21 561	7 013	212 552	17 875	11 990	67.1	817	1 709	989	4	40	946	57.9	
British Air Ferries	1 450	7 312	5 998	150 891	53 822	28 547	53.0	11 200	7 418	4 950	—	2 352	2 598	66.7	
British Island Airways	3 376	18 376	13 845	530 615	168 808	101 686	60.2	2 406	15 531	9 024	8	384	8 632	58.1	
British Midland Airways	5 887	17 961	19 261	579 454	408 777	214 501	52.4	1 941	33 097	17 523	—	836	16 687	52.9	
Brymon Airways	703	3 823	3 451	26 011	9 076	4 971	54.8	17	818	431	—	4	427	52.6	
Dan-Air Services	4 123	13 711	13 846	332 907	241 311	126 680	52.5	—	19 705	10 308	—	—	10 308	52.3	
Intra Airways	351	2 380	1 769	54 783	15 028	9 100	60.6	36	1 229	677	—	3	674	55.1	
Loganair	847	7 163	4 333	33 981	8 635	4 523	52.4	—	785	412	—	—	412	52.5	
<b>TOTAL Passenger Services</b>	<b>282 986</b>	<b>347 117</b>	<b>520 216</b>	<b>17 469 994</b>	<b>51 668 207</b>	<b>31 078 059</b>	<b>60.1</b>	<b>162 225</b>	<b>6 168 432</b>	<b>3 485 761</b>	<b>140 388</b>	<b>539 398</b>	<b>2 805 967</b>	<b>56.5</b>	
<b>Cargo Services</b>															
British Airways Overseas Division	10 031	3 012	13 904					27 318	325 264	187 625	2 974	184 681		57.7	
British Airways European Division	4 754	5 988	7 808					32 676	60 055	27 361	596	26 766		45.6	
British Airways Regional Division	7	49	33					204	43	28	1	27		66.2	
British Caledonian Airways	1 118	346	1 483					3 719	36 768	18 847	520	18 327		51.3	
Air Anglia	79	164	253					180	949	98	—	98		10.3	
Air Freight	340	1 621	1 791					3 465	1 146	721	—	721		62.9	
Air-Bridge Carriers	373	1 337	1 379					7 058	3 789	2 327	—	2 327		61.4	
British Island Airways	1 070	3 488	3 914					7 053	4 920	2 195	284	1 911		44.6	
Dan-Air Services	34	60	104					129	168	72	—	72		43.0	
Intra Airways	241	1 590	1 344					3 658	890	602	—	602		67.6	
<b>TOTAL Cargo Services</b>	<b>18 046</b>	<b>17 655</b>	<b>32 013</b>					<b>85 461</b>	<b>433 991</b>	<b>239 877</b>	<b>4 375</b>	<b>235 532</b>		<b>55.3</b>	
<b>GRAND TOTAL</b>	<b>301 032</b>	<b>364 772</b>	<b>552 229</b>	<b>17 469 994</b>	<b>51 668 207</b>	<b>31 078 059</b>	<b>60.1</b>	<b>247 686</b>	<b>6 602 423</b>	<b>3 725 638</b>	<b>144 763</b>	<b>774 931</b>	<b>2 805 967</b>	<b>56.4</b>	

# International Scheduled Services 1976

Table 1.5.2

												Tonne-kilometres used			
	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)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available	
Passenger Services															
British Airways Overseas Division	138 720	40 045	185 556	3 249 092	36 517 215	21 872 847	59.9	80 704	4 583 043	2 607 976	121 350	483 190	2 003 435	56.9	
British Airways European Division	64 319	79 394	117 331	6 133 330	8 097 125	5 163 630	63.8	36 132	853 756	488 512	12 646	22 597	453 263	57.2	
British Airways Regional Division	3 266	7 672	8 459	327 437	288 963	165 813	57.4	1 416	28 146	14 328	22	670	13 636	50.9	
British Caledonian Airways	19 735	18 615	32 499	668 846	2 396 062	1 282 940	53.5	8 021	278 677	144 624	4 036	24 132	116 456	51.9	
Air Anglia	4 234	8 484	13 031	162 126	180 433	76 687	42.5	684	18 355	7 978	—	323	7 655	43.5	
Aurigny Air Services	1 101	18 928	6 194	185 111	15 805	10 716	67.8	704	1 511	881	3	34	844	58.3	
British Air Ferries	1 450	7 312	5 998	150 891	53 822	28 547	53.0	11 200	7 418	4 950	—	2 352	2 598	66.7	
British Island Airways	1 249	5 805	5 414	181 500	62 461	38 957	62.4	377	5 747	3 404	—	94	3 310	59.2	
British Midland Airways	1 302	3 563	4 163	77 411	94 004	37 956	40.4	560	7 355	3 206	—	264	2 942	43.6	
Brymon Airways	286	1 181	1 364	6 002	3 402	1 544	45.4	5	298	132	—	1	130	44.2	
Dan-Air Services	2 145	4 621	6 567	138 951	127 449	67 067	52.6	—	10 402	5 454	—	—	5 454	52.4	
Intra Airways	196	1 903	1 071	42 198	8 248	4 904	59.5	35	679	370	—	3	367	54.5	
TOTAL Passenger Services	238 003	197 523	387 644	11 322 895	47 844 990	28 751 608	60.1	139 836	5 795 386	3 281 812	138 057	533 658	2 610 090	56.6	
Cargo Services															
British Airways Overseas Division	10 031	3 012	13 904					27 318	325 264	187 625	2 974	184 681		57.7	
British Airways European Division	4 412	5 372	6 992					25 988	53 521	23 648	580	23 068		44.2	
British Caledonian Airways	1 109	331	1 466					3 650	36 701	18 808	482	18 327		51.2	
Air Anglia	47	105	165					112	558	60	—	60		10.8	
Air Freight	340	1 621	1 791					3 465	1 146	721	—	721		62.9	
British Island Airways	438	924	1 499					1 239	2 013	744	—	744		36.9	
TOTAL Cargo Services	16 376	11 365	25 816					61 771	419 202	231 606	4 035	227 601		55.2	
GRAND TOTAL	254 379	208 888	413 460	11 322 895	47 844 990	28 751 608	60.1	201 608	6 214 588	3 513 418	142 092	761 259	2 610 090	56.5	

# Domestic Scheduled Services 1976

Table 1.5.3

	Tonne-kilometres used													
	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)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways European Division	12 425	27 453	27 986	2 191 362	1 596 049	1 019 637	63.9	5 341	166 724	89 404	495	2 020	86 888	53.6
British Airways Regional Division	15 451	51 727	46 863	2 213 739	1 190 612	750 748	63.1	8 962	110 644	65 083	477	1 888	62 719	58.8
British Airways Helicopters	226	3 701	1 159	84 343	6 730	5 145	76.4	117	460	403	1	6	396	87.6
British Caledonian Airways	4 913	10 528	11 551	428 045	402 993	198 509	49.3	4 431	41 393	19 133	1 350	957	16 826	46.2
Air Anglia	1 716	7 211	6 267	89 480	68 689	40 106	58.4	—	6 943	4 010	—	—	4 010	57.8
Aurigny Air Services	144	2 633	819	27 441	2 070	1 274	61.5	113	198	108	1	5	102	54.6
British Island Airways	2 127	12 571	8 431	349 115	106 346	62 729	59.0	2 029	9 784	5 620	8	290	5 322	57.4
British Midland Airways	4 585	14 398	15 098	502 043	314 773	176 545	56.1	1 381	25 742	14 317	—	572	13 745	55.6
Brymon Airways	417	2 642	2 087	20 009	5 674	3 427	60.4	13	521	299	—	3	296	57.4
Dan-Air Services	1 978	9 090	7 280	193 956	113 862	59 612	52.4	—	9 304	4 854	—	—	4 854	52.2
Intra Airways	156	477	699	12 585	6 780	4 196	61.9	1	550	308	—	—	307	55.9
Loganair	847	7 163	4 333	33 981	8 635	4 523	52.4	—	785	412	—	—	412	52.5
TOTAL Passenger Services	44 984	149 594	132 572	6 147 099	3 823 217	2 326 451	60.8	22 389	373 046	203 949	2 331	5 740	195 876	54.7
Cargo Services														
British Airways European Division	342	616	816					6 688	6 534	3 713	16	3 697		56.8
British Airways Regional Division	7	49	33					204	43	28	1	27		66.2
British Caledonian Airways	8	15	17					69	67	38	38	—		57.3
Air Anglia	33	59	89					69	390	38	—	38		9.7
Air-Bridge Carriers	373	1 337	1 379					7 058	3 789	2 327	—	2 327		61.4
British Island Airways	632	2 564	2 415					5 814	2 908	1 452	284	1 168		49.9
Dan-Air Services	34	60	104					129	168	72	—	72		43.0
Intra Airways	241	1 590	1 344					3 658	890	602	—	602		67.6
TOTAL Cargo Services	1 670	6 290	6 196					23 689	14 789	8 276	340	7 931		56.0
GRAND TOTAL	46 654	155 884	138 768	6 147 099	3 823 217	2 326 451	60.8	46 078	387 835	212 220	2 671	13 671	195 876	54.7

# All Non-scheduled Services 1976

Table 1.6.1

	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	6 499	1 460	8 710	190 088	1 345 900	1 152 384	85.6	—	151 351	108 162	—	108 162	71.5
British Airways European Division	5 720	5 150	10 498	307 955	524 754	387 288	73.8	13 147	84 409	49 335	15 101	34 234	58.4
British Airways Airtours	12 573	6 301	19 022	970 082	2 377 369	1 958 576	82.4	—	216 226	167 797	—	167 797	77.6
British Airways Regional Division	1 494	2 428	3 102	129 253	139 711	104 089	74.5	44	12 795	8 613	24	8 589	67.3
British Airways Helicopters	3 172	24 482	15 863	190 833	64 810	26 714	41.2	1 338	6 300	2 340	198	2 142	37.1
British Caledonian Airways	23 154	10 727	34 153	738 179	2 181 759	1 793 918	82.2	31 399	483 719	334 285	175 084	159 201	69.1
Air Anglia	611	1 816	1 803	4 147	4 343	1 409	32.4	—	435	141	—	141	32.4
Air Freight	470	1 291	2 468	11 971	7 187	4 045	56.3	522	1 400	855	546	309	61.0
Air-Bridge Carriers	607	1 561	2 141	—	—	—	—	5 222	5 907	2 454	2 454	—	41.5
Alldair	1 681	4 920	4 920	111 940	90 312	40 174	44.5	2 083	10 564	4 249	932	3 317	40.2
Beecham Imperial	82	113	161	480	653	352	53.9	—	57	31	—	31	54.4
Bristow Helicopters	5 621	38 584	35 123	294 625	93 389	49 008	52.5	2 779	7 902	5 057	522	4 535	64.0
Britannia Airways	31 051	20 246	49 467	2 242 902	4 035 123	3 462 670	85.8	—	343 472	294 522	—	294 522	85.7
British Air Ferries	508	1 011	1 996	10 193	11 044	4 507	40.8	1 104	3 281	1 305	901	404	39.8
British Executive Air Services	531	4 231	2 382	17 463	6 610	2 520	38.1	154	930	236	32	205	25.4
British Island Airways	676	1 539	2 204	13 019	5 816	4 402	75.7	722	3 082	1 432	1 059	373	46.5
British Midland Airways	7 692	5 460	12 330	449 643	1 246 421	771 030	61.9	489	109 066	67 140	6 121	61 018	61.6
Brymon Airways	2	10	9	19	10	4	43.3	1	2	1	—	—	40.1
Dan-Air Services	44 587	32 048	76 714	2 560 483	5 151 428	4 060 741	78.8	3 635	456 486	356 441	31 591	324 850	78.1
Fairflight Charters	808	1 577	3 046	8 017	5 269	3 847	73.0	211	617	410	130	280	66.5
Fitair	86	196	280	635	595	299	50.3	1	63	26	1	25	41.3
Green Shield Stamp	290	431	511	1 362	2 522	1 100	43.6	—	284	116	—	116	40.7
I D S Aircraft	407	708	829	2 211	2 427	1 318	54.3	—	212	102	—	102	48.1
International Aviation Service	9 092	3 341	14 865	—	—	—	—	32 785	296 447	193 641	193 641	—	65.3
Intra Airways	332	1 343	1 393	45 177	15 683	11 518	73.4	195	1 335	925	59	866	69.3
Laker Airways	20 692	8 576	32 664	935 341	3 859 641	3 033 837	78.6	—	385 530	298 601	—	298 601	77.5
Loganair	955	8 626	4 417	29 689	9 152	4 079	44.6	—	840	369	—	369	43.9
Lowland Aero Service	104	306	352	1 087	8 730	5 936	68.0	—	685	452	2	450	66.0
MAM Aviation	593	661	870	2 035	5 891	1 941	32.9	—	571	178	—	178	31.2
Management Aviation	135	704	662	4 289	1 552	846	54.5	139	173	86	23	63	49.7
McAlpine Aviation	2 304	3 652	3 648	9 248	17 843	6 066	34.0	—	1 495	499	—	499	33.4
McDonald Aviation	9	26	40	145	139	61	44.0	—	14	5	—	5	35.3
Merlot International Airlines	140	244	310	543	965	479	49.6	—	84	37	—	37	44.4
Monarch Airlines	10 397	7 066	16 900	731 972	1 492 931	1 150 721	77.1	603	147 529	105 306	851	104 456	71.4
Moseley Aviation	78	266	272	1 312	490	404	82.4	—	46	33	—	33	71.7
Northern Air Taxis	197	456	662	1 232	1 348	548	40.7	—	117	42	—	42	35.9
Northern Executive Aviation	192	640	729	3 041	1 374	972	70.7	99	157	109	23	86	69.4
Peters Aviation	444	899	1 731	7 409	5 699	3 774	66.2	25	438	329	14	316	75.2
Ryburn Air	69	559	312	226	324	88	27.0	51	41	12	5	7	29.6
Thurston Aviation	502	1 760	1 782	2 594	2 666	725	27.2	95	427	128	70	58	30.0
Tradewinds Airways	6 006	1 982	11 907	—	—	—	—	16 100	155 836	89 489	89 489	—	57.4
Trans-Meridian Air Cargo	8 933	2 766	18 589	—	—	—	—	21 513	234 597	142 546	142 546	—	60.8
Vernair Transport	648	1 362	2 323	5 866	4 431	2 972	67.1	—	384	243	—	243	63.3
TOTAL	210 142	211 525	402 161	10 036 709	22 726 313	18 055 366	79.4	134 468	3 125 306	2 238 077	661 418	1 576 659	71.6
Class 5A Licence TOTAL	5 920	4 715	9 683	292 139	773 508	626 657	81.0	..	113 756	85 357	32 455	52 902	75.0
TOTAL Excludes 5A Licence	204 222	206 810	392 477	9 744 570	21 952 805	17 428 709	79.4	134 468	3 011 550	2 152 720	628 963	1 523 757	71.5

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



# International Non-scheduled Services 1976

Table 1.6.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	6 499	1 460	8 709	190 088	1 345 900	1 152 384	85.6	—	151 351	108 162	—	108 162	71.5
British Airways European Division	5 686	5 095	10 435	305 520	522 572	386 143	73.9	12 945	83 983	49 132	14 998	34 134	58.5
British Airtours	12 573	6 301	19 022	970 082	2 377 369	1 958 576	82.4	—	216 226	167 797	—	167 797	77.6
British Airways Regional Division	1 195	1 443	2 210	98 554	118 724	93 271	78.6	17	10 960	7 720	13	7 707	70.4
British Airways Helicopters	3 034	23 227	15 183	189 084	63 584	26 496	41.7	1 307	6 184	2 312	190	2 122	37.4
British Caledonian Airways	23 153	10 723	34 150	738 088	2 181 665	1 793 867	82.2	31 399	483 711	334 280	175 084	159 196	69.1
Air Anglia	96	241	361	544	669	215	32.2	—	67	22	—	22	32.2
Air Freight	272	651	1 289	1 140	1 547	698	45.1	447	888	680	520	59	65.3
Air-Bridge Carriers	303	397	992	—	—	—	—	1 140	2 591	1 083	1 083	—	41.8
Alidair	1 131	3 293	3 197	97 210	74 447	35 331	47.5	56	7 204	3 071	163	2 908	42.6
Beecham Imperial	67	81	128	347	532	282	53.0	—	47	25	—	25	53.5
Bristow Helicopters	5 621	38 584	35 123	294 625	93 389	49 008	52.5	2 779	7 902	5 057	522	4 535	64.0
Britannia Airways	31 051	20 246	49 467	2 242 902	4 035 123	3 462 670	85.8	—	343 472	294 522	—	294 522	85.7
British Air Ferries	487	939	1 911	9 069	10 296	4 104	39.9	1 075	3 190	1 259	891	368	39.6
British Executive Air Services	531	4 231	2 382	17 463	6 610	2 520	38.1	154	930	238	32	205	25.4
British Island Airways	369	957	1 232	9 321	4 571	3 522	77.0	—	1 694	957	659	298	56.5
British Midland Airways	7 144	4 472	10 797	421 913	1 206 538	755 750	62.6	22	105 961	65 698	5 869	59 827	62.0
Brymon Airways	1	6	6	10	3	2	62.5	1	1	—	—	—	47.7
Dan-Air Services	43 453	28 973	72 894	2 515 541	5 114 571	4 046 327	79.1	1 814	451 510	354 357	30 683	323 674	78.5
Fairflight Charters	694	1 296	2 589	6 026	4 069	2 989	73.5	208	526	346	128	218	65.8
Fitsair	61	139	198	432	411	198	48.2	1	43	18	1	15	37.2
Green Shield Stamp	245	279	427	1 062	2 160	985	45.6	—	250	107	—	107	42.7
I D S Aircraft	407	708	829	2 211	2 427	1 318	54.3	—	212	102	—	102	48.1
International Aviation Service	9 092	3 341	14 865	—	—	—	—	32 785	296 447	193 641	193 641	—	65.3
Intra Airways	275	995	1 093	34 654	13 393	10 061	75.1	149	1 127	803	46	756	71.2
Laker Airways	20 689	8 570	32 656	934 922	3 859 414	3 033 662	78.6	—	385 510	298 585	—	298 585	77.6
Lowland Aero Service	14	33	47	101	75	44	58.7	—	10	5	1	4	50.0
MAM Aviation	500	515	737	1 501	4 945	1 587	32.1	—	479	147	—	147	30.7
Management Aviation	16	84	82	395	160	75	46.9	31	26	12	6	6	46.2
McAlpine Aviation	1 745	2 248	2 688	7 068	13 857	5 237	37.8	—	1 158	433	—	433	37.4
McDonald Aviation	6	12	27	90	95	45	47.1	—	10	4	—	3	39.0
Merlot International Airlines	135	228	295	503	930	453	48.7	—	81	35	—	35	43.5
Monarch Airlines	10 397	7 066	16 900	731 972	1 492 931	1 150 721	77.1	603	147 529	105 306	851	104 456	71.4
Moseley Aviation	39	86	138	562	239	200	83.7	—	23	16	—	16	69.6
Northern Air Taxis	57	91	190	272	378	179	47.4	—	33	13	—	13	39.4
Northern Executive Aviation	55	101	175	474	420	279	66.4	6	43	26	2	24	60.5
Peters Aviation	400	746	1 514	6 170	5 110	3 411	66.8	20	386	297	13	285	76.9
Ryburn Air	35	206	151	139	173	66	38.1	11	21	7	1	5	31.3
Thurston Aviation	349	1 147	1 242	1 582	1 806	472	26.1	65	317	86	48	38	27.1
Tradewinds Airways	6 006	1 982	11 907	—	—	—	—	16 100	155 836	89 489	89 489	—	57.4
Trans-Meridian Air Cargo	8 933	2 766	18 589	—	—	—	—	21 513	234 597	142 546	142 546	—	60.8
Vernair Transport	33	56	126	181	206	120	58.3	—	19	10	—	10	53.8
<b>TOTAL</b>	<b>202 850</b>	<b>184 015</b>	<b>376 951</b>	<b>9 831 801</b>	<b>22 561 313</b>	<b>17 983 272</b>	<b>79.7</b>	<b>124 660</b>	<b>3 102 552</b>	<b>2 228 298</b>	<b>657 479</b>	<b>1 570 817</b>	<b>71.8</b>
<b>Class 5A Licence TOTAL</b>	<b>5 749</b>	<b>4 194</b>	<b>9 238</b>	<b>274 292</b>	<b>761 822</b>	<b>619 533</b>	<b>81.3</b>	<b>..</b>	<b>112 563</b>	<b>84 727</b>	<b>32 403</b>	<b>62 324</b>	<b>75.3</b>
<b>TOTAL Excludes 5A Licence</b>	<b>197 101</b>	<b>179 821</b>	<b>367 713</b>	<b>9 557 509</b>	<b>21 799 491</b>	<b>17 363 739</b>	<b>79.7</b>	<b>124 660</b>	<b>2 989 989</b>	<b>2 143 569</b>	<b>625 076</b>	<b>1 518 493</b>	<b>71.7</b>

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

# Domestic Non-scheduled Services 1976

Table 1.6.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	34	55	63	2 435	2 181	1 145	52.5	202	427	203	103	100	47.6
British Airways Regional Division	297	985	892	30 699	20 987	10 817	51.5	27	1 835	894	12	882	48.7
British Airways Helicopters	138	1 255	680	1 749	1 226	219	17.9	31	116	28	8	20	24.1
British Caledonian Airways	1	4	3	91	94	51	53.7	—	9	4	—	4	50.5
Air Anglia	516	1 575	1 442	3 603	3 674	1 194	32.5	—	368	120	—	119	32.5
Air Freight	198	640	1 179	10 831	5 640	3 347	59.3	75	512	275	25	260	53.7
Air-Bridge Carriers	303	1 164	1 149	—	—	—	—	4 082	3 317	1 371	1 371	—	41.3
Alidair	550	1 627	1 724	14 730	15 865	4 843	30.5	2 026	3 360	1 178	769	409	35.1
Beecham Imperial	15	32	34	133	120	70	58.2	—	11	6	—	6	58.3
British Air Ferries	20	72	86	1 124	748	403	53.9	28	92	46	10	36	50.1
British Island Airways	307	582	972	3 698	1 245	880	70.7	721	1 388	476	400	76	34.3
British Midland Airways	548	988	1 533	27 730	39 883	15 280	38.3	467	3 104	1 444	252	1 192	46.5
Brymon Airways	1	4	3	9	6	2	33.6	—	1	—	—	—	29.4
Dan-Air Services	1 134	3 075	3 820	44 942	36 857	14 415	39.1	1 821	4 975	2 084	908	1 176	41.9
Fairflight Charters	114	281	458	1 991	1 200	858	71.5	2	91	64	2	62	70.3
Fitair	25	57	82	203	184	101	54.9	—	20	10	—	10	50.0
Green Shield Stamp	45	152	85	300	363	115	31.8	—	35	9	—	9	26.8
Intra Airways	57	348	300	10 523	2 290	1 456	63.6	45	208	122	13	109	58.6
Laker Airways	3	6	9	419	227	175	77.0	—	20	16	—	16	77.3
Loganair	955	8 626	4 417	29 689	9 152	4 079	44.6	—	840	369	—	369	43.9
Lowland Aero Service	90	273	306	986	8 655	5 892	68.1	—	675	447	1	446	66.2
MAM Aviation	93	146	133	534	946	354	37.4	—	92	31	—	31	33.7
Management Aviation	119	620	581	3 894	1 392	771	55.4	107	147	74	17	57	50.3
McAlpine Aviation	559	1 404	960	2 180	3 986	829	20.8	—	337	66	—	66	19.6
McDonald Aviation	3	14	13	55	43	16	37.3	—	4	1	—	1	27.3
Merlot International Airlines	5	16	15	40	34	25	73.3	—	3	2	—	2	66.9
Moseley Aviation	39	180	133	750	251	204	81.3	—	23	17	—	17	73.9
Northern Air Taxis	140	365	472	960	970	369	38.0	—	84	29	—	29	34.5
Northern Executive Aviation	137	539	553	2 567	954	693	72.6	93	114	83	21	62	72.8
Peters Aviation	44	153	217	1 239	589	363	61.6	4	51	32	1	31	62.6
Ryburn Air	34	353	161	87	151	22	14.4	40	20	6	4	2	27.8
Thurston Aviation	153	613	540	1 032	860	253	29.4	29	110	42	22	20	38.2
Vernair Transport	615	1 306	2 196	5 685	4 225	2 852	67.5	—	365	233	—	233	63.8
TOTAL	7 292	27 510	25 210	204 908	165 000	72 094	43.7	9 807	22 754	9 782	3 939	5 843	43.0
Class 5A Licence TOTAL	171	521	445	17 847	11 686	7 124	61.0	..	1 193	630	52	578	52.8
TOTAL Excludes 5A Licence	7 121	26 989	24 764	187 061	153 314	64 970	42.4	9 807	21 561	9 152	3 887	5 265	42.4

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

## Class 2 Licence Operations 1976

Table 1.7

International Services	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	3 077	641	4 125	97 670	2 761	692 640	554 674	80.1	81 399	52 212	64.1
British Airtours	102	22	131	2 241	—	19 249	14 727	76.5	1 752	1 310	74.8
British Caledonian Airways	5 466	1 167	7 079	129 708	—	1 026 816	853 978	83.2	99 965	76 805	76.8
Dan-Air Services	385	113	507	11 291	—	72 831	61 321	84.2	5 819	4 905	84.3
Laker Airways	7 245	1 632	11 322	243 247	32 639	2 117 359	1 626 234	76.8	216 095	164 018	75.9
TOTAL	16 276	3 575	23 163	484 157	35 400	3 928 895	3 110 934	79.2	405 030	299 250	73.9

## Class 3 Licence Operations 1976 showing other IT Charter Passengers

Table 1.8

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Available (000)	Used (000)	Percentage of available	Number of passengers uplifted	
											Class 2	Class 4
International Services												
British Airways Overseas Division	756	150	1 065	24 787	130 130	118 967	91.4	15 009	10 847	72.3	—	—
British Airways European Division	2 846	2 179	4 710	242 803	398 182	323 993	81.4	39 635	28 492	71.9	—	—
British Airtours	8 863	5 138	13 811	798 471	1 674 129	1 374 651	82.1	152 352	117 185	76.9	—	6 616
British Airways Regional Division	1 007	1 106	1 791	80 762	102 261	83 040	81.2	9 400	6 842	72.8	—	246
British Caledonian Airways	6 762	5 954	11 953	507 217	746 303	597 444	80.1	70 410	51 474	73.1	—	1 048
Alldair	4	5	11	191	263	194	73.8	23	16	70.9	—	714
Britannia Airways	29 398	18 143	46 522	2 028 596	3 819 632	3 302 497	86.5	325 123	280 909	86.4	—	150
British Island Airways	2	11	10	530	117	113	96.4	11	9	85.0	—	—
British Midland Airways	7	6	16	402	479	440	91.9	40	34	86.3	—	—
Dan-Air Services	32 363	21 731	53 999	2 016 361	3 854 028	3 069 395	79.6	308 356	245 573	79.6	—	20 455
Intra Airways	122	335	436	13 614	7 021	5 228	74.5	541	393	72.6	—	—
Laker Airways	8 784	4 647	14 141	470 587	1 110 866	895 382	80.6	106 983	85 629	80.0	125	—
Monarch Airlines	8 218	5 437	13 225	594 768	1 205 989	960 129	79.6	117 740	87 158	74.0	—	—
TOTAL International Services	99 132	64 842	161 689	6 779 089	13 049 400	10 731 473	82.2	1 145 621	914 560	79.8	125	29 229
Intra Airways	4	100	33	3 382	137	129	93.9	12	10	83.1	—	—
TOTAL Domestic Services	4	100	33	3 382	137	129	93.9	12	10	83.1	—	—
GRAND TOTAL	99 136	64 942	161 722	6 782 471	13 049 536	10 731 602	82.2	1 145 633	914 570	79.8	125	29 229

# All Class 4 Licence Operations 1976

Table 1.9.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	2 375	572	3 127	—	52 911	463 229	434 237	93.7	47 609	40 723	85.5
British Airways European Division	163	224	314	—	16 247	22 551	13 125	58.2	2 316	1 134	49.0
British Airtours	650	206	891	6 616	22 631	123 510	103 263	83.6	11 240	8 961	79.7
British Airways Regional Division	13	14	28	246	833	1 330	1 133	85.2	113	94	83.4
British Caledonian Airways	1 818	950	2 785	1 048	82 517	296 614	265 585	89.5	28 886	23 634	81.8
Alidair	30	58	88	714	1 900	1 885	1 306	69.3	180	111	61.5
Britannia Airways	599	428	988	150	36 927	77 902	51 280	65.8	6 631	4 358	65.7
British Air Ferries	2	6	10	—	130	148	52	35.5	16	5	30.8
British Island Airways	23	57	87	—	2 365	1 077	891	82.7	106	76	71.8
British Midland Airways	68	99	182	—	6 769	4 963	4 703	94.7	414	367	88.6
Dan-Air Services	8 561	5 454	14 341	20 455	422 685	1 064 424	831 572	78.1	85 130	66 517	78.1
Intra Airways	127	650	557	—	23 658	5 856	4 835	82.6	471	363	77.1
Laker Airways	2 662	1 767	4 623	—	150 423	313 493	263 731	84.1	29 400	24 135	82.1
Loganair	148	4 644	752	—	16 018	1 182	651	55.1	107	59	55.2
Monarch Airlines	1 127	848	1 920	—	81 893	139 880	112 163	80.2	13 730	10 186	74.2
TOTAL	18 367	15 977	30 699	29 229	917 907	2 518 042	2 088 527	82.9	226 349	180 724	79.8

# International Class 4 Licence Operations 1976

Table 1.9.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	2 375	572	3 126	—	52 911	463 229	434 236	93.7	47 608	40 723	85.5
British Airways European Division	161	220	309	—	16 036	22 151	12 975	58.6	2 276	1 121	49.3
British Airtours	650	206	891	6 616	22 631	123 510	103 263	83.6	11 240	8 961	79.7
British Airways Regional Division	12	10	24	246	542	1 243	1 046	84.2	105	87	82.6
British Caledonian Airways	1 818	950	2 785	1 048	82 517	296 614	265 585	89.5	28 886	23 634	81.8
Alidair	27	52	81	714	1 510	1 725	1 147	66.5	166	97	58.8
Britannia Airways	599	428	988	150	36 927	77 902	51 280	65.8	6 631	4 358	65.7
British Air Ferries	2	6	10	130	—	148	52	35.5	16	5	30.8
British Island Airways	20	47	75	—	1 871	932	748	80.3	93	64	68.9
British Midland Airways	64	86	168	—	5 900	4 650	4 405	94.7	388	343	88.6
Dan-Air Services	8 558	5 443	14 331	20 455	422 110	1 064 231	831 393	78.1	85 114	66 503	78.1
Intra Airways	109	518	476	—	19 006	5 003	4 134	82.6	402	311	77.2
Laker Airways	2 662	1 767	4 623	—	150 423	313 493	263 731	84.1	29 400	24 135	82.1
Monarch Airlines	1 127	848	1 920	—	81 893	139 880	112 163	80.2	13 730	10 186	74.2
TOTAL	18 185	11 153	29 805	29 229	894 407	2 514 711	2 086 158	83.0	226 055	180 529	79.9

# Domestic Class 4 Licence Operations 1976

Table 1.9.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways European Division	3	4	5	—	211	400	151	37.7	40	13	32.7
British Airways Regional Division	1	4	4	—	291	87	87	99.7	8	7	93.5
Alidair	2	6	7	—	390	159	159	100.0	15	14	91.7
British Island Airways	3	10	11	—	494	145	142	98.1	13	12	91.9
British Midland Airways	4	13	13	—	869	313	298	95.0	26	23	89.7
Dan-Air Services	3	11	11	—	575	193	180	93.1	16	15	93.3
Intra Airways	18	132	91	—	4 652	853	701	82.2	69	53	76.7
Loganair	148	4 644	752	—	16 018	1 182	651	55.1	107	59	55.2
TOTAL	183	4 824	894	—	23 500	3 332	2 369	71.1	293	195	66.6

# All Class 6 Licence Operations 1976

Table 1.10.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways European Division	104	220	224	1 299	1 432	690	48.2
British Caledonian Airways	6 595	1 833	8 897	24 526	208 503	135 637	65.1
Air Freight	28	128	131	287	95	61	63.8
Air-Bridge Carriers	265	1 034	1 035	3 893	2 973	1 233	41.5
Alidair	243	735	738	1 279	1 510	479	31.7
Britannia Airways	11	6	17	—	119	5	4.2
British Air Ferries	77	223	353	518	616	233	37.8
Dan-Air Services	560	1 324	2 130	3 601	2 978	1 469	49.3
International Aviation Service	3 258	1 054	4 933	14 022	116 311	95 376	82.0
Tradewinds Airways	2 977	1 099	6 020	7 829	77 036	48 396	62.8
Trans-Meridian Air Cargo	3 741	1 294	8 009	9 907	102 944	76 751	74.6
<b>TOTAL</b>	<b>17 858</b>	<b>8 950</b>	<b>32 487</b>	<b>67 160</b>	<b>514 516</b>	<b>360 329</b>	<b>70.0</b>

# International Class 6 Licence Operations 1976

Table 1.10.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways European Division	104	220	224	1 299	1 432	690	48.2
British Caledonian Airways	6 595	1 833	8 897	24 526	208 503	135 637	65.1
Air Freight	28	128	131	287	95	61	63.8
Air-Bridge Carriers	23	65	99	254	219	91	41.5
Britannia Airways	11	6	17	—	119	5	4.2
British Air Ferries	77	223	353	518	616	233	37.8
Dan-Air Services	226	728	1 148	1 780	1 182	561	47.4
International Aviation Service	3 258	1 054	4 933	14 022	116 311	95 376	82.0
Tradewinds Airways	2 977	1 099	6 020	7 829	77 036	48 396	62.8
Trans-Meridian Air Cargo	3 741	1 294	8 009	9 907	102 944	76 751	74.6
<b>TOTAL</b>	<b>17 040</b>	<b>6 650</b>	<b>29 830</b>	<b>60 421</b>	<b>508 457</b>	<b>357 800</b>	<b>70.4</b>

# Domestic Class 6 Licence Operations 1976

Table 1.10.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
Air-Bridge Carriers	242	969	936	3 639	2 754	1 142	41.4
Alidair	243	735	738	1 279	1 510	479	31.7
Dan-Air Services	333	596	982	1 821	1 796	908	50.6
<b>TOTAL</b>	<b>818</b>	<b>2 300</b>	<b>2 657</b>	<b>6 738</b>	<b>6 060</b>	<b>2 529</b>	<b>41.7</b>

## All Class 7 Licence Operations 1976

**Table 1.11.1**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	2 958	22 715	14 790	179 259	60 333	25 223	41·8	1 225	5 864	2 206	182	2 024	37·6
Bristow Helicopters	5 621	38 584	35 123	294 625	93 389	49 008	52·5	2 779	7 902	5 057	522	4 535	64·0
British Executive Air Services	531	4 231	2 382	17 463	6 610	2 520	38·1	154	930	236	32	205	25·4
<b>TOTAL</b>	<b>9 110</b>	<b>65 530</b>	<b>52 295</b>	<b>491 347</b>	<b>160 332</b>	<b>76 751</b>	<b>47·9</b>	<b>4 158</b>	<b>14 696</b>	<b>7 499</b>	<b>736</b>	<b>6 763</b>	<b>51·0</b>

## International Class 7 Licence Operations 1976

**Table 1.11.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	2 829	21 538	14 157	177 640	59 236	25 022	42·2	1 195	5 760	2 179	175	2 005	37·8
Bristow Helicopters	5 621	38 584	35 123	294 625	93 389	49 008	52·5	2 779	7 902	5 057	522	4 535	64·0
British Executive Air Services	531	4 231	2 382	17 463	6 610	2 520	38·1	154	930	236	32	205	25·4
<b>TOTAL</b>	<b>8 981</b>	<b>64 353</b>	<b>51 662</b>	<b>489 728</b>	<b>159 235</b>	<b>76 550</b>	<b>48·1</b>	<b>4 129</b>	<b>14 592</b>	<b>7 472</b>	<b>729</b>	<b>6 744</b>	<b>51·2</b>

## Domestic Class 7 Licence Operations 1976

**Table 1.11.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	129	1 177	633	1 619	1 097	201	18·3	29	104	27	8	20	26·0
<b>TOTAL</b>	<b>129</b>	<b>1 177</b>	<b>633</b>	<b>1 619</b>	<b>1 097</b>	<b>201</b>	<b>18·3</b>	<b>29</b>	<b>104</b>	<b>27</b>	<b>8</b>	<b>20</b>	<b>26·0</b>

# All Exempt Operations 1976

Table 1.12.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	228	65	296	9 487	53 217	41 170	77.4	—	6 612	4 019	—	4 019	60.8
British Airways European Division	2 425	2 397	5 018	38 722	82 653	38 016	46.0	11 849	38 795	17 874	14 343	3 531	46.1
British Airtours	67	32	99	4 618	12 675	10 357	81.7	—	1 154	924	—	924	80.1
British Airways Helicopters	214	1 767	1 073	11 574	4 477	1 491	33.3	114	436	134	16	118	30.7
British Airways Regional Division	224	656	680	19 354	14 619	7 186	49.2	45	1 288	616	23	593	47.8
British Caledonian Airways	1 705	571	2 319	11 916	73 521	49 947	67.9	6 873	52 268	34 664	30 204	4 460	66.3
Air Anglia	611	1 816	1 803	4 147	4 343	1 409	32.4	—	435	141	—	141	32.4
Air Freight	312	804	1 719	11 971	7 187	4 045	56.3	236	836	456	147	309	54.5
Air-Bridge Carriers	327	483	1 056	—	—	—	—	1 330	2 752	1 118	1 118	—	40.6
Alidair	484	1 206	1 471	21 637	23 345	9 148	39.2	804	2 926	1 117	343	773	38.2
Beecham Imperial	82	113	161	480	653	352	53.9	—	57	31	—	31	54.4
Britannia Airways	1 035	1 659	1 919	176 383	134 242	107 561	80.1	—	11 434	9 143	—	9 143	80.0
British Air Ferries	365	643	1 422	7 319	7 266	3 106	42.7	586	2 400	968	694	275	40.3
British Island Airways	337	645	1 100	6 353	3 006	2 239	74.5	722	1 552	590	399	191	38.0
British Midland Airways	584	1 019	1 626	28 856	42 838	16 648	38.9	490	3 356	1 568	269	1 298	46.7
Brymon Airways	2	10	9	19	10	4	43.3	1	2	1	—	—	40.1
Dan-Air Services	1 435	2 988	4 078	76 787	121 651	67 806	55.7	34	9 973	5 492	58	5 434	55.1
Fairflight Charters	808	1 577	3 046	8 017	5 269	3 847	73.0	211	617	410	130	280	66.5
Fitair	86	196	280	635	595	299	50.3	2	63	26	1	25	41.3
Green Shield Stamp	290	431	511	1 362	2 522	1 100	43.6	—	284	116	—	116	40.7
I D S Aircraft	407	708	829	2 211	2 427	1 318	54.3	—	212	102	—	102	48.1
International Aviation Service	5 484	2 185	9 536	—	—	—	—	18 764	170 111	90 242	90 242	—	53.0
Intra Airways	78	256	352	4 472	2 633	1 301	49.4	195	309	157	59	98	50.9
Laker Airways	2 000	530	2 579	38 445	317 923	248 490	78.2	—	33 052	24 820	—	24 820	75.1
Loganair	807	3 982	3 665	13 671	7 970	3 428	43.0	—	733	310	—	310	42.3
Lowland Aero Service	104	306	352	1 087	8 730	5 936	68.0	1	685	452	2	450	66.0
MAM Aviation	593	661	870	2 035	5 891	1 941	32.9	—	571	178	—	178	31.2
Management Aviation	135	704	662	4 289	1 552	846	54.5	139	173	86	23	63	49.7
McAlpine Aviation	2 304	3 652	3 648	9 248	17 843	6 066	34.0	—	1 495	499	—	499	33.4
McDonald Aviation	9	26	40	145	139	61	44.0	—	14	5	—	5	35.3
Merlot International Airlines	140	244	310	543	965	479	49.6	—	84	37	—	37	44.4
Monarch Airlines	558	537	1 001	33 072	68 752	31 742	46.2	604	8 064	3 727	851	2 876	46.2
Moseley Aviation	78	266	272	1 312	490	404	82.4	—	46	33	—	33	71.7
Northern Air Taxis	197	456	662	1 232	1 348	548	40.7	—	117	42	—	42	35.9
Northern Executive Aviation	192	640	729	3 041	1 374	972	70.7	100	157	109	23	86	69.4
Peters Aviation	444	899	1 731	7 409	5 699	3 774	66.2	25	438	329	14	316	75.2
Ryburn Air	69	559	312	226	324	88	27.0	52	41	12	5	7	29.6
Thurston Aviation	502	1 760	1 782	2 594	2 666	725	27.2	95	427	128	70	58	30.0
Tradewinds Airways	2 800	815	5 448	—	—	—	—	8 272	72 841	37 772	37 772	—	51.9
Trans-Meridian Air Cargo	5 067	1 434	10 276	—	—	—	—	11 607	127 648	63 179	63 179	—	49.5
Vernair Transport	648	1 362	2 323	5 866	4 431	2 972	67.1	—	384	243	—	243	63.3
<b>TOTAL</b>	<b>34 237</b>	<b>41 060</b>	<b>77 065</b>	<b>570 538</b>	<b>1 045 160</b>	<b>676 827</b>	<b>64.8</b>	<b>63 151</b>	<b>554 842</b>	<b>301 868</b>	<b>239 984</b>	<b>61 884</b>	<b>54.4</b>

# International Exempt Operations 1976

Table 1.12.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	228	65	296	9 487	53 217	41 170	77.4	—	6 612	4 019	—	4 019	60.8
British Airways European Division	2 407	2 362	4 976	38 044	81 778	37 713	46.1	11 647	38 512	17 744	14 239	3 505	46.1
British Airtours	67	32	99	4 618	12 675	10 357	81.7	—	1 154	924	—	924	80.1
British Airways Regional Division	57	105	148	4 265	3 854	2 559	66.4	17	380	219	12	207	57.6
British Airways Helicopters	205	1 689	1 026	11 444	4 348	1 473	33.9	112	424	133	15	118	31.4
<b>British Caledonian Airways</b>	<b>1 704</b>	<b>567</b>	<b>2 316</b>	<b>11 825</b>	<b>73 427</b>	<b>49 897</b>	<b>68.0</b>	<b>6 873</b>	<b>52 259</b>	<b>34 660</b>	<b>30 204</b>	<b>4 456</b>	<b>66.3</b>
Air Anglia	96	241	361	544	669	215	32.2	—	67	22	—	22	32.2
Air Freight	114	164	540	1 140	1 547	698	45.1	160	324	181	122	59	55.9
Air-Bridge Carriers	276	329	882	—	—	—	—	886	2 309	940	940	—	40.7
Alidair	180	320	492	7 299	10 743	4 472	41.6	57	1 090	431	53	378	39.5
Beecham Imperial	67	81	128	347	532	282	53.0	—	47	25	—	25	53.5
Britannia Airways	1 035	1 659	1 919	176 383	134 242	107 561	80.1	—	11 434	9 143	—	9 143	80.0
British Air Ferries	344	571	1 336	6 195	6 517	2 702	41.5	557	2 309	923	683	239	40.0
British Island Airways	44	98	162	3 855	2 213	1 685	76.1	—	204	144	—	144	70.5
British Midland Airways	44	50	115	2 127	3 407	1 730	50.8	22	297	162	17	135	51.2
Brymon Airways	1	6	6	10	3	2	62.5	1	1	—	—	—	47.7
Dan-Air Services	640	523	1 257	32 564	85 097	53 653	63.0	34	6 816	4 337	58	4 279	63.6
Fairflight Charters	694	1 296	2 589	6 026	4 069	2 989	73.5	209	526	346	128	218	65.8
Fiteir	61	139	198	432	411	198	48.2	2	43	16	1	15	37.2
Green Shield Stamp	245	279	427	1 062	2 160	985	45.6	—	250	107	—	107	42.7
I D S Aircraft	407	708	829	2 211	2 427	1 318	54.3	—	212	102	—	102	48.1
International Aviation Service	5 484	2 185	9 536	—	—	—	—	18 764	170 111	90 242	90 242	—	53.0
Intra Airways	44	140	176	1 983	1 332	674	50.6	149	181	98	46	51	53.9
Laker Airways	1 998	524	2 570	38 026	317 696	248 315	78.2	—	33 032	24 804	—	24 806	75.1
Lowland Aero Service	14	33	47	101	75	44	58.7	1	10	5	1	4	50.0
MAM Aviation	500	515	737	1 501	4 945	1 587	32.1	—	479	147	—	147	30.7
Management Aviation	16	84	82	395	160	75	46.9	32	26	12	6	6	46.2
McAlpine Aviation	1 745	2 248	2 688	7 068	13 857	5 237	37.8	—	1 158	433	—	433	37.4
McDonald Aviation	6	12	27	90	95	45	47.1	—	10	4	—	3	39.0
Merlot International Airlines	135	228	295	503	930	453	48.7	—	81	35	—	35	43.5
Monarch Airlines	558	537	1 001	33 072	68 752	31 742	46.2	604	8 064	3 727	851	2 874	46.2
Moseley Aviation	39	86	138	562	239	200	83.7	—	23	16	—	16	69.6
Northern Air Taxis	57	91	190	272	378	179	47.4	—	33	13	—	13	39.4
Northern Executive Aviation	55	101	175	474	420	279	66.4	7	43	26	2	24	60.5
Peters Aviation	400	746	1 514	6 170	5 110	3 411	66.8	20	386	297	13	285	76.9
Ryburn Air	35	206	151	139	173	66	38.1	12	21	7	1	5	31.3
Thurston Aviation	349	1 147	1 242	1 562	1 806	472	26.1	65	317	86	48	38	27.1
Tradewinds Airways	2 800	815	5 448	—	—	—	—	8 272	72 841	37 772	37 772	—	51.9
Trans-Meridian Air Cargo	5 067	1 434	10 276	—	—	—	—	11 607	127 648	63 179	63 179	—	49.5
Vernair Transport	33	56	126	181	206	120	58.3	—	19	10	—	10	53.8
<b>TOTAL</b>	<b>28 250</b>	<b>22 472</b>	<b>56 517</b>	<b>411 980</b>	<b>899 516</b>	<b>614 563</b>	<b>68.3</b>	<b>60 111</b>	<b>539 750</b>	<b>295 477</b>	<b>238 633</b>	<b>56 844</b>	<b>54.7</b>



# Domestic Exempt Operations 1976

Table 1.12.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	17	35	42	678	785	303	38.6	202	284	130	103	27	45.9
British Airways Regional Division	167	551	534	15 089	10 765	4 627	42.9	27	908	397	12	385	43.7
British Airways Helicopters	9	78	47	130	129	18	14.0	2	12	1	—	1	8.3
British Caledonian Airways	1	4	3	91	94	51	53.7	—	9	4	—	4	50.5
Air Anglia	516	1 575	1 442	3 603	3 674	1 194	32.5	—	368	120	—	119	32.5
Air Freight	198	640	1 179	10 831	5 640	3 347	59.3	76	512	275	25	250	53.7
Air-Bridge Carriers	50	154	174	—	—	—	—	444	443	178	178	—	40.2
Alidair	305	886	979	14 338	12 601	4 676	37.1	748	1 836	686	290	395	37.4
Beecham Imperial	15	32	34	133	120	70	58.2	—	11	6	—	6	58.3
British Air Ferries	20	72	86	1 124	748	403	53.9	29	92	46	10	36	50.1
British Island Airways	293	547	938	2 498	794	554	69.8	722	1 349	446	399	47	33.1
British Midland Airways	540	969	1 512	26 729	39 431	14 918	37.8	468	3 059	1 416	252	1 164	46.3
Brymon Airways	1	4	3	9	6	2	33.6	—	1	—	—	—	29.4
Dan-Air Services	795	2 465	2 821	44 223	36 554	14 153	38.7	—	3 157	1 155	—	1 155	36.6
Fairflight Charters	114	281	458	1 991	1 200	858	71.5	2	91	64	2	62	70.3
Fitair	25	57	82	203	184	101	54.9	—	20	10	—	10	50.0
Green Shield Stamp	45	152	85	300	363	115	31.8	—	35	9	—	9	26.8
Intra Airways	35	116	175	2 489	1 301	627	48.2	46	128	60	13	47	46.8
Laker Airways	3	6	9	419	227	175	77.0	—	20	16	—	16	77.3
Loganair	807	3 982	3 665	13 671	7 970	3 428	43.0	—	733	310	—	310	42.3
Lowland Aero Service	90	273	306	986	8 655	5 892	68.1	—	675	447	1	446	66.2
MAM Aviation	93	146	133	534	946	354	37.4	—	92	31	—	31	33.7
Management Aviation	119	620	581	3 894	1 392	771	55.4	107	147	74	17	57	50.3
McAlpine Aviation	559	1 404	960	2 180	3 986	829	20.8	—	337	66	—	66	19.6
McDonald Aviation	3	14	13	55	43	16	37.3	—	4	1	—	1	27.3
Meriot International Airlines	5	16	15	40	34	25	73.3	—	3	2	—	2	66.9
Moseley Aviation	39	180	133	750	251	204	81.3	—	23	17	—	17	73.9
Northern Air Taxis	140	365	472	960	970	369	38.0	—	84	29	—	29	34.5
Northern Executive Aviation	137	539	553	2 567	954	693	72.6	93	114	83	21	62	72.8
Peters Aviation	44	153	217	1 239	589	363	61.6	5	51	32	1	31	62.6
Ryburn Air	34	353	161	87	151	22	14.4	40	20	6	4	2	27.8
Thurston Aviation	153	613	540	1 032	860	253	29.4	30	110	42	22	20	38.2
Vernair Transport	615	1 306	2 196	5 685	4 225	2 852	67.5	—	365	233	—	233	63.8
<b>TOTAL</b>	<b>5 987</b>	<b>18 588</b>	<b>20 547</b>	<b>158 558</b>	<b>145 644</b>	<b>62 264</b>	<b>42.8</b>	<b>3 040</b>	<b>15 093</b>	<b>8 391</b>	<b>1 351</b>	<b>5 040</b>	<b>42.3</b>

# Class 5 Operations for UK Operators 1976

Table 1.13.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	62	32	97	2 472	6 683	3 336	49.9	..	722	360	—	—	360	49.9
British Airways European Division	43	50	72	5 648	6 980	4 263	61.1	..	742	386	—	—	386	62.0
British Airtours	2 539	775	3 603	123 345	480 926	422 138	87.8	..	43 710	36 406	—	—	36 406	83.3
British Airways Regional Division	248	647	597	27 916	21 351	12 656	59.3	..	1 982	1 056	—	1	1 055	53.3
British Caledonian Airways	42	26	70	2 040	6 877	4 885	71.0	..	690	432	—	—	432	62.6
Air-Bridge Carriers	11	41	38	—	—	—	—	..	119	51	—	51	—	42.9
Alidair	460	1 911	1 391	57 052	29 999	13 451	44.8	..	2 770	1 083	—	4	1 079	39.1
Britannia Airways	7	10	22	810	1 954	1 271	65.0	..	165	107	—	—	107	64.8
British Air Ferries	62	137	205	2 200	2 906	957	32.9	..	242	95	—	8	87	39.3
British Island Airways	37	103	115	3 717	1 589	1 146	72.1	..	140	99	—	4	95	70.7
British Midland Airways	904	414	1 367	45 994	165 128	126 089	76.4	..	13 470	9 913	—	54	9 859	73.6
Dan-Air Services	1 247	427	1 606	11 468	30 400	24 020	79.0	..	43 585	31 972	—	30 064	1 908	73.4
Intra Airways	1	2	4	51	36	25	69.4	..	3	2	—	—	2	66.7
Monarch Airlines	118	97	228	9 426	18 679	12 420	66.5	..	1 826	1 126	—	—	1 126	61.7
Tradewinds Airways	139	43	269	—	—	—	—	..	3 590	2 269	—	2 269	—	63.2
TOTAL	5 920	4 715	9 683	292 139	773 508	626 657	81.0	..	113 756	85 357	—	32 455	52 902	75.0

# Class 5 Operations for Non-UK Operators 1976

Table 1.13.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	139	80	160	4 535	14 478	7 891	54.5	..	1 489	758	15	53	690	50.9
British Airways Airtours	352	128	488	12 160	66 880	33 440	50.0	..	6 019	3 010	—	—	3 010	50.0
British Airways Regional Division	2	5	6	142	150	73	48.7	..	13	6	—	—	6	46.2
British Caledonian Airways	766	226	1 051	3 041	22 635	15 655	69.2	..	22 997	11 639	—	10 200	1 439	50.6
Air Freight	130	359	619	—	—	—	—	..	469	338	—	338	—	72.1
Air-Bridge Carriers	4	3	11	—	—	—	—	..	63	52	—	52	—	82.5
Alidair	460	1 005	1 222	30 444	31 716	16 067	50.7	..	3 155	1 443	—	106	1 337	45.7
British Air Ferries	2	2	7	36	44	36	81.8	..	8	4	—	—	4	50.0
British Island Airways	276	723	893	54	26	14	53.8	..	1 273	658	—	656	2	51.7
British Midland Airways	6 129	3 922	9 138	367 622	1 033 013	623 160	60.3	..	91 786	55 258	—	5 798	49 460	60.2
Dan-Air Services	36	11	54	1 436	8 094	6 627	81.9	..	646	513	—	—	513	79.4
International Aviation Service	350	102	396	—	—	—	—	..	10 024	8 023	—	8 023	—	80.0
Monarch Airlines	376	147	527	12 813	59 632	34 267	57.5	..	6 169	3 110	—	—	3 110	50.4
Tradewinds Airways	90	25	171	—	—	—	—	..	2 369	1 052	—	1 052	—	44.4
Trans-Meridian Air Cargo	125	38	305	—	—	—	—	..	4 004	2 616	—	2 616	—	65.3
TOTAL	9 237	6 776	15 047	32 283	41 236 668	737 220	59.6	..	150 484	88 480	15	28 894	69 571	58.8

# Aircraft Type and Utilisation All Airlines 1976

Table 1.14.1

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1976	Daily utilisation per aircraft (hrs) year 1976
Aviation Traders Carvair	922	3 169	223	3 693	353	46 644	9 367	3	3.6
Aviation Traders Merchantman	5 406	—	6 542	—	9 638	—	—	6	4.9
AW650 Argosy	791	—	2 546	—	2 977	—	—	2	2.6
BAC 111-200	8 682	17 473	34	19 221	36	696 947	394 234	9	6.0
BAC 111-300/400	21 798	24 684	9	41 860	9	1 411 914	1 405 415	17	6.9
BAC 111-500	44 631	67 146	22	88 539	25	4 456 377	3 235 078	36	6.6
BAC Britannia-300	1 874	—	936	—	4 009	—	—	2	5.6
BAC VC10 Standard	—	1	—	1	—	65	16	2	—
BAC VC10 Super	43 528	13 958	—	59 095	—	709 384	3 899 671	15	10.6
BAC Viscount-700	1 379	4 458	887	3 676	949	117 009	28 633	4	2.8
BAC Viscount-700D/800/810	16 130	54 064	612	51 461	749	1 937 221	625 312	29	4.3
BAC/Aerospatiale Concorde	1 671	304	—	1 276	—	16 558	93 144	4	1.6
Beagle 206	301	756	6	1 004	10	2 319	6 484	3	1.2
Beechcraft B80 Queen-Air	595	1 211	—	2 120	—	5 565	2 837	4	1.5
Bell 206 Jetranger	122	1 322	—	600	—	1 564	146	1	1.7
Bell 212 Twin	823	9 227	—	4 148	—	46 315	4 298	4	1.9
Boeing 707-120/120B	5 477	1 633	—	7 272	—	169 890	678 560	2	10.8
Boeing 707-320C/336	63 399	14 024	6 057	57 652	28 104	890 051	4 464 680	32	7.7
Boeing 707-420	20 689	8 816	—	30 326	—	1 183 637	3 048 199	10	6.2
Boeing 720/720B	5 377	3 147	8	8 179	36	392 003	699 879	3	7.8
Boeing 727-100	9 163	4 973	—	13 918	—	548 952	1 037 610	6	7.4
Boeing 737-200	31 051	20 237	9	49 447	21	2 242 902	3 462 670	14	9.7
Boeing 747	65 234	15 723	—	85 896	—	1 979 850	14 779 083	19	12.6
Britten-Norman Islander	1 629	16 299	134	8 106	130	58 713	5 921	12	2.0
Britten-Norman Trislander	1 918	23 625	—	10 091	—	230 149	16 995	13	2.4
Canadair CL 44	14 915	—	4 744	—	30 459	—	—	13	6.4
Cessna 340	68	509	45	294	15	222	87	—	0.9
Cessna 401/421	66	158	—	155	—	287	103	1	0.3
Cessna 500 Citation	327	518	—	597	—	1 799	1 139	2	0.8
DC10	12 792	2 522	—	17 700	—	535 173	2 851 088	5	10.6
DC3 Dakota/Pionair	1 488	3 647	3 826	3 696	4 261	79 153	13 720	11	1.9
DC8-5455F Jet Trader	4 075	—	1 335	—	5 506	—	—	2	7.6
DC9	175	509	—	471	—	25 482	8 740	1	5.1
DH 104 Dove	430	501	309	940	696	3 507	1 703	2	2.6
DH 106 Comet 4B/C	14 673	9 126	5	24 427	—	843 709	1 371 086	18	4.5
DH 114 Heron	627	1 156	123	2 236	253	10 154	5 049	6	1.5
DHC 6 Twin-Otter	287	1 471	—	1 270	—	14 963	3 053	1	4.0
Fokker Friendship 100/600	5 219	13 516	—	16 676	—	234 306	109 322	7	7.3
HP Herald 100/200	7 094	27 370	4 714	22 076	5 692	750 999	155 558	20	4.0
HS 121 Trident 1C	4 623	7 942	—	9 594	—	492 748	282 019	10	2.6
HS 121 Trident 1E	3 029	5 091	—	6 112	—	414 210	247 653	3	5.6
HS 121 Trident 2E	19 986	15 357	—	31 788	—	994 389	1 308 237	15	5.8
HS 121 Trident 3B	29 971	39 389	—	57 208	—	3 512 777	2 658 449	25	6.1
HS 125	3 250	4 550	—	5 012	—	12 798	9 712	18	0.9
HS 748	5 235	15 977	1 382	16 594	2 270	342 550	116 982	12	5.1
Lockheed L1011 Tristar	8 227	6 423	—	13 403	—	1 055 526	1 430 118	8	5.3
PA23 Aztec/Apache	487	1 389	231	1 449	296	2 696	860	4	0.9
PA31 Navajo	1 625	4 654	278	5 134	283	13 610	4 806	9	1.3
Partenavia P68B	—	—	—	—	—	—	—	1	—
Riley Dove	118	187	41	304	80	1 309	650	—	1.5
Sikorsky 58T	1 077	8 967	147	6 584	112	53 901	6 593	9	2.1
Sikorsky S61N	7 063	41 041	—	39 688	—	434 757	70 133	33	3.5
Westland Wessex	571	10 550	—	3 915	—	52 714	2 919	4	2.6
TOTAL	500 086	528 770	35 205	834 908	96 974	27 027 766	48 558 013	492	5.3

# Aircraft Type and Utilisation Individual Airlines 1976

Table 1.14.2

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1976	Daily utilisation per aircraft (hrs) year 1976
		Passenger	Cargo	Passenger	Cargo				
<b>British Airways Overseas Division</b>									
BAC Viscount-700	195	1 483	—	1 056	—	36 118	5 209	—	—
BAC Viscount-700D/800/810	—	—	—	331	—	—	—	—	—
DC10	6 384	731	—	7 145	—	126 309	1 103 756	2	12.0
BAC VC10 Standard	—	1	—	1	—	65	16	2	—
BAC VC10 Super	43 528	13 958	—	59 095	—	709 384	3 899 672	15	10.6
Lockheed L1011 Tristar	3 106	1 386	—	4 362	—	97 088	458 804	3	6.8
Boeing 707-320C/336	27 884	5 793	3 012	24 162	13 904	308 729	1 703 089	11	9.3
Boeing 707-420	7 265	2 140	—	10 058	—	166 929	984 346	1	6.4
Boeing 747	65 234	15 723	—	85 896	—	1 979 850	14 779 083	19	12.6
BAC/Aerospatiale Concorde	1 671	304	—	1 276	—	16 558	93 144	4	1.6
<b>TOTAL</b>	<b>155 072</b>	<b>40 036</b>	<b>3 012</b>	<b>191 995</b>	<b>13 904</b>	<b>3 404 912</b>	<b>23 021 910</b>	<b>57</b>	<b>9.9</b>
<b>British Airways European Division</b>									
BAC 111-500	19 194	41 374	—	42 121	—	2 578 139	1 159 254	18	6.4
HS 121 Trident 2E	19 986	15 357	6 527	31 788	—	994 389	1 308 237	15	5.8
Aviation Traders Merchantman	5 386	—	6 527	—	9 594	—	—	5	5.0
HS 121 Trident 1C	4 623	7 942	—	9 594	—	492 748	282 019	10	2.6
HS 121 Trident 3B	29 970	39 389	—	57 208	—	3 512 777	2 658 449	25	6.1
Lockheed L1011 Tristar	5 121	5 037	—	9 041	—	958 438	971 315	5	4.9
<b>TOTAL</b>	<b>84 280</b>	<b>109 099</b>	<b>6 527</b>	<b>149 752</b>	<b>9 594</b>	<b>8 536 491</b>	<b>6 379 274</b>	<b>78</b>	<b>5.2</b>
<b>British Airways Airtours</b>									
Boeing 707-420	13 423	6 676	—	20 268	—	1 016 708	2 063 853	9	6.2
<b>British Airways Regional Division</b>									
HS 748	967	3 413	—	3 314	—	88 694	26 628	2	4.5
BAC Viscount-700D/800/810	10 194	39 636	68	34 476	65	1 440 195	411 391	19	4.3
BAC 111-300/400	6 008	14 596	—	14 821	—	743 281	325 890	7	6.0
HS 121 Trident 1E	3 029	5 091	—	6 112	—	414 210	247 653	3	5.8
BAC Viscount 700	34	250	—	143	—	5 926	809	—	0.8
<b>TOTAL</b>	<b>20 232</b>	<b>62 986</b>	<b>68</b>	<b>58 866</b>	<b>65</b>	<b>2 692 306</b>	<b>1 012 371</b>	<b>31</b>	<b>4.7</b>
<b>British Airways Helicopters</b>									
Sikorsky S61N	2 922	20 851	—	14 532	—	241 383	29 836	14	3.0
Bell 206 Jetranger	122	1 322	—	600	—	1 564	146	1	1.7
Sikorsky 58T	187	2 102	—	1 013	—	11 205	999	2	1.4
Bell 212 Twin	145	3 556	—	792	—	18 978	753	1	2.2
<b>TOTAL</b>	<b>3 376</b>	<b>27 831</b>	<b>—</b>	<b>16 937</b>	<b>—</b>	<b>273 130</b>	<b>31 734</b>	<b>18</b>	<b>2.7</b>
<b>British Caledonian Airways</b>									
BAC 111-200	6 746	14 966	—	15 343	—	559 193	278 290	7	6.0
BAC 111-500	12 133	15 191	15	23 114	17	891 892	826 316	9	6.3
Boeing 707-320C/336	29 629	5 859	2 736	26 603	12 926	344 440	2 159 199	11	10.2
<b>TOTAL</b>	<b>48 508</b>	<b>36 016</b>	<b>2 751</b>	<b>65 060</b>	<b>12 943</b>	<b>1 795 525</b>	<b>3 263 806</b>	<b>27</b>	<b>7.7</b>
<b>Air Anglia</b>									
Fokker Friendship 100/600	5 219	13 516	—	16 676	—	234 306	109 322	7	7.3
PA31 Navajo	1 025	3 118	—	3 396	—	8 401	2 951	4	2.3
AW650 Argosy	—	—	—	—	—	—	—	—	—
HP Herald 100/200	—	—	—	—	—	—	—	—	—
<b>TOTAL</b>	<b>6 244</b>	<b>16 634</b>	<b>—</b>	<b>20 072</b>	<b>—</b>	<b>242 707</b>	<b>112 272</b>	<b>11</b>	<b>5.1</b>

**Table 1.14.2 cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1976	Daily utilisation per aircraft (hrs) year 1976
<b>Air Freight</b>									
DC3 Dakota/Pionair	810	730	2 182	1 445	2 814	11 971	4 045	7	1.7
<b>Air-Bridge Carriers</b>									
AW650 Argosy	791	—	2 546	—	2 977	—	—	2	2.8
BAC Viscount-700D/800/810	168	—	335	—	493	—	—	1	1.3
Aviation Traders Merchantman	20	—	15	—	44	—	—	1	1.4
TOTAL	980	—	2 896	—	3 514	—	—	4	2.4
<b>Alldair</b>									
BAC Viscount-700	1 150	2 725	887	2 477	949	74 970	22 614	4	2.5
BAC Viscount-700D/800/710	531	1 099	209	1 304	191	36 970	17 559	1	3.3
TOTAL	1 681	3 824	1 096	3 781	1 140	111 940	40 174	5	2.7
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	1 181	20 397	—	6 648	—	207 674	11 641	6	3.0
Britten-Norman Islander	64	1 164	—	365	—	4 878	349	2	0.5
TOTAL	1 245	21 561	—	7 013	—	212 552	11 990	8	2.4
<b>Beecham Imperial</b>									
HS 125	81	112	—	160	—	477	351	1	0.4
<b>Bristow Helicopters</b>									
Sikorsky S61N	4 141	20 190	—	25 156	—	193 374	40 297	19	3.8
Westland Wessex	571	10 550	—	3 915	—	52 714	2 919	4	2.6
Sikorsky 58T	755	6 308	—	5 020	—	38 407	4 748	6	2.3
Bell 212 Twin	154	1 536	—	1 032	—	10 130	1 044	1	3.1
TOTAL	5 621	38 584	—	35 123	—	294 625	49 008	30	3.3
<b>Britannia Airways</b>									
Boeing 737-200	31 051	20 237	9	49 447	21	2 242 902	3 462 670	14	9.7
<b>British Air Ferries</b>									
HP Herald 100/200	1 036	4 925	6	3 936	12	114 440	23 687	5	2.9
Aviation Traders Carvair	922	3 169	223	3 693	353	46 644	9 367	3	3.6
TOTAL	1 958	8 094	229	7 629	365	161 084	33 055	8	3.2
<b>British Executive Air Services</b>									
Bell 212 Twin	524	4 135	—	2 324	—	17 207	2 501	2	1.5
<b>British Island Airways</b>									
HP Herald 100/200	5 120	18 686	4 707	14 269	5 678	543 326	106 024	12	4.5
<b>British Midland Airways</b>									
HP Herald 100/200	938	3 759	1	3 871	2	93 233	25 846	3	3.8
BAC Viscount-700D/800/810	5 430	14 806	—	16 731	—	495 947	201 487	7	5.2
DC9	175	509	—	471	—	25 482	8 740	1	5.1
Boeing 707-320C/336	3 039	1 772	—	4 380	—	169 818	316 874	6	2.0
TOTAL	9 582	20 846	1	25 453	2	784 480	552 948	17	3.9
<b>Brymon Airways</b>									
Britten-Norman Islander	418	2 358	4	2 186	4	11 067	1 922	2	3.4
DHC 6 Twin-Otter	287	1 471	—	1 270	—	14 963	3 053	1	4.0
TOTAL	705	3 829	4	3 456	4	26 030	4 975	3	3.6

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1976	Daily utilisation per aircraft (hrs) year 1976
<b>Dan-Air Services</b>									
HS 748	4 268	12 564	1 382	13 280	2 270	253 851	90 355	10	5.2
BAC 111-200	1 935	2 507	34	3 878	36	137 754	115 943	2	5.9
BAC 111-300/400	6 978	4 935	9	12 202	9	312 046	470 618	5	6.7
BAC 111-500	8 285	6 670	7	14 619	8	646 377	798 665	6	6.9
DH 106 Comet 4B/C	14 673	9 126	5	24 427	5	843 709	1 371 086	18	4.5
Boeing 727-100	9 163	4 973	—	13 918	—	548 952	1 037 610	6	7.4
Boeing 707-320C/336	2 846	600	309	2 507	1 274	67 064	285 518	4	3.8
<b>TOTAL</b>	<b>48 148</b>	<b>41 375</b>	<b>1 746</b>	<b>84 831</b>	<b>3 602</b>	<b>2 809 753</b>	<b>4 169 794</b>	<b>51</b>	<b>5.6</b>
<b>Fairflight Charters</b>									
DH 114 Heron	174	260	94	502	216	2 600	1 214	2	2.2
DH 104 Dove	430	501	309	940	696	3 507	1 703	2	2.6
PA23 Aztec/Apache	70	143	8	237	17	431	197	—	1.2
Riley Dove	118	187	41	304	80	1 309	650	—	1.5
PA31 Navajo	16	34	—	55	—	170	83	—	0.9
<b>TOTAL</b>	<b>808</b>	<b>1 125</b>	<b>452</b>	<b>2 038</b>	<b>1 009</b>	<b>8 017</b>	<b>3 847</b>	<b>4</b>	<b>2.0</b>
<b>Fitair</b>									
PA31 Navajo	86	187	9	267	14	635	299	1	0.9
<b>Green Shield Stamp</b>									
HS 125	290	431	—	511	—	1 362	1 100	1	1.4
<b>I D S Aircraft</b>									
Cessna 500 Citation	327	518	—	597	—	1 799	1 139	2	0.8
PA23 Aztec/Apache	46	87	—	118	—	150	94	—	..
PA31 Navajo	34	103	—	114	—	262	85	2	0.2
<b>TOTAL</b>	<b>407</b>	<b>708</b>	<b>—</b>	<b>829</b>	<b>—</b>	<b>2 211</b>	<b>1 318</b>	<b>4</b>	<b>0.6</b>
<b>International Aviation Service</b>									
BAC Britannia-300	1 875	—	937	—	4 011	—	—	2	5.6
DC8-54/55F Jet Trader	4 075	—	1 335	—	5 506	—	—	2	7.6
<b>TOTAL</b>	<b>5 950</b>	<b>—</b>	<b>2 272</b>	<b>—</b>	<b>9 517</b>	<b>—</b>	<b>—</b>	<b>4</b>	<b>6.6</b>
<b>Intra Airways</b>									
DC3 Dakota/Pionair	679	2 917	1 644	2 251	1 447	67 182	9 675	4	2.3
BAC Viscount-700D/800/810	2	6	—	6	—	227	83	1	0.7
<b>TOTAL</b>	<b>680</b>	<b>2 923</b>	<b>1 644</b>	<b>2 257</b>	<b>1 447</b>	<b>67 409</b>	<b>9 759</b>	<b>5</b>	<b>2.3</b>
<b>Laker Airways</b>									
BAC 111-300/400	8 812	5 153	—	14 837	—	356 587	608 907	5	8.4
DC10	6 408	1 791	—	10 555	—	408 864	1 747 333	3	9.8
Boeing 707-120/120B	5 477	1 633	—	7 272	—	169 890	678 560	2	10.8
<b>TOTAL</b>	<b>20 697</b>	<b>8 577</b>	<b>—</b>	<b>32 664</b>	<b>—</b>	<b>935 341</b>	<b>3 034 800</b>	<b>10</b>	<b>9.3</b>
<b>Loganair</b>									
Britten-Norman Trislander	737	3 228	—	3 443	—	22 475	5 355	7	1.8
Britten-Norman Islander	1 065	12 561	—	5 307	—	41 195	3 248	7	2.1
<b>TOTAL</b>	<b>1 802</b>	<b>15 789</b>	<b>—</b>	<b>8 750</b>	<b>—</b>	<b>63 670</b>	<b>8 602</b>	<b>14</b>	<b>1.9</b>
<b>Lowland Aero Service</b>									
Beagle 206	104	300	6	342	10	1 087	5 936	1	1.2
<b>MAM Aviation</b>									
HS 125	593	661	—	870	—	2 035	1 941	2	1.7

**Table 1.14.2 cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1976	Daily utilisation per aircraft (hrs) year 1976
<b>Management Aviation</b>									
Sikorsky 58T	135	557	147	551	112	4 289	846	1	1.8
<b>McAlpine Aviation</b>									
Cessna 401/421	66	158	—	155	—	287	103	1	0.3
HS 125	2 146	3 102	—	3 161	—	8 379	5 841	14	0.8
PA23 Aztec/Apache	92	392	—	332	—	582	122	2	0.5
TOTAL	2 304	3 652	—	3 648	—	9 248	6 066	17	0.7
<b>McDonald Aviation</b>									
DH 114 Heron	9	26	—	40	—	145	61	—	1.7
PA23 Aztec/Apache	—	—	—	—	—	—	—	—	—
TOTAL	9	26	—	40	—	145	61	—	0.4
<b>Merlot International Airlines</b>									
HS 125	140	244	—	310	—	543	479	—	1.2
<b>Monarch Airlines</b>									
BAC 111-500	5 020	3 911	—	8 685	—	339 969	450 842	3	8.5
Boeing 720/720B	5 377	3 147	8	8 179	36	392 003	699 879	3	7.8
TOTAL	10 397	7 058	8	16 864	36	731 972	1 150 721	6	8.2
<b>Moseley Aviation</b>									
PA31 Navajo	78	266	—	272	—	1 312	404	—	0.8
<b>Northern Air Taxis</b>									
Beagle 206	197	456	—	662	—	1 232	548	2	1.4
<b>Northern Executive Aviation</b>									
Britten-Norman Islander	82	216	130	248	126	1 573	402	1	1.4
PA31 Navajo	110	265	29	334	21	1 468	570	2	0.9
TOTAL	192	481	159	582	147	3 041	972	3	1.1
<b>Peters Aviation</b>									
DH 114 Heron	444	870	29	1 694	37	7 409	3 774	4	1.3
<b>Ryburn Air</b>									
Cessna 340	68	509	45	294	15	222	87	—	0.9
Beagle 206	—	—	—	—	—	—	—	—	—
Partenavia P68B Victor	—	—	—	—	—	—	—	1	—
TOTAL	68	509	45	294	15	222	87	1	0.5
<b>Thurston Aviation</b>									
PA23 Aztec/Apache	226	616	223	559	279	1 232	311	..	1.8
PA31 Navajo	276	681	240	696	248	1 362	414	..	1.1
TOTAL	502	1 297	463	1 255	527	2 594	725	..	1.4
<b>Tradewinds Airways</b>									
Canadair CL 44	6 006	—	1 982	—	11 907	—	—	5	6.5
<b>Trans-Meridian Air Cargo</b>									
Canadair CL 44	8 908	—	2 761	—	18 550	—	—	8	6.3
<b>Vernair Transport</b>									
PA23 Aztec/Apache	53	151	—	203	—	301	136	2	0.5
Beechcraft B80 Queen-Air	595	1 211	—	2 120	—	5 565	2 837	4	1.5
TOTAL	648	1 362	—	2 323	—	5 866	2 972	6	1.3
<b>GRAND TOTAL</b>	<b>500 086</b>	<b>528 770</b>	<b>35 205</b>	<b>834 908</b>	<b>96 974</b>	<b>27 027 766</b>	<b>48 855 013</b>	<b>492</b>	<b>5.3</b>

# Operations Subject to Variable Charge by Type of Licence 1976

Table 1.15

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
<b>Chargeable Operations (Own Aircraft)</b>					
Class 1	6 564 135	3 704 631	911 812	2 792 842	56.4
Class 2	405 030	299 250	—	299 250	73.8
Class 3	1 144 812	914 001	—	914 000	79.8
Class 4	225 979	180 445	—	180 445	79.8
Class 5A	104 975	79 095	32 444	46 651	75.3
Class 6	480 865	333 079	332 083	995	69.2
Class 7	13 420	7 081	682	6 399	52.7
<b>TOTAL</b>	<b>8 939 217</b>	<b>5 517 581</b>	<b>1 277 021</b>	<b>4 240 583</b>	<b>61.7</b>
<b>Non-chargeable Operations</b>					
Aircraft hired from Foreign Operators	149 631	90 509	49 045	41 463	60.4
Exempt Services	485 443	263 903	202 159	61 744	54.4
Class 5B	96 624	55 783	23 960	31 823	57.7
Small Aircraft Operations	5 084	2 467	102	2 365	48.5
<b>TOTAL</b>	<b>736 782</b>	<b>412 661</b>	<b>275 267</b>	<b>137 395</b>	<b>56.0</b>
<b>GRAND TOTAL</b>	<b>9 675 999</b>	<b>5 930 242</b>	<b>1 552 288</b>	<b>4 377 977</b>	<b>61.3</b>

# Output by Type of Licence and Aircraft Ownership 1976

Table 1.16

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	6 567 837	8 417	26 169	6 602 423
Class 2	405 030	—	—	405 030
Class 3	1 144 812	817	3	1 145 633
Class 4	226 086	257	5	226 349
Class 6	480 865	18 076	15 575	514 516
Class 7	14 696	—	—	14 696
Exempt Services	485 443	21 201	48 199	554 842
<b>TOTAL</b>	<b>9 324 769</b>	<b>48 769</b>	<b>89 951</b>	<b>9 463 489</b>
Class 5A	104 975	—	8 781	113 756
Class 5B	96 624	2 961	50 899	150 484
<b>TOTAL</b>	<b>201 599</b>	<b>2 961</b>	<b>59 680</b>	<b>264 240</b>
<b>GRAND TOTAL</b>	<b>9 526 368</b>	<b>51 730</b>	<b>149 631</b>	<b>9 727 729</b>



# Variable Licence Charges for Airline Operations based on Passenger-Kms and Cargo Tonne-Kms 1976

Table 1.17

	(000)	Class 1 Pass-km	Cargo t-km	Class 2 Pass-km	Class 3 Pass-km	Class 4 Pass-km	Class 5 Pass-km	Cargo t-km	Class 6 Cargo t-km	Class 7 Pass-km	Cargo t-km	Pass-km	Total Cargo t-km	Amount chargeable (£)
British Airways Overseas Division	21 872 847	792 195	554 674	118 967	434 237	3 336	—	—	—	—	—	22 984 061	792 195	808 351.14
British Airways European Division	6 103 305	57 480	—	323 993	13 125	4 263	—	690	—	—	—	6 444 686	58 169	202 065.97
British Airtours	—	—	14 727	1 374 651	103 263	422 138	—	—	—	—	—	1 914 779	—	57 443.37
British Airways Regional Division	902 969	3 045	—	80 352	1 133	12 656	1	—	—	—	—	997 109	3 046	30 370.29
British Airways Helicopters	5 020	7	—	—	—	—	—	—	—	24 390	180	29 410	186	910.26
British Caledonian Airways	1 469 888	49 288	853 978	597 444	265 585	4 885	—	134 680	—	—	—	3 191 779	183 968	123 348.55
Air Anglia	110 781	306	—	—	—	—	—	—	—	—	—	110 781	306	3 369.39
Air Freight	—	721	—	—	—	—	—	61	—	—	—	—	782	117.25
Air-Bridge Carriers	—	2 317	—	—	—	—	51	1 233	—	—	—	—	3 601	540.12
Alidair	—	—	—	194	1 306	13 451	4	479	—	—	—	14 951	483	520.92
Aurigny Air Services	11 990	43	—	—	—	—	—	—	—	—	—	11 990	43	366.21
Bristow Helicopters	—	—	—	—	—	—	—	—	—	47 964	502	47 964	502	1 514.21
Britannia Airways	—	—	—	3 302 497	51 280	1 271	—	—	—	—	—	3 355 048	—	100 651.44
British Air Ferries	28 547	2 352	—	—	52	957	8	200	—	—	—	29 557	2 560	1 270.64
British Island Airways	101 651	2 587	—	113	862	1 146	4	—	—	—	—	103 772	2 591	3 501.79
British Midland Airways	213 949	835	—	440	4 646	45 973	43	—	—	—	—	265 009	878	8 082.03
Brymon Airways	4 971	4	—	—	—	—	—	—	—	—	—	4 971	4	149.69
Dan-Air Services	111 031	72	61 321	3 068 486	830 041	24 020	30 064	1 459	—	—	—	4 094 898	31 598	127 586.31
International Aviation Service	—	—	—	—	—	—	—	68 294	—	—	—	—	68 294	10 244.13
Intra Airways	6 377	605	—	1 617	2 715	25	—	—	—	—	—	10 734	605	412.803
Laker Airways	—	—	1 626 234	895 382	263 731	—	—	—	—	—	—	2 785 347	—	83 560.41
Loganair	4 523	—	—	—	651	—	—	—	—	—	—	5 174	—	155.23
Monarch Airlines	—	—	—	960 129	112 163	12 420	—	—	—	—	—	1 084 712	—	32 541.37
Tradewinds Airways	—	—	—	—	—	—	2 269	48 396	—	—	—	—	50 665	7 599.75
Trans-Meridian Air Cargo	—	—	—	—	—	—	—	76 592	—	—	—	—	76 592	11 488.76
TOTAL	30 947 850	911 859	3 110 934	10 724 264	2 084 791	546 541	32 444	332 082	72 354	682	47 486 733	1 277 067	1 616 162.04	

# Airline Personnel Costs (UK and Overseas)

**Table 1.18**

	PILOTS AND CO-PILOTS				OTHER COCKPIT PERSONNEL				CABIN ATTENDANTS			
	Average number of Personnel 1976		Average expenditure a head (£000) 1976 Percentage change 1976 over 1975		Average number of Personnel 1976		Average expenditure a head (£000) 1976 Percentage change 1976 over 1975		Average number of Personnel 1976		Average expenditure a head (£000) 1976 Percentage change 1976 over 1975	
	Males	Females			Males	Females			Males	Females		
British Airways	3 170	—	9.25	10.9	587	—	7.27	4.3	2 471	3 839	3.50	10.1
British Caledonian Airways	353	1	9.52	9.2	116	—	6.97	16.4	73	684	2.98	24.7
Dan-Air Services	381	4	7.37	7.1	104	—	5.29	8.0	—	582	2.45	11.4
Laker Airways	102	—	9.84	10.9	39	—	6.82	3.6	—	276	2.53	25.9
Britannia Airways	206	—	8.44	7.2	—	—	—	—	—	308	4.03	35.2
International Aviation Services	38	—	10.82	24.2	25	—	8.36	18.8	—	—	—	—
Transmeridian Air Cargo	62	—	13.39	11.4	55	—	10.93	36.2	—	—	—	—
Tradewinds Airways	47	—	11.62	31.3	36	—	9.78	26.2	—	—	—	—
Monarch Airlines	68	—	9.21	15.8	22	—	6.14	11.2	—	136	3.67	19.2
British Midland Airways	133	—	7.87	13.9	14	—	6.43	12.6	9	115	2.05	23.5
Air Anglia	63	—	5.14	7.3	—	—	—	—	—	51	1.82	2.8
British Island Airways	105	—	4.94	12.0	—	—	—	—	—	81	1.96	10.7
British Air Ferries	35	2	8.54	26.7	—	—	—	—	—	25	2.76	-4.8
Others	450	—	5.74	-0.2	—	—	—	—	—	38	2.24	11.4

  

	MAINTENANCE AND OVERHAUL PERSONNEL				TRAFFIC AND SALES PERSONNEL				ALL OTHER PERSONNEL			
	Average number of Personnel 1976		Average expenditure a head (£000) 1976 Percentage change 1976 over 1975		Average number of Personnel 1976		Average expenditure a head (£000) 1976 Percentage change 1976 over 1975		Average number of Personnel 1976		Average expenditure a head (£000) 1976 Percentage change 1976 over 1975	
	Males	Females			Males	Females			Males	Females		
British Airways	10 395	631	4.38	15.3	5 371	2 926	5.06	19.1	17 062	6 212	4.68	15.3
British Caledonian Airways	971	58	4.09	13.0	958	576	4.08	38.8	931	437	3.96	5.3
Dan-Air Services	1 019	79	3.82	12.0	209	154	2.53	18.8	98	64	2.88	2.9
Laker Airways	227	6	4.36	13.5	Included in "All Other Personnel"				98	72	2.66	9.9
Britannia Airways	261	30	4.23	16.5	29	47	3.12	23.8	117	117	3.31	19.4
International Aviation Services	34	3	4.38	21.7	26	6	3.19	-0.3	73	15	3.38	11.9
Transmeridian Air Cargo	96	4	4.13	39.5	29	7	5.01	27.4	20	17	3.22	-29.4
Tradewinds Airways	22	1	4.61	9.2	45	8	2.06	9.0	7	3	8.10	57.6
Monarch Airlines	—	—	—	—	9	32	3.39	37.8	28	26	2.56	19.6
British Midland Airways	251	21	3.84	13.9	149	170	2.62	17.0	81	109	2.58	6.2
Air Anglia	110	7	3.39	9.7	12	43	2.15	10.3	49	30	2.79	29.8
British Island Airways	228	10	3.61	15.3	140	90	2.70	4.2	57	52	3.08	25.2
British Air Ferries	132	5	3.85	16.3	57	29	2.85	46.9	23	30	3.68	-25.7
Others	748	12	3.32	—	116	41	2.88	16.6	224	206	2.57	10.8

# UK Airline Personnel Employed in Great Britain 1976

Table 1.19

Region	Number of Personnel at end of June 1976			Number of Personnel at end of December 1976		
	Male	Female Total	of which part-time*	Male	Female Total	of which part-time*
North	193	163	—	201	134	—
Yorkshire and Humberside	222	83	1	145	68	—
East Midlands	426	297	—	526	328	7
East Anglia	291	94	3	323	97	2
South East	38 347	14 075	137	38 502	13 946	99
South West	157	39	1	157	33	1
West Midlands	511	243	—	479	212	—
North West	1 639	621	—	1 534	575	—
Wales	534	103	—	531	79	—
Scotland	1 750	418	8	1 877	435	12
TOTAL	44 069	16 137	150	44 275	15 908	121

\*Part-time employment is defined as being not more than 30 hours a week.

## **Part 2**

# **UK Airlines—Financial Results**

# PART 2 UK Airlines—Financial Results

## Introduction

Tables 1 to 6 in this section present estimates in summary form of the financial resources and the operating costs and revenues of the public and private sectors of the United Kingdom air transport industry for the years 1968-1975, together with an estimated profit and loss account for the entire industry in 1976.

For the years from 1972 onwards the summaries have been built up from returns submitted by the individual airlines. These returns are made by all airlines which hold a Class 1, 2, 3, 4, 5, or 6 Licence. Those operators who have a Class 7 and no other class of Licence, or who operate under an Air Operator's Certificate only, are not required to report financial statistics, but the summaries include estimates in respect of their operations. Estimates have also been included in respect of companies that have gone out of business during the period and for which it has not been possible to obtain detailed accounts. The figures for the years 1968 to 1971 are based on tables previously published in the Department of Trade and Industry Business Monitor series CA8.

The annual summaries are not truly representative of calendar years; they result from the addition of figures for individual financial years closest to the calendar year involved. The estimate in respect of aggregate accounts for 1976 has been based, where possible, on the financial year accounts of individual airlines. Where financial year accounts are not yet available use has been made of the quarterly reports supplied by airlines, taking the four calendar quarters which most closely match the financial years of the airlines in question. The final audited accounts of airlines may differ considerably from the sum of quarterly profit and loss accounts, so, although the 1976 estimate has been constructed to be as nearly comparable with previous years as is possible at this stage, the final results for the year may be appreciably different.

Tables 7 to 9 give the individual results for individual airlines in 1975. The figures are a copy of the information supplied by airlines on the standard returns. They may not correspond with published company accounts, since, where possible, non-airline activities have been excluded.

Questions of definition concerning the tables of financial statistics may be answered by reference to the specimens of returns used by airlines, and their notes on compilation; these are given in Appendix C.

Details of the operating and traffic statistics reported by each airline for the periods covered by their 1975 financial year are given for the convenience of the reader in Tables 10 to 12.

The airlines whose financial statistics are covered in this Part had an average labour force in 1975 of some 67 000 of which nearly 9 500 were employed overseas. The net output of these airlines is estimated to represent approximately half of one per cent of United Kingdom gross domestic product.

# Financial Resources of United Kingdom Airlines 1968-1975

**Table 2.1**

	1968	1969	1970	<i>£million</i>		1973	1974	1975
	1971	1972						
<b>Private Sector</b>								
Total assets employed	47.2	59.3	58.3	64.0	77.6	90.7	109.4	116.6
<i>of which</i>								
Operating equipment and Property	48.4	54.9	56.5	57.6	72.9	85.4	106.4	105.0
Payments on account of Aircraft under construction	—	0.1	—	—	1.4	2.3	—	—
Other non-current assets	3.5	5.5	9.0	10.2	11.3	11.7	1.9	6.0
Total current net assets	(4.6)	(1.3)	(7.2)	(3.8)	(8.0)	(8.7)	1.0	5.6
Total liabilities	47.2	59.3	58.3	64.0	77.6	90.7	109.4	116.6
<i>of which</i>								
Shareholders' Fund	14.5	17.5	21.6	29.1	23.7	21.4	16.2	21.4
Operating Profit (or loss)	3.3	6.1	5.9	8.9	5.8	3.8	6.5	14.4
Operating Profit (or loss) as a percentage of total assets employed	7.0	10.3	10.1	13.9	7.5	4.2	5.9	12.3
Shareholders fund as a percentage of total liabilities	30.7	29.5	37.1	45.5	30.5	23.6	14.8	18.4
<b>Public Sector</b>								
Total assets employed	336.3	394.6	440.2	499.2	517.0	527.6	468.3	566.5
<i>of which</i>								
Operating equipment and Property	261.5	302.2	383.4	462.7	464.3	460.9	450.2	553.7
Payments on account of Aircraft under construction	29.2	36.9	31.2	12.5	11.5	37.0	91.0	49.8
Other non-current assets	17.7	18.2	23.5	29.2	26.1	20.3	19.3	20.7
Total current net assets	27.9	37.2	2.3	(5.3)	15.1	9.3	(92.2)	(57.7)
Total liabilities	336.3	394.6	440.2	499.2	517.0	527.6	468.3	566.5
<i>of which</i>								
Public Dividend Capital	155.3	177.9	175.9	160.3	214.7	236.7	305.2	342.2
Operating Profit (or loss)	24.7	41.3	5.3	3.6	31.1	52.9	(0.8)	3.1
Operating Profit (or loss) as a percentage of total assets employed	7.3	10.5	1.2	0.7	6.2	10.0	(0.2)	0.5
Public Dividend Capital as a percentage of total liabilities	46.2	45.1	39.9	32.1	41.5	44.9	65.2	60.4

# Revenues, Expenses and Profits of United Kingdom Airlines 1968-1976

Table 2.2

	1968	1969	1970	1971	1972	1973	1974	1975	1976 (Estimate)
	£million								
PRIVATE SECTOR									
Total Operating Revenues	52.0	79.3	101.5	125.4	148.2	182.4	240.0	284.3	
Total Operating Expenses	48.7	73.2	95.6	116.5	142.4	178.6	233.5	269.9	
Operating profit (or loss)	3.3	6.1	5.9	8.9	5.8	3.8	6.5	14.4	
Non-operating items (balance)	(1.9)	(2.7)	(2.6)	(4.1)	(2.2)	(3.6)	(5.4)	(6.7)	
Profit (or loss) before Tax	1.4	3.4	3.3	4.9	3.6	0.2	1.1	7.7	
PUBLIC SECTOR									
Total Operating Revenues	288.8	336.7	343.0	392.0	468.0	581.3	667.6	808.9	
Total Operating Expenses	264.1	295.4	337.7	388.4	435.9	528.4	668.2	805.8	
Operating profit (or loss)	24.7	41.3	5.3	3.6	31.1	52.9	(0.8)	3.1	
Non-operating items (balance)	12.0	(1.0)	1.4	(6.5)	(19.9)	(11.5)	(10.6)	(22.6)	
Profit (or loss) before Tax	36.7	40.3	6.7	(2.9)	12.2	41.4	(11.4)	(19.5)	
ALL AIRLINES									
Total Operating Revenues	340.8	416.0	444.5	517.4	616.2	763.7	907.5	1 093.2	1 446.1
Total Operating Expenses	312.8	368.6	433.3	504.9	578.3	707.0	901.7	1 075.7	1 334.7
Operating profit (or loss)	28.0	47.4	11.2	12.5	37.9	56.7	5.7	17.5	111.4
Non-operating items (balance)	10.1	(3.7)	(1.2)	(10.6)	(22.1)	(15.1)	(16.0)	(29.3)	(22.2)
Profit (or loss) before Tax	38.1	43.7	10.0	1.9	15.8	41.6	(10.3)	(11.8)	(89.2)

# Trends in United Kingdom Airlines' Operating Costs and Revenues 1968-1976

**Table 2.3**

	1968	1969	1970	1971	1972	1973	1974	1975 (Estimate)	1976
<b>ALL AIRLINES</b>									
<b>COSTS</b>									
<b>Comparison with 1970 (1970=100)</b>									
Aircraft fuel and oil	76.8	94.3	100.0	125.0	148.9	228.7	446.5	531.6	685.3
Crew salaries and expenses	63.4	80.1	100.0	118.5	126.6	154.3	173.9	200.8	219.6
Aircraft depreciation and rental	36.5	88.3	100.0	100.6	128.3	149.8	163.3	174.6	220.6
Other costs	70.4	83.8	100.0	117.6	132.8	156.5	183.5	223.1	275.9
Total Operating Costs	72.2	85.1	100.0	116.5	133.5	163.2	208.1	248.3	308.0
<b>Comparison with Total—Percentage distribution</b>									
Aircraft fuel and oil	11.2	11.7	10.5	11.3	11.7	14.7	22.6	22.5	23.4
Crew salaries and expenses	7.5	8.1	8.6	8.7	8.1	8.1	7.2	6.9	6.1
Aircraft depreciation and rental	13.2	11.5	11.1	9.6	10.7	10.2	8.7	7.8	7.9
Other costs	68.1	68.7	69.8	70.4	69.5	67.0	61.5	62.8	62.6
Total Operating costs	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
<b>REVENUES</b>									
<b>Comparison with 1970 (1970=100)</b>									
Scheduled services	82.9	96.5	100.0	112.6	136.9	169.2	202.0	240.8	320.0
Non-Scheduled services	51.9	82.9	100.0	131.2	146.6	180.1	217.8	266.3	363.1
Incidental Revenues	67.7	83.5	100.0	123.3	135.3	190.2	174.4	254.9	230.1
Total Operating Revenues	76.7	93.6	100.0	116.5	138.6	171.7	204.2	245.9	325.3
<b>Comparison with Total—Percentage distribution</b>									
Scheduled services	84.7	80.8	78.3	75.8	77.3	77.1	77.5	76.7	77.1
Non-Scheduled services	12.7	16.5	18.7	21.0	19.8	19.6	19.9	20.2	20.8
Incidental Revenues	2.6	2.7	3.0	3.2	2.9	3.3	2.6	3.1	2.1
Total Operating Revenues	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0



# United Kingdom Airlines—Profit and Loss Account Summary from 1968-1976

Table 2.4

		1968			1969			1970		
		Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
<b>REVENUES</b>										
1	Scheduled Passenger (individually booked seats direct to passenger)	288.6	272.4	16.2	336.1	317.7	18.4	348.2	325.1	23.1
2	Scheduled Passenger (all block-booked seats, including part-charter)									
3	Scheduled Excess baggage									
4	Scheduled Freight and Diplomatic bags									
5	Scheduled Mail	43.1	10.6	32.5	68.8	11.9	56.9	83.0	10.2	72.8
6	Non-scheduled flights (a) Inclusive tours									
	(b) ABC other than part-charter									
	(c) Affinity groups									
	(d) Cargo									
	(e) Other									
7	Incidental Revenue	9.0	5.7	3.3	11.1	7.1	4.0	13.3	7.7	5.6
8	<b>Total Operating Revenue</b>	340.8	288.8	52.0	416.0	336.7	79.3	444.5	343.0	101.5
<b>EXPENSES</b>										
9	Flight crew salaries and expenses	23.6	18.9	4.7	29.8	22.8	7.0	37.2	27.2	10.0
10	Aircraft fuel and oil	35.0	27.2	7.8	43.0	30.9	12.1	45.6	32.1	13.5
11	Flight equipment insurance	3.9	3.2	0.7	6.1	4.3	1.8	7.5	4.7	2.8
12	Uninsured losses	—	—	—	—	—	—	—	—	—
13	Rental of flight equipment	8.0	6.4	1.6	10.7	5.5	5.2	14.3	4.6	9.7
14	Flight crew training (when not amortised)	3.6	3.2	0.4	3.5	3.0	0.5	4.3	3.6	0.7
15	Flight expenses other than items 9 to 14	1.5	1.1	0.4	2.1	1.1	1.0	3.6	1.1	2.5
16	Maintenance and overhaul	49.2	40.1	9.1	57.1	44.8	12.3	69.8	53.3	16.5
17	Depreciation of aircraft fleet (including spares)	33.5	28.6	4.9	31.7	25.7	6.0	33.7	27.1	6.6
18	Depreciation of ground property and equipment	2.9	2.5(a)	0.4	3.2	2.7(a)	0.5	4.3	3.5(a)	0.8
19	Amortisation of development and pre-operating costs	2.8	2.6	0.2	2.0	1.7	0.3	2.2	1.9	0.3
20	Flight crew training (when amortised)									
21(a)	Landing and departure fees	19.8	15.7	4.1	25.6	18.2	7.4	27.5	18.8	8.7
(b)	Aerodrome, En-route, and other Navigation service charges									
22	Station and ground expenses other than Item 21	36.7	32.0	4.7	45.3	39.5	5.8	55.3	48.2	7.1
23(a)	Passenger services — cabin staff and other flight expenses	25.5	21.9	3.6	31.3	25.9	5.4	36.7	30.2	6.5
(b)	Passenger services — other passenger service costs									
24	Ticketing, sales and promotion	51.0	49.4	1.6	59.0	57.6	1.4	67.0	64.9	2.1
25	General and administrative	16.3	12.5	3.8	19.4	13.4	6.0	23.9	17.2	6.7
26	Other operating expenses	(0.2)	(0.9)	0.7	(1.1)	(1.6)	0.5	0.3	(0.8)	1.1
27	<b>Total Operating Expenses</b>	312.8	264.1	48.7	368.6	295.4	73.2	433.3	337.7	95.6
28	<b>Operating Profit or (Loss)</b>	28.0	24.7	3.3	47.4	41.3	6.1	11.2	5.3	5.9
29	Profit or loss on disposal of fixed assets	2.9	2.8	0.1	1.5	1.7	(0.2)	2.2	2.1	0.1
30	Interest payable less receivable (Net)	(4.4)	(2.2)	(2.2)	(6.2)	(3.7)	(2.5)	(11.4)	(8.5)	(2.9)
31	Direct subsidies from public funds	—	—	—	—	—	—	—	—	—
32	Other payments from public funds	5.0	5.0	—	4.0	4.0	—	8.0	8.0	—
33	Dividends receivable	—	—	—	—	—	—	—	—	—
34	Other non-operating items	6.6	6.4	0.2	(3.0)	(3.0)	—	—	(0.2)	0.2
35	<b>Non-Operating Items (Balance)</b>	10.1	12.0	(1.9)	(3.7)	(1.0)	(2.7)	(1.2)	1.4	(2.6)
36	<b>Profit or loss (—) before Taxation</b>	38.1	36.7	1.4	43.7	40.3	3.4	10.0	6.7	3.3

(a) B.O.A.C. costs have been charged under other main expense headings.

Table 2.4

1971			1972			1973			1974			1975			1976 Estimate All Airlines	
Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector		
392.1	362.1	30.0	393.1	359.7	33.4	489.1	441.4	47.7	581.8	517.1	64.7	715.9	648.6	67.3	956.4	
			3.2	3.2	—	3.8	3.8	—	4.8	4.8	—	6.2	6.1	0.1	8.3	
			59.6	55.3	4.3	74.6	68.8	5.8	93.5	83.8	9.7	91.6	82.7	8.9	115.9	
			20.7	20.0	0.7	21.5	20.8	0.7	23.3	22.3	1.0	24.6	23.0	1.6	33.5	
108.9	21.3	87.6	121.7	19.5	102.2	149.4	34.0	115.4	100.5	18.5	82.0	221.0	38.7	93.7	301.4	
									15.9	4.0	11.9			17.9	2.6	
									6.4	4.4	2.0			2.6	42.4	
									30.0	2.2	2.78			42.4	25.7	
									28.1	4.4	23.7			25.7		
16.4	8.6	7.8	18.0	10.4	7.6	25.3	12.5	12.8	23.2	5.9	17.3	33.9	9.8	24.1	30.6	
517.4	392.0	125.4	616.2	468.0	148.2	763.7	581.3	182.4	907.5	667.5	240.0	1 093.2	808.9	284.3	1 446.1	
44.1	31.7	12.4	47.1	34.1	13.0	57.4	42.0	15.4	64.6	48.4	16.2	74.7	54.5	20.2	81.7	
57.9	39.3	17.7	67.9	45.3	22.6	104.3	74.9	29.4	203.6	145.6	58.0	242.4	169.6	72.8	312.5	
9.8	6.4	3.4	9.8	5.4	4.4	9.2	4.9	4.3	8.2	4.9	3.3	8.3	5.1	3.2	10.1	
—	—	—	—	—	—	0.3	0.3	—	0.2	0.2	—	0.3	0.3	—	0.6	
8.7	(0.2)	8.9	15.2	2.4	12.8	2.16	6.5	15.1	17.0	2.7	14.3	26.7	8.2	18.5	36.4	
4.0	3.5	0.5	3.5	2.9	0.6	3.9	3.3	0.6	5.7	4.8	0.9	6.6	5.5	1.1	9.2	
5.7	1.9	3.8	7.3	2.9	4.4	5.7	0.4	5.3	7.4	0.4	7.0	3.0	1.7	1.3	6.3	
81.8	64.0	17.8	89.7	66.7	23.0	101.9	74.5	27.4	124.0	92.0	32.0	153.7	112.5	41.2	180.4	
39.6	32.9	6.7	46.4	39.7	6.7	50.3	42.9	7.4	61.4	47.7	13.7	57.1	44.9	12.2	69.5	
5.2	4.1(a)	1.1	5.1	4.3(a)	0.8	9.2	8.2(a)	1.0	13.2	12.2	1.0	9.2	8.2	1.0	9.4	
3.2	2.6	0.6	2.1	1.7	0.4	1.8	1.0	0.8	1.3	0.4	0.9	2.0	1.3	0.7	1.5	
			1.6	1.4	0.2	1.8	1.3	0.5	1.6	1.2	0.4	1.8	1.4	0.4	2.4	
34.5	23.9	10.6	11.1	—	11.1	44.7	30.4	14.3	47.1	30.7	16.4	61.0	41.3	19.7	83.7	
			32.9	28.3	4.6	9.6	4.1	5.5	10.6	5.9	4.7	17.4	9.3	8.1	27.4	
67.1	57.7	9.4	72.7	63.2	9.5	83.7	72.4	11.3	103.2	85.4	17.8	127.7	105.6	22.1	159.4	
42.2	34.5	7.7	8.8	—	8.8	63.0	52.9	10.1	79.2	62.3	16.9	85.0	65.0	20.0	122.8	
			46.6	42.2	4.2	5.1	1.1	4.0	2.1	1.0	1.1	20.8	19.7	1.1	3.0	
77.8	71.9	5.9	87.3	80.8	6.5	105.4	91.6	13.8	117.5	101.4	16.4	136.9	124.6	12.3	157.0	
24.0	15.1	8.9	22.8	15.3	7.5	25.0	15.9	9.1	31.3	21.0	10.3	38.8	27.2	11.6	52.8	
0.2	(0.9)	1.1	0.4	(0.9)	1.3	3.1	(0.2)	3.3	2.5	—	2.5	2.3	(0.1)	2.4	8.6	
504.9	388.4	116.5	578.3	435.9	142.4	707.0	528.4	178.6	901.7	668.2	233.5	1 075.7	805.8	269.9	1 334.7	
12.5	3.6	8.9	37.9	32.1	5.8	56.7	52.9	3.8	5.7	(0.8)	6.5	17.5	3.1	14.4	111.4	
0.9	0.6	0.3	1.9	1.0	0.9	2.7	1.1	1.6	1.6	(0.4)	2.0	1.1	0.9	0.2	16.6	
(17.6)	(13.9)	(3.7)	(19.1)	(15.9)	(3.2)	(15.1)	(8.8)	(6.3)	(14.7)	(8.2)	(6.5)	(14.6)	(10.2)	(4.4)	(26.4)	
—	—	—	—	—	—	—	—	—	—	—	—	0.1	—	0.1	0.2	
8.0	8.0	—	—	—	—	0.1	—	0.1	—	—	—	—	—	—	—	
(1.9)	(1.2)	(0.7)	(4.9)	(5.0)	0.1	(2.8)	(3.8)	1.0	0.7	0.7	—	4.5	4.5	—	0.1	
(10.6)	(6.5)	(4.1)	(22.1)	(19.9)	(2.2)	(15.1)	(11.5)	(3.6)	(3.6)	(2.7)	(0.9)	(20.4)	(17.8)	(2.6)	(12.7)	
									(16.0)	(10.6)	(5.4)	(29.3)	(22.6)	(6.7)	(22.2)	
1.9	(2.9)	4.9	15.8	12.2	3.6	41.6	41.4	0.2	(10.3)	(11.4)	1.1	(11.8)	(19.5)	7.7	89.2	

# United Kingdom Airlines—Appropriation Account Table 2.5

## Summary from 1968 to 1975

		1968			1969			1970		
		Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
1	Profit or loss before Taxation	38.1	36.7	1.4	43.7	40.3	3.4	10.0	6.7	3.3
2	Taxation	12.6	11.9	0.7	15.7	14.6	1.1	3.0	2.6	0.4
3	Profit or loss after Taxation	25.5	24.8	0.7	28.0	25.7	2.3	7.0	4.1	2.9
4	Exceptional items and prior year adjustments	(0.3)	(0.2)	(0.1)	13.0	12.8	0.2	6.2	6.1	0.1
5	Transfers from reserves	—	—	—	—	—	—	—	—	—
6	Available for appropriation	25.2	24.6	0.6	41.0	38.5	2.5	13.2	10.2	3.0
7	Dividends	12.6	12.5	0.1	14.0	13.0	1.0	5.7	4.9	0.8
8	Transfers to reserves	12.6	12.1	0.5	27.0	25.5	1.5	7.5	5.3	2.2

(a) Group appropriation account including the non-airline divisions of British Airways.

**Table 2.5**

1971			1972 (a)			1973 (a)			1974			1975 (£ million)		
Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
1.9	(2.9)	4.8	18.2	14.6	3.6	44.0	43.8	0.2	(10.3)	(11.4)	1.1	(11.8)	(19.5)	7.7
+0.6	+1.4	0.8	10.9	8.7	2.2	27.3	26.6	0.7	+0.1	+2.0	1.9	+0.6	+3.5	2.9
2.5	(1.5)	4.0	7.3	5.9	1.4	16.7	17.2	(0.5)	(10.2)	(9.4)	(0.8)	(11.2)	(16.0)	4.8
0.2	0.4	(0.2)	—	(0.7)	0.7	(0.4)	(0.6)	0.2	2.6	—	2.6	(0.2)	(0.3)	0.1
4.4	4.4	—	2.4	—	2.4	3.1	—	3.1	14.5	9.4	5.1	17.6	16.3	1.3
7.1	3.3	3.8	9.7	5.2	4.5	19.4	16.6	2.8	6.9	—	6.9	6.2	—	6.2
4.6	3.3	1.2	5.0	4.4	0.6	6.7	6.1	0.6	3.0	—	3.0	2.1	—	2.1
2.6	—	2.6	4.7	0.8	3.9	12.7	10.5	2.2	3.9	—	3.9	4.1	—	4.1

Table 2.6

# United Kingdom Airlines— Balance Sheet Summary from 1968-1975

	1968			1969			1970		
	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
<b>ASSETS EMPLOYED</b>									
<b>1 Operating Equipment and Property</b>									
Aircraft fleet (including spares)	434.0	370.4	63.6	471.4	401.4	70.0	567.9	495.1	72.8
Less: Provisions for amortisation and depreciation	196.7	176.8	19.9	206.1	185.8	20.3	236.4	214.2	22.2
Aircraft fleet after depreciation	237.2	193.5	43.7	265.2	215.5	49.7	331.5	280.9	50.6
Property and other equipment	107.8	101.0	6.7	133.2	125.7	7.5	156.5	147.5	9.0
Less: Provisions for amortisation and depreciation	35.1	33.1	2.0	41.3	39.0	2.3	48.1	45.0	3.1
Property after depreciation	72.7	68.0	4.7	91.9	86.7	5.2	108.4	102.5	5.9
Payments on account of aircraft under construction	29.2	29.2	—	37.0	36.9	0.1	31.2	31.2	—
<b>2 Interests in Group Companies</b>									
Shares	} 1.3 }	0.6 }	0.7 }	} 2.2 }	— }	} 2.2 }	} 5.9 }	} 2.0 }	} 3.9 }
Advances and debts not currently receivable									
<b>3 Trade investments</b>									
Shares	..	..	..	..	..	..	..	..	..
Advances and debts not currently receivable	..	..	..	..	..	..	..	..	..
<b>4 Current Assets</b>									
Stores and work in progress	..	..	..	..	..	..	..	..	..
Debtors	..	..	..	..	..	..	..	..	..
Short-term loans and deposits	..	..	..	..	..	..	..	..	..
Bank balance and cash	..	..	..	..	..	..	..	..	..
Group companies advances and debts	..	..	..	..	..	..	..	..	..
currently receivable	..	..	..	..	..	..	..	..	..
Other items	..	..	..	..	..	..	..	..	..
<b>Total current Assets</b>	150.5	132.9	17.6	178.5	153.2	25.3	145.0	117.9	27.1
<b>5 Less: Current Liabilities</b>									
Creditors and accruals	..	..	..	..	..	..	..	..	..
Traffic revenue received in advance	..	..	..	..	..	..	..	..	..
Taxation	..	..	..	..	..	..	..	..	..
Dividends	..	..	..	..	..	..	..	..	..
Bank overdrafts	..	..	..	..	..	..	..	..	..
Instalments of borrowings and hire purchase	..	..	..	..	..	..	..	..	..
liabilities repayable within one year	..	..	..	..	..	..	..	..	..
Group companies advances and debts	..	..	..	..	..	..	..	..	..
currently payable	..	..	..	..	..	..	..	..	..
Other items	..	..	..	..	..	..	..	..	..
<b>Total Current Liabilities</b>	127.3	105.0	22.3	142.6	116.0	26.6	149.9	115.6	34.3
<b>Total Net Current Assets</b>	23.2	27.9	(4.6)	35.9	37.2	(1.3)	(4.9)	2.3	(7.2)
<b>6 Unamortised Costs</b>									
Pre-operational training and development	} 10.3 }	8.7 }	1.6 }	} 13.0 }	11.1 }	1.9 }	} 17.6 }	14.4 }	3.2 }
Other items									
<b>7 Other Assets</b>	9.6	8.4	1.2	8.6	7.1	1.5	9.0	7.1	1.9
<b>TOTAL ASSETS</b>	383.5	336.3	47.2	453.9	394.6	59.3	498.5	440.2	58.3
<b>FINANCED BY:</b>									
<b>8 Shareholders Fund</b>									
Share Capital	53.4	50.0	3.4	70.6	65.0	5.6	72.0	65.0	7.0
Share Premium Account	4.8	—	4.8	4.6	—	4.6	5.1	—	5.1
Reserves: Capital	..	..	..	..	..	..	..	..	..
Self-Insurance	34.8	34.5	0.3	41.4	41.3	0.1	41.6	41.6	—
Revenue	} 76.8 }	70.8 }	6.0 }	} 78.8 }	71.6 }	7.2 }	} 78.8 }	69.3 }	9.5 }
Other									
<b>9 Borrowings etc.</b> Repayable more than one year ahead									
Advances from other Group companies	0.2	—	0.2	0.1	—	0.1	3.0	—	3.0
Bank Loans	} 199.7 }	169.7 }	30.0 }	} 220.6 }	182.3 }	38.3 }	} 261.2 }	231.1 }	30.1 }
Other Loans									
Hire Purchase Liabilities	..	..	..	..	..	..	..	..	..
<b>10 Deferred Liabilities</b>									
Taxation	22.8	10.3	2.5	36.3	32.9	3.4	35.5	31.9	3.6
Other	0.9	0.9	—	1.4	1.4	—	1.3	1.3	—
<b>TOTAL LIABILITIES</b>	383.5	336.3	47.2	453.9	394.6	59.3	498.5	440.2	58.3

Table 2.6

1971			1972			1973			1974			1975		
Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
671.5	601.5	70.0	725.5	632.7	92.8	771.0	662.8	108.2	831.1	694.7	136.4	860.8	723.6	137.2
272.9	247.4	25.5	316.4	288.5	27.9	361.3	330.0	31.3	418.4	377.8	40.6	355.0	311.5	43.5
398.6	354.1	44.5	409.1	344.2	64.9	409.7	332.8	76.9	412.7	316.9	95.8	505.8	412.1	93.7
178.0	161.2	16.8	193.9	182.6	11.3	211.7	199.2	12.5	226.5	211.3	15.2	247.2	228.8	18.4
56.2	52.5	3.7	65.8	62.5	3.3	75.1	71.1	4.0	82.8	78.1	4.7	94.3	87.2	7.1
121.7	108.6	13.1	128.1	120.1	8.0	136.6	128.1	8.5	143.7	133.2	10.5	152.9	141.6	11.3
12.5	12.5	—	12.9	11.5	1.4	39.3	37.0	2.3	91.0	91.0	—	49.8	49.8	—
6.6 }	5.3 }	1.3 }	0.8	—	0.8	0.7	—	0.7	0.8	—	0.8	0.8	—	0.8
			6.8	—	6.8	6.4	—	6.4	(0.5)	—	(0.5)	2.2	—	2.2
..	..	..	7.1	6.8	0.3	6.9	6.4	0.5	5.3	5.2	0.1	1.4	1.3	0.1
..	..	..	4.2	4.2	—	4.0	4.0	—	4.7	4.7	—	2.3	2.2	0.1
..	..	..	12.4	8.1	4.3	17.6	9.2	8.4	19.4	11.6	7.8	23.1	14.1	9.0
..	..	..	128.3	106.1	22.2	156.8	127.5	29.3	152.6	115.4	37.2	200.3	163.1	37.2
..	..	..	42.0	39.8	2.2	39.3	36.0	3.3	18.1	15.5	2.6	25.8	21.7	4.1
..	..	..	10.2	5.3	4.9	16.3	10.4	5.9	23.0	13.8	9.2	35.7	21.6	14.1
..	..	..	5.4	—	5.4	8.1	—	8.1	5.9	—	5.9	6.0	—	6.0
..	..	..	5.6	3.9	1.7	6.7	4.7	2.0	3.1	2.1	1.0	0.7	—	0.7
155.7	118.3	37.4	203.9	163.2	40.7	244.8	187.8	57.0	222.1	158.4	63.7	291.6	220.5	71.1
..	..	..	105.1	78.4	26.7	150.7	111.5	39.2	133.8	93.8	40.0	168.9	123.5	45.4
..	..	..	61.2	54.8	6.4	56.5	52.1	4.4	75.3	66.9	8.4	109.5	97.2	12.3
..	..	..	3.2	3.2	—	6.6	5.3	1.3	1.6	1.3	0.3	1.1	1.6	0.1
..	..	..	4.6	4.4	0.2	6.3	6.1	0.2	0.9	—	0.9	—	—	—
..	..	..	5.1	1.5	3.6	3.0	1.1	1.9	1.4	0.4	1.0	2.9	1.0	1.9
..	..	..	8.1	—	8.1	13.1	—	13.1	91.7	86.2	5.5	56.3	53.4	2.9
..	..	..	2.2	—	2.2	3.1	—	3.1	1.8	—	1.8	0.4	—	0.4
..	..	..	7.3	5.8	1.5	4.9	2.4	2.5	6.7	1.9	4.8	4.0	1.5	2.5
164.8	123.6	41.2	196.8	148.1	48.7	244.2	178.5	65.7	313.2	250.5	62.7	343.7	278.2	65.5
(9.1)	(5.3)	(3.8)	7.1	15.1	(8.0)	0.6	9.3	(8.7)	(91.1)	(92.2)	1.0	(52.1)	(57.7)	5.6
21.0 }	16.4 }	4.7 }	13.2	10.2	3.0	9.5	5.5	4.0	7.0	5.5	1.5	6.2	4.5	1.7
			4.9	4.9	—	4.5	4.4	0.1	3.9	3.9	—	3.6	3.5	1.1
11.7	7.5	4.2	0.4	—	0.4	—	—	—	—	—	—	9.2	9.2	—
563.2	499.2	64.0	594.6	517.0	77.6	618.3	527.6	90.7	577.7	468.3	109.4	683.1	566.5	116.6
79.9	65.0	14.9	142.4	125.0	17.4	154.1	136.3	17.8	226.3	216.3	10.0	290.1	280.0	10.1
3.0	—	3.0	2.5	—	2.5	2.4	—	2.4	2.6	—	2.6	2.8	0.2	2.6
..	..	..	3.0	1.4	1.6	2.9	1.5	1.4	4.9	—	4.9	6.1	1.5	4.6
30.7	30.7	—	30.9	30.9	—	31.0	31.0	—	31.0	31.0	—	31.0	31.0	—
75.8 }	64.6 }	11.2 }	59.6 }	57.4 }	2.2 }	67.7 }	67.9 }	(0.2) }	57.0 }	57.9 }	(0.9) }	33.2	29.5	3.7
												0.4	—	0.4
0.7	—	0.7	4.4	—	4.4	4.9	—	4.9	18.6	—	18.6	11.2	—	11.2
334.8 }	305.1 }	29.7 }	10.5	84.9	5.6	101.8	99.1	2.7	57.6	54.5	3.1	90.1	81.3	8.8
			197.5	168.6	28.9	156.4	126.6	29.8	90.3	44.9	45.4	128.0	83.5	44.5
			2.1	—	2.1	12.4	—	12.4	8.5	—	8.5	14.4	—	14.4
36.8	32.3	4.5	46.8	38.3	8.5	80.6	65.7	14.9	76.0	63.0	13.0	70.7	58.7	12.0
1.4	1.4	—	14.8	10.4	4.4	4.2	(0.4)	4.6	4.9	0.7	4.2	5.1	0.8	4.3
563.2	499.2	64.0	594.6	517.0	77.6	618.3	527.6	90.7	577.7	468.3	109.4	683.1	566.5	116.6

# United Kingdom Airlines— Profit and Loss Accounts 1975

**Table 2.7**

Financial Year Ending

British Airways  
31.3.1976

(£'000 throughout)

## REVENUES

1	Scheduled Passenger (individually booked seats direct to passenger)	}	648 583
2	Scheduled Passenger (all block-booked seats, including part-charter)		
3	Scheduled Excess baggage		
4	Scheduled Freight and Diplomatic Bags		
5	Scheduled Mail		6 146
6	Non-scheduled flights		82 703
	(a) Inclusive tours		23 027
	(b) ABC other than part-charter	}	38 637
	(c) Affinity Groups		
	(d) Cargo		
	(e) Other		
7	Incidental revenue		9 805
8	<b>Total Operating Revenues</b>		808 901

## EXPENSES

9	Flight crew salaries and expenses	54 462
10	Aircraft fuel and oil	169 651
11	Flight equipment insurance	5 067
12	Uninsured losses	271
13	Rental of flight equipment	8 203
14	Flight crew training (when not amortised)	5 488
15	Flight expenses other than items 9 to 14	1 673
16	Maintenance and overhaul	112 515
17	Depreciation of aircraft fleet (including spares)	44 880
18	Depreciation of ground property and equipment	8 178
19	Amortisation of development and pre-operating costs	1 360
20	Flight crew training (when amortised)	1 439
21	(a) Landing and departure fees	41 351
	(b) Aerodrome, en route, and other Navigation service charges	9 301
22	Station and ground expenses other than item 21	105 580
23	(a) Passenger services—Cabin staff and other flight expenses	64 985
	(b) Passenger services—Other passenger service costs	19 748
24	Ticketing, Sales and Promotion	124 591
25	General and Administrative	27 245
26	Other operating expenses	(137)
27	<b>Total Operating Expenses</b>	805 851
27	(a) (of which services bought in under 16, 24 and 25 above)	2 984
28	<b>Operating Profit (or Loss)</b>	3 050
29	Profit or loss on disposal of fixed assets	874
30	Interest payable less receivable (net)	(10 172)
31	Direct subsidies from public funds	—
32	Other payments from public funds	—
33	Dividends receivable	4 448
34	Other non-operating items	(17 754)
35	<b>Non-operating Items (balance)</b>	(22 604)
36	<b>Profit or Loss (—) before Taxation</b>	(19 554)

Table 2.7 (cont'd.)

Financial Year Ending	Air Anglia 31.10.75	Air Bridge 31.12.75	Air Freight 30.4.76
(£'000 throughout)			
<b>REVENUES</b>			
1 Scheduled Passenger (individually booked seats direct to passenger)	3 932	—	—
2 Scheduled Passenger (all block-booked seats, including part-charter)	—	—	—
3 Scheduled Excess baggage	—	—	—
4 Scheduled Freight and Diplomatic Bags	272	378	303
5 Scheduled Mail	—	—	—
6 Non-scheduled flights (a) Inclusive tours	—	—	—
(b) ABC other than part-charter	—	—	—
(c) Affinity Groups	118	—	—
(d) Cargo	130	545	577
(e) Other	84	120	—
7 Incidental revenue	84	—	19
8 <b>Total Operating Revenues</b>	4 536	1 043	899
<b>EXPENSES</b>			
9 Flight crew salaries and expenses	348	70	153
10 Aircraft fuel and oil	747	287	190
11 Flight equipment insurance	71	24	14
12 Uninsured losses	—	—	—
13 Rental of flight equipment	553	56	—
14 Flight crew training (when not amortised)	12	—	—
15 Flight expenses other than items 9 to 14	—	—	202
16 Maintenance and overhaul	565	251	38
17 Depreciation of aircraft fleet (including spares)	20	—	1
18 Depreciation of ground property and equipment	14	—	—
19 Amortisation of development and pre-operating costs	—	2	—
20 Flight crew training (when amortised)	—	22	—
21 (a) Landing and departure fees	313	153	51
(b) Aerodrome, en route, and other Navigation service charges	179	18	15
22 Station and ground expenses other than item 21	837	—	133
23 (a) Passenger services—Cabin staff and other flight expenses	211	—	—
(b) Passenger services—Other passenger service costs	—	—	—
24 Ticketing, Sales and Promotion	162	—	33
25 General and Administrative	166	128	46
26 Other operating expenses	13	22	22
27 <b>Total Operating Expenses</b>	4 211	1 033	899
27 (a) (of which services bought in under 16, 24 and 25 above)	—	—	—
28 <b>Operating Profit (or Loss)</b>	325	10	—
29 Profit or loss on disposal of fixed assets	—	—	—
30 Interest payable less receivable (net)	(47)	—	—
31 Direct subsidies from public funds	—	—	—
32 Other payments from public funds	—	—	—
33 Dividends receivable	—	—	—
34 Other non-operating items	(10)	7	—
35 <b>Non-operating Items (balance)</b>	(57)	7	—
36 <b>Profit or Loss (—) before Taxation</b>	268	17	—



**Table 2.7 (cont'd.)**

	Alidair	Aurigny Air Services	Britannia Airways
Financial Year Ending	31.7.75	28.2.76	31.12.75
		(£'000 throughout)	
<b>REVENUES</b>			
1 Scheduled Passenger (individually booked seats direct to passenger)	—	877	—
2 Scheduled Passenger (all block-booked seats, including part-charter)	—	—	—
3 Scheduled Excess baggage	—	12	—
4 Scheduled Freight and Diplomatic Bags	—	56	—
5 Scheduled Mail	—	5	—
6 Non-scheduled flights			28 903
(a) Inclusive tours	—	—	—
(b) ABC other than part-charter	—	—	—
(c) Affinity Groups	—	—	—
(d) Cargo	499	—	52
(e) Other	715	16	1 433
7 Incidental revenue	20	8	6 340
8 <b>Total Operating Revenues</b>	1 234	974	36 728
<b>EXPENSES</b>			
9 Flight crew salaries and expenses	90	109	1 900
10 Aircraft fuel and oil	343	116	8 663
11 Flight equipment insurance	20	18	465
12 Uninsured losses	—	—	—
13 Rental of flight equipment	39	197	4 203
14 Flight crew training (when not amortised)	—	—	130
15 Flight expenses other than items 9 to 14	—	—	—
16 Maintenance and overhaul	164	184	3 985
17 Depreciation of aircraft fleet (including spares)	26	—	1 404
18 Depreciation of ground property and equipment	1	6	83
19 Amortisation of development and pre-operating costs	—	—	—
20 Flight crew training (when amortised)	—	—	—
21 (a) Landing and departure fees	129	117	3 680
(b) Aerodrome, en route, and other Navigation service charges	62	16	691
22 Station and ground expenses other than item 21	140	111	2 251
23 (a) Passenger services—Cabin staff and other flight expenses	21	—	3 439
(b) Passenger services—Other passenger service costs	25	1	103
24 Ticketing, Sales and Promotion	12	22	44
25 General and Administrative	109	21	555
26 Other operating expenses	3	10	1 032
27 <b>Total Operating Expenses</b>	1 184	928	32 628
27 (a) (of which services bought in under 16, 24 and 25 above)	—	227	—
28 <b>Operating Profit (or Loss)</b>	50	46	4 100
29 Profit or loss on disposal of fixed assets	149	1	1
30 Interest payable less receivable (net)	—	21	(515)
31 Direct subsidies from public funds	—	—	—
32 Other payments from public funds	—	—	—
33 Dividends receivable	—	—	—
34 Other non-operating items	—	1	20
35 <b>Non-operating Items (balance)</b>	149	23	(494)
36 <b>Profit or Loss (—) before Taxation</b>	199	69	3 606

**Table 2.7 (cont'd.)**

Financial Year Ending	British Air Ferries 31.10.75	British Caledonian 30.9.75	British Island 31.12.75
			(£'000 throughout)
<b>REVENUES</b>			
1 Scheduled Passenger (individually booked seats direct to passenger)	1 736	40 454	5 617
2 Scheduled Passenger (all block-booked seats, including part-charter)	—	1 584	—
3 Scheduled Excess baggage	—	—	19
4 Scheduled Freight and Diplomatic Bags	958	5 552	936
5 Scheduled Mail	—	1 255	365
6 Non-scheduled flights (a) Inclusive tours	—	5 432	—
(b) ABC other than part-charter	—	3 121	—
(c) Affinity Groups	—	—	19
(d) Cargo	676	11 456	190
(e) Other	22	3 507	869
7 Incidental revenue	205	5 543	170
8 <b>Total Operating Revenues</b>	3 597	77 904	8 185
<b>EXPENSES</b>			
9 Flight crew salaries and expenses	195	4 925	639
10 Aircraft fuel and oil	499	17 532	1 149
11 Flight equipment insurance	54	569	69
12 Uninsured losses	—	—	—
13 Rental of flight equipment	171	6 251	110
14 Flight crew training (when not amortised)	7	—	89
15 Flight expenses other than items 9 to 14	—	142	38
16 Maintenance and overhaul	682	8 330	1 710
17 Depreciation of aircraft fleet (including spares)	23	3 347	193
18 Depreciation of ground property and equipment	39	476	43
19 Amortisation of development and pre-operating costs	—	—	—
20 Flight crew training (when amortised)	—	215	—
21 (a) Landing and departure fees	368	4 199	736
(b) Aerodrome, en route, and other Navigation service charges	35	2 955	92
22 Station and ground expenses other than item 21	593	5 772	1 698
23 (a) Passenger services—Cabin staff and other flight expenses	283	8 297	322
(b) Passenger services—Other passenger service costs	—	328	9
24 Ticketing, Sales and Promotion	110	7 547	991
25 General and Administrative	302	4 143	427
26 Other operating expenses	12	307	30
27 <b>Total Operating Expenses</b>	3 373	75 335	8 345
27 (a) (of which services bought in under 16, 24 and 25 above)	—	—	980
28 <b>Operating Profit (or Loss)</b>	224	2 569	(160)
29 Profit or loss on disposal of fixed assets	(6)	—	6
30 Interest payable less receivable (net)	—	48	(123)
31 Direct subsidies from public funds	—	—	—
32 Other payments from public funds	—	—	—
33 Dividends receivable	—	—	—
34 Other non-operating items	—	(2 555)	—
35 <b>Non-operating Items (balance)</b>	(6)	(2 507)	(117)
36 <b>Profit or Loss (—) before Taxation</b>	218	62	(227)

Table 2.7 (cont'd.)

	British Midland	Brymon Aviation	Dan-Air Services
Financial Year Ending	31.12.75	31.12.75	31.12.75
(£'000 throughout)			
<b>REVENUES</b>			
1 Scheduled Passenger (individually booked seats direct to passenger)	8 503	305	3 715
2 Scheduled Passenger (all block-booked seats, including part-charter)	—	—	—
3 Scheduled Excess baggage	13	3	2
4 Scheduled Freight and Diplomatic Bags	307	—	28
5 Scheduled Mail	—	—	—
6 Non-scheduled flights (a) Inclusive tours	—	—	37 709
(b) ABC other than part-charter	—	—	1 875
(c) Affinity Groups	—	—	1 063
(d) Cargo	—	—	—
(e) Other	800	5	1 368
7 Incidental revenue	5 046	—	1 768
8 <b>Total Operating Revenues</b>	14 669	313	47 528
<b>EXPENSES</b>			
9 Flight crew salaries and expenses	1 617	31	3 706
10 Aircraft fuel and oil	2 039	61	16 804
11 Flight equipment insurance	281	7	290
12 Uninsured losses	—	—	—
13 Rental of flight equipment	530	14	3 264
14 Flight crew training (when not amortised)	252	—	160
15 Flight expenses other than items 9 to 14	427	—	145
16 Maintenance and overhaul	2 825	45	5 889
17 Depreciation of aircraft fleet (including spares)	699	—	780
18 Depreciation of ground property and equipment	53	1	22
19 Amortisation of development and pre-operating costs	—	—	470
20 Flight crew training (when amortised)	—	—	—
21 (a) Landing and departure fees	2 116	48	2 631
(b) Aerodrome, en route, and other Navigation service charges	—	—	1 070
22 Station and ground expenses other than item 21	657	10	4 621
23 (a) Passenger services—Cabin staff and other flight expenses	544	—	3 617
(b) Passenger services—Other passenger service costs	50	—	241
24 Ticketing, Sales and Promotion	1 054	21	1 511
25 General and Administrative	1 046	37	1 024
26 Other operating expenses	—	2	607
27 <b>Total Operating Expenses</b>	14 190	277	46 852
27 (a) (of which services bought in under 16, 24 and 25 above)	—	—	—
28 <b>Operating Profit (or Loss)</b>	479	36	676
29 Profit or loss on disposal of fixed assets	—	—	—
30 Interest payable less receivable (net)	(59)	(33)	132
31 Direct subsidies from public funds	—	3	—
32 Other payments from public funds	—	—	—
33 Dividends receivable	—	—	41
34 Other non-operating items	—	—	—
35 <b>Non-operating Items (balance)</b>	(59)	(30)	173
36 <b>Profit or Loss (—) before Taxation</b>	420	6	849

\*Brymon Aviation—This relates to the scheduled airline division of the company only.

Table 2.7 (cont'd.)

	International Aviation Services	Intra Airways
Financial Year Ending	31.3.76	31.12.75
	(£'000 throughout)	
<b>REVENUES</b>		
1 Scheduled Passenger (individually booked seats direct to passenger)	—	164
2 Scheduled Passenger (all block-booked seats, including part-charter)	—	107
3 Scheduled Excess baggage	—	—
4 Scheduled Freight and Diplomatic Bags	—	129
5 Scheduled Mail	—	—
6 Non-scheduled flights (a) Inclusive tours	—	28
(b) ABC other than part-charter	—	—
(c) Affinity Groups	—	159
(d) Cargo	7 580	32
(e) Other	79	5
7 Incidental revenue	1 326	5
8 <b>Total Operating Revenues</b>	8 985	629
<b>EXPENSES</b>		
9 Flight crew salaries and expenses	637	79
10 Aircraft fuel and oil	2 895	97
11 Flight equipment insurance	100	11
12 Uninsured losses	—	—
13 Rental of flight equipment	360	18
14 Flight crew training (when not amortised)	—	—
15 Flight expenses other than items 9 to 14	55	—
16 Maintenance and overhaul	1 728	134
17 Depreciation of aircraft fleet (including spares)	393	—
18 Depreciation of ground property and equipment	1	—
19 Amortisation of development and pre-operating costs	123	—
20 Flight crew training (when amortised)	99	—
21 (a) Landing and departure fees	363	70
(b) Aerodrome, en route, and other Navigation service charges	153	6
22 Station and ground expenses other than item 21	468	69
23 (a) Passenger services—Cabin staff and other flight expenses	—	20
(b) Passenger services—Other passenger service costs	—	3
24 Ticketing, Sales and Promotion	—	—
25 General and Administrative	884	—
26 Other operating expenses	—	6
27 <b>Total Operating Expenses</b>	8 259	513
27 (a) (of which services bought in under 16, 24 and 25 above)	—	12
28 <b>Operating Profit (or Loss)</b>	726	116
29 Profit or loss on disposal of fixed assets	—	—
30 Interest payable less receivable (net)	(233)	—
31 Direct subsidies from public funds	—	—
32 Other payments from public funds	—	—
33 Dividends receivable	—	—
34 Other non-operating items	—	(100)
35 <b>Non-operating Items (balance)</b>	(233)	(100)
36 <b>Profit or Loss (—) before Taxation</b>	493	16

**Table 2.7 (cont'd.)**

	Laker Airways	Loganair	Monarch Airlines
Financial Year Ending	31.3.76	31.3.76	30.11.75
		(£'000 throughout)	
<b>REVENUES</b>			
1 Scheduled Passenger (individually booked seats direct to passenger)	—	330	—
2 Scheduled Passenger (all block-booked seats, including part-charter)	—	—	—
3 Scheduled Excess baggage	—	—	—
4 Scheduled Freight and Diplomatic Bags	—	3	—
5 Scheduled Mail	—	—	—
6 Non-scheduled flights (a) Inclusive tours	10 582	—	9 870
(b) ABC other than part-charter	12 902	—	—
(c) Affinity Groups	—	—	1 270
(d) Cargo	—	—	10
(e) Other	5 072	330	1 541
7 Incidental revenue	680	36	1 716
8 <b>Total Operating Revenues</b>	29 236	699	14 407
<b>EXPENSES</b>			
9 Flight crew salaries and expenses	1 367	109	942
10 Aircraft fuel and oil	8 941	140	4 937
11 Flight equipment insurance	513	28	111
12 Uninsured losses	—	—	—
13 Rental of flight equipment	212	—	1 543
14 Flight crew training (when not amortised)	185	—	21
15 Flight expenses other than items 9 to 14	63	207	—
16 Maintenance and overhaul	4 237	67	2 271
17 Depreciation of aircraft fleet (including spares)	2 074	7	483
18 Depreciation of ground property and equipment	97	—	10
19 Amortisation of development and pre-operating costs	80	—	—
20 Flight crew training (when amortised)	—	12	—
21 (a) Landing and departure fees	4 041	63	886
(b) Aerodrome, en route, and other Navigation service charges	—	—	293
22 Station and ground expenses other than item 21	1 614	34	962
23 (a) Passenger services—Cabin staff and other flight expenses	1 928	11	1 243
(b) Passenger services—Other passenger service costs	270	—	103
24 Ticketing, Sales and Promotion	231	38	161
25 General and Administrative	857	120	370
26 Other operating expenses	—	15	90
27 <b>Total Operating Expenses</b>	26 710	851	14 426
27 (a) (of which services bought in under 16, 24 and 25 above)	—	—	—
28 <b>Operating Profit (or Loss)</b>	2 526	(152)	(19)
29 Profit or loss on disposal of fixed assets	—	—	—
30 Interest payable less receivable (net)	(2 194)	(12)	161
31 Direct subsidies from public funds	—	144	—
32 Other payments from public funds	—	—	—
33 Dividends receivable	—	—	—
34 Other non-operating items	—	—	—
35 <b>Non-operating Items (balance)</b>	(2 194)	132	161
36 <b>Profit or Loss (—) before Taxation</b>	332	(20)	142

**Table 2.7 (cont'd.)**

	Tradewinds Airways	Trans- Meridian Air Cargo
Financial Year Ending	31.3.76	31.10.75
	(£'000 throughout)	
<b>REVENUES</b>		
1 Scheduled Passenger (individually booked seats direct to passenger)	—	—
2 Scheduled Passenger (all block-booked seats, including part-charter)	—	—
3 Scheduled Excess baggage	—	—
4 Scheduled Freight and Diplomatic Bags	—	—
5 Scheduled Mail	—	—
6 Non-scheduled flights (a) Inclusive tours	—	—
(b) ABC other than part-charter	—	—
(c) Affinity Groups	—	—
(d) Cargo	7 489	10 823
(e) Other	—	—
7 Incidental revenue	—	25
8 <b>Total Operating Revenues</b>	7 489	10 848
<b>EXPENSES</b>		
9 Flight crew salaries and expenses	907	1 045
10 Aircraft fuel and oil	2 511	2 707
11 Flight equipment insurance	94	209
12 Uninsured losses	—	—
13 Rental of flight equipment	146	764
14 Flight crew training (when not amortised)	—	136
15 Flight expenses other than items 9 to 14	—	47
16 Maintenance and overhaul	1 778	2 189
17 Depreciation of aircraft fleet (including spares)	301	440
18 Depreciation of ground property and equipment	12	16
19 Amortisation of development and pre-operating costs	—	—
20 Flight crew training (when amortised)	—	—
21 (a) Landing and departure fees	1 222	329
(b) Aerodrome, en route, and other Navigation service charges	146	207
22 Station and ground expenses other than item 21	—	882
23 (a) Passenger services—Cabin staff and other flight expenses	—	—
(b) Passenger services—Other passenger service costs	—	—
24 Ticketing, Sales and Promotion	—	241
25 General and Administrative	336	612
26 Other operating expenses	123	30
27 <b>Total Operating Expenses</b>	7 576	9 854
27 (a) (of which services bought in under 16, 24 and 25 above)	—	—
28 <b>Operating Profit (or Loss)</b>	(87)	994
29 Profit or loss on disposal of fixed assets	—	26
30 Interest payable less receivable (net)	—	15
31 Direct subsidies from public funds	—	—
32 Other payments from public funds	—	—
33 Dividends receivable	—	—
34 Other non-operating items	—	—
35 <b>Non-operating Items (balance)</b>	—	41
36 <b>Profit or Loss (—) before Taxation</b>	(87)	1 035

# United Kingdom Airlines— Appropriation Accounts 1975

**Table 2.8**

(£'000 throughout)

Financial Year Ending	British Airways 31.3.76	Air Anglia 31.10.75	Air Bridge 31.12.75	Air Freight 30.4.76	Alidair 31.7.75	Aurigny Air Services 28.2.76	Britannia Airways 31.12.75
1. Profit or loss before Taxation	(19,554)	268	17	Not Available	199	69	3,606
2. Taxation	+ 3,528	—	—		—	15	1,551
3. Profit or loss after Taxation	(16,026)	268	17		199	54	2,055
4. Exceptional items and prior year adjustments	(290)	—	—		—	—	—
5. Transfers from Reserves	16,316	—	—		—	—	—
6. Available for appropriation	—	268	17		199	54	2,055
7. Dividends	—	—	—		—	—	2,000
8. Transfers to Reserves	—	268	17		199	54	55

Financial Year Ending	British Air Ferries 31.10.75	British Caledonian 30.9.75	British Island 31.12.75	British Midland 31.12.75	Brymon Aviation* 31.12.75	Dan Air Services 31.12.75	International Aviation Services 31.3.76
1. Profit or loss before Taxation	218	62	(277)	420	(9)	849	494
2. Taxation	17	+ 190	10	—	—	464	257
3. Profit or loss after Taxation	201	252	(287)	420	(9)	385	237
4. Exceptional items and prior year adjustments	—	(706)	188	201	26	—	—
5. Transfers from Reserves	—	454	99	201	—	—	—
6. Available for appropriation	201	—	—	219	17	385	237
7. Dividends	—	—	—	—	—	60	3
8. Transfers to Reserves	201	—	—	219	17	325	234

\*Brymon Aviation—This relates to the total activities of Brymon Aviation Ltd., including non-airline functions

Financial Year Ending	Intra Airways 31.12.75	Laker Airways 31.3.76	Loganair 31.3.76	Monarch Airlines 30.11.75	Trade-winds 31.3.76	Trans Meridian Air Cargo 31.10.75
1. Profit or loss before Taxation	16	332	(20)	142	(87)	1,035
2. Taxation	2	—	—	78	—	163
3. Profit or loss after Taxation	14	332	(20)	64	(87)	872
4. Exceptional items and prior year adjustments	(21)	447	167	—	250	(10)
5. Transfers from Reserves	7	—	—	—	—	—
6. Available for appropriation	—	779	147	64	163	862
7. Dividends	—	—	—	—	—	—
8. Transfers to Reserves	—	779	147	64	163	862

# United Kingdom Airlines—Balance Sheets 1975

Table 2.9

	(£'000 throughout)				
	British Airways	Air Anglia	Air Bridge	Air** Freight	Alidair
<b>Balance Sheet Date</b>	31.3.76	31.10.75	31.12.75	30.4.76	31.7.75
<b>ASSETS EMPLOYED</b>					
<b>1 Operating Equipment and Property</b>					
Aircraft fleet (including spares)	723 579	454	—	136	401
Less: Provisions for amortisation and depreciation	311 493	23	—	66	39
Aircraft fleet after depreciation	412 086	431	—	70	362
Property and other equipment	228 850	175	7	146	50
Less: Provisions for amortisation and depreciation	87 210	29	—	59	8
Property after depreciation	141 640	146	7	87	42
Payments on account of aircraft under construction	49 754	—	—	—	—
<b>2 Interests in Group Companies</b>					
Shares	—	11	—	49	15
Advances and debts not currently receivable	—	—	—	128	48
<b>3 Trade Investments</b>					
Shares	1 310	—	—	—	—
Advances and debts not currently receivable	2 231	—	—	—	—
<b>4 Current Assets</b>					
Stores and work in progress	14 122	266	54	67	23
Debtors and pre-payments	163 110	2 094	160	263	171
Short term loans and deposits	21 708	—	—	15	—
Bank Balance and cash	21 558	62	49	9	28
Group Companies advances and debts currently receivable	—	6	—	—	—
Other items	—	—	46	—	—
<b>Total Current Assets</b>	220 498	2 428	309	354	222
<b>5 Less: Current Liabilities</b>					
Creditors and accruals	123 522	2 293	130	437	228
Traffic revenue received in advance	97 210	—	—	—	140
Taxation	1 566	—	—	—	—
Dividends	—	—	—	—	—
Bank Overdrafts	1 050	80	—	77	—
Instalments of borrowings and hire purchase liabilities repayable within one year	53 400	—	—	—	—
Group Companies advances and debts currently payable	—	—	—	—	—
Other items	1 455	—	—	—	—
<b>Total Current Liabilities</b>	278 203	2 373	130	514	368
<b>Total Net Current Assets</b>	(57 705)	55	179	(160)	(146)
<b>6 Unamortised Costs</b>					
Pre-operational training and development	4 465	—	—	—	—
Other items	3 548	—	—	—	45
<b>7 Other Assets</b>	9 218	20	—	—	—
<b>TOTAL ASSETS</b>	566 547	663	186	174	366

\*\* Air Freight—This relates to the total activities of Air Freight Ltd., including non-airline functions.



**Table 2.9 (cont'd)**

	(£'000 throughout)				
	British Airways	Air Anglia	Air Bridge	Air** Freight	Alidair
<i>FINANCED BY:</i>	31.3.76	31.10.75	31.12.75	30.4.76	31.7.75
<b>8 Shareholders Fund</b>					
Share Capital	280 000	30	92	112	100
Share Premium account	160	47	—	—	—
Reserves: Capital	1 474	—	—	—	—
Self Insurance	30 962	—	—	—	—
Revenue	29 522	271	69	10	49
Other Reserves	—	—	—	—	—
<b>9 Borrowings etc</b> (Repayable more than one year ahead)					
Advances from other group Companies	—	—	—	—	—
Bank Loans	81 355	—	—	—	—
Other Loans	83 514	315	25	—	—
Hire Purchase Liabilities	—	—	—	—	217
<b>10 Deferred Liabilities</b>					
Taxation	58 728	—	—	52	—
Other	832	—	—	—	—
<b>TOTAL LIABILITIES</b>	<b>566 547</b>	<b>663</b>	<b>186</b>	<b>174</b>	<b>366</b>

\*\* Air Freight—This relates to the total activities of Air Freight Ltd., including non-airline functions.

**Table 2.9 (cont'd)**

(£'000 throughout)

<b>Balance Sheet Date</b>	<b>Aurigny Air Services</b> 28.2.76	<b>Britannia Airways</b> 31.12.75	<b>British Air Ferries</b> 31.10.75	<b>British Caledonian</b> 30.9.75
<b>ASSETS EMPLOYED</b>				
<b>1 Operating Equipment and Property</b>				
Aircraft fleet (including spares)	—	15 817	1 058	41 565
Less: Provisions for amortisation and depreciation	—	3 720	1 020	17 075
Aircraft fleet after depreciation	—	12 097	38	24 490
Property and other equipment	28	1 594	333	8 166
Less: Provisions for amortisation and depreciation	—	500	158	2 723
Property after depreciation	28	1 094	175	5 443
Payments on account of aircraft under construction	—	—	—	—
<b>2 Interests in Group Companies</b>				
Shares	—	16	—	—
Advances and debts not currently receivable	—	—	192	—
<b>3 Trade Investments</b>				
Shares	—	—	—	20
Advances and debts not currently receivable	—	—	—	—
<b>4 Current Assets</b>				
Stores and work in progress	—	94	389	1 303
Debtors and pre-payments	52	877	1 282	15 358
Short term loans and deposits	24	—	—	—
Bank Balance and cash	208	3 481	99	5 143
Group Companies advances and debts currently receivable	—	4 437	—	—
Other items	—	—	—	—
<b>Total Current Assets</b>	<b>284</b>	<b>8 889</b>	<b>1 770</b>	<b>21 804</b>
<b>5 Less: Current Liabilities</b>				
Creditors and accruals	48	2 929	1 066	14 655
Traffic revenue received in advance	45	—	19	8 324
Taxation	24	—	—	—
Dividends	—	—	—	—
Bank Overdrafts	—	—	258	—
Instalments of borrowings and hire purchase liabilities repayable within one year	—	933	—	—
Group Companies advances and debts currently payable	—	21	—	—
Other items	—	1 784	—	—
<b>Total Current Liabilities</b>	<b>117</b>	<b>5 667</b>	<b>1 343</b>	<b>22 979</b>
<b>Total Net Current Assets</b>	<b>167</b>	<b>3 222</b>	<b>427</b>	<b>(1 175)</b>
<b>6 Unamortised Costs</b>				
Pre-operational training and development	—	—	—	684
Other items	—	—	—	—
<b>7 Other Assets</b>	—	—	—	—
<b>TOTAL ASSETS</b>	<b>195</b>	<b>16 429</b>	<b>832</b>	<b>29 462</b>

**Table 2.9** (cont'd)

(£'000 throughout)

	Aurigny Air Services	Britannia Airways	British Air Ferries	British Caledonian
	28.2.76	31.12.75	31.10.75	30.9.75
<b>FINANCED BY:</b>				
<b>8 Shareholders Fund</b>				
Share Capital	100	115	200	511
Share Premium account	—	—	—	2 440
Reserves: Capital	—	—	217	4 173
Self Insurance	—	—	—	—
Revenue	95	4 604	269	(5 288)
Other Reserves	—	—	—	355
<b>9 Borrowings etc</b> (Repayable more than one year ahead)				
Advances from other group Companies	—	1 000	—	365
Bank Loans	—	—	—	6 587
Other Loans	—	749	—	16 958
Hire Purchase Liabilities	—	7 663	—	—
<b>10 Deferred Liabilities</b>				
Taxation	—	2 298	146	2 740
Other	—	—	—	621
<b>TOTAL LIABILITIES</b>	<b>195</b>	<b>16 429</b>	<b>832</b>	<b>29 462</b>

Table 2.9 (cont'd)

	(£'000 throughout)			
	British Island	British Midland	Brymon* Aviation	Dan Air Services
Balance Sheet Date	31.12.75	31.12.75	31.12.75	31.12.75
<b>ASSETS EMPLOYED</b>				
<b>1 Operating Equipment and Property</b>				
Aircraft fleet (including spares)	2 517	4 739	345	7 594
Less: Provisions for amortisation and depreciation	2 040	2 667	4	3 427
Aircraft fleet after depreciation	477	2 072	341	4 167
Property and other equipment	480	606	40	451
Less: Provisions for amortisation and depreciation	211	344	7	156
Property after depreciation	269	262	33	295
Payments on account of aircraft under construction	—	—	—	—
<b>2 Interests in Group Companies</b>				
Shares	—	—	—	35
Advances and debts not currently receivable	—	—	—	1 390
<b>3 Trade Investments</b>				
Shares	—	—	—	72
Advances and debts not currently receivable	—	—	—	126
<b>4 Current Assets</b>				
Stores and work in progress	352	422	17	1 497
Debtors and pre-payments	1 197	3 362	50	3 715
Short term loans and deposits	—	—	—	2 550
Bank Balance and cash	48	53	—	648
Group Companies advances and debts currently receivable	720	—	—	—
Other items	—	5	—	—
<b>Total Current Assets</b>	2 317	3 842	67	8 410
<b>5 Less: Current Liabilities</b>				
Creditors and accruals	994	4 150	117	6 295
Traffic revenue received in advance	82	—	—	1 948
Taxation	—	—	—	—
Dividends	—	—	—	—
Bank Overdrafts	92	47	65	—
Instalments of borrowings and hire purchase liabilities repayable within one year	—	—	37	—
Group Companies advances and debts currently payable	298	2	—	—
Other items	—	—	—	—
<b>Total Current Liabilities</b>	1 466	4 199	219	8 243
<b>Total Net Current Assets</b>	851	(357)	(152)	167
<b>6 Unamortised Costs</b>				
Pre-operational training and development	—	—	—	670
Other items	—	—	—	—
<b>7 Other Assets</b>	—	—	—	—
<b>TOTAL ASSETS</b>	1 597	1 977	222	6 922

\*Brymon Aviation—This relates to the total activities of Brymon Aviation Ltd., including non-airline functions.

**Table 2.9 (cont'd)**

(£'000 throughout)

	British Island	British Midland	Brymon* Aviation	Dan Air Services
	31.12.75	31.12.75	31.12.75	31.12.75
<b>FINANCED BY:</b>				
<b>8 Shareholders Fund</b>				
Share Capital	1 000	5 035	25	1 000
Share Premium account	—	45	—	—
Reserves: Capital	—	—	—	—
Self Insurance	9	—	—	—
Revenue	(834)	(3 309)	13	1 098
Other Reserves	12	—	—	—
<b>9 Borrowings etc</b> (Repayable more than one year ahead)				
Advances from other group Companies	1 080	206	—	1 074
Bank Loans	—	—	6	—
Other Loans	—	—	178	—
Hire Purchase Liabilities	—	—	—	—
<b>10 Deferred Liabilities</b>				
Taxation	50	—	—	2 062
Other	280	—	—	1 688
<b>TOTAL LIABILITIES</b>	<b>1 597</b>	<b>1 977</b>	<b>222</b>	<b>6 922</b>

\*Brymon Aviation—This relates to the total activities of Brymon Aviation Ltd., including non-airline functions.

Table 2.9 (cont'd)

	(£'000 throughout)		
	International Aviation Services	Intra Airways	Laker Airways
<b>Balance Sheet Date</b>	31.3.76	31.12.75	31.3.76
<b>ASSETS EMPLOYED</b>			
<b>1 Operating Equipment and Property</b>			
Aircraft fleet (including spares)	5 424	101	35 578
Less: Provisions for amortisation and depreciation	419	24	7 470
Aircraft fleet after depreciation	5 005	77	28 108
Property and other equipment	414	6	1 112
Less: Provisions for amortisation and depreciation	113	3	410
Property after depreciation	301	3	702
Payments on account of aircraft under construction	—	—	—
<b>2 Interests in Group Companies</b>			
Shares	13	—	589
Advances and debts not currently receivable	—	—	—
<b>3 Trade Investments</b>			
Shares	1	—	—
Advances and debts not currently receivable	—	3	—
<b>4 Current Assets</b>			
Stores and work in progress	75	15	291
Debtors and pre-payments	1 467	69	985
Short term loans and deposits	—	—	1 400
Bank Balance and cash	300	30	498
Group Companies advances and debts currently receivable	98	—	326
Other items	—	—	667
<b>Total Current Assets</b>	1 940	114	4 167
<b>5 Less: Current Liabilities</b>			
Creditors and accruals	1 980	135	3 314
Traffic revenue received in advance	—	—	—
Taxation	—	4	—
Dividends	3	—	—
Bank Overdrafts	115	—	680
Instalments of borrowings and hire purchase liabilities repayable within one year	1 177	—	—
Group Companies advances and debts currently payable	—	—	38
Other items	—	9	—
<b>Total Current Liabilities</b>	3 275	148	4 032
<b>Total Net Current Assets</b>	(1 335)	(34)	135
<b>6 Unamortised Costs</b>			
Pre-operational training and development	—	—	241
Other items	1 052	—	—
<b>7 Other Assets</b>	—	—	—
<b>TOTAL ASSETS</b>	5 037	49	29 775

**Table 2.9** (cont'd)

(£'000 throughout)

	International Aviation Services	Intra Airways	Laker Airways
	31.3.76	31.12.75	31.3.76
<b>FINANCED BY:</b>			
<b>8 Shareholders Fund</b>			
Share Capital	406	25	504
Share Premium account	29	2	6
Reserves: Capital	—	—	—
Self Insurance	—	—	—
Revenue	253	(12)	2 638
Other Reserves	—	—	—
<b>9 Borrowings etc</b> (Repayable more than one year ahead)			
Advances from other group Companies	—	—	—
Bank Loans	—	2	—
Other Loans	15	32	25 109
Hire Purchase Liabilities	3 703	—	—
<b>10 Deferred Liabilities</b>			
Taxation	631	—	—
Other	—	—	1 518
<b>TOTAL LIABILITIES</b>	<b>5 037</b>	<b>49</b>	<b>29 775</b>

**Table 2.9 (cont'd)**

	(£'000 throughout)			
	Loganair	Monarch Airlines	Tradewinds Airways	Trans-Meridian Air Cargo
<b>Balance Sheet Date</b>	31 3 76	30 11 75	31.3.76	31.10.75
<b>ASSETS EMPLOYED</b>				
<b>1 Operating Equipment and Property</b>				
Aircraft fleet (including spares)	919	1 767	2 715	3 578
Less: Provisions for amortisation and depreciation	183	1 139	—	746
Aircraft fleet after depreciation	736	628	2 715	2 832
Property and other equipment	80	245	28	109
Less: Provisions for amortisation and depreciation	36	161	—	29
Property after depreciation	44	84	28	80
Payments on account of aircraft under construction	—	—	—	—
<b>2 Interests in Group Companies</b>				
Shares	—	—	—	—
Advances and debts not currently receivable	—	—	—	398
<b>3 Trade Investments</b>				
Shares	—	—	1	—
Advances and debts not currently receivable	—	—	—	—
<b>4 Current Assets</b>				
Stores and work in progress	93	19	258	3 273
Debtors and pre-payments	217	943	598	1 710
Short term loans and deposits	—	—	—	—
Bank Balance and cash	1	1 965	407	443
Group Companies advances and debts currently receivable	167	78	4	—
Other items	—	—	—	—
<b>Total Current Assets</b>	478	3 005	1 267	5 426
<b>5 Less: Current Liabilities</b>				
Creditors and accruals	181	2 076	1 216	1 746
Traffic revenue received in advance	—	705	—	342
Taxation	—	—	—	19
Dividends	—	—	—	—
Bank Overdrafts	276	8	—	193
Instalments of borrowings and hire purchase liabilities repayable within one year	—	—	—	726
Group Companies advances and debts currently payable	—	18	—	—
Other items	—	—	—	—
<b>Total Current Liabilities</b>	457	2 807	1 216	3 026
<b>Total Net Current Assets</b>	21	198	51	2 400
<b>6 Unamortised Costs</b>				
Pre-operational training and development	—	—	—	—
Other items	—	—	—	—
<b>7 Other Assets</b>	—	—	—	—
<b>TOTAL ASSETS</b>	801	910	2 795	5 710



**Table 2.9 (cont'd)**

(£'000 throughout)

	Loganair	Monarch Airlines	Tradewinds Airways	Trans- Meridian Air Cargo
	31.3.76	30.11.75	31.3.76	31.10.75
<i>FINANCED BY:</i>				
<b>8 Shareholders Fund</b>				
Share Capital	350	100	100	15
Share Premium account	—	—	—	—
Reserves: Capital	—	—	—	138
Self Insurance	—	—	—	—
Revenue	49	282	182	1 918
Other Reserves	—	—	—	34
<b>9 Borrowings etc</b> (Repayable more than one year ahead)				
Advances from other group Companies	—	—	—	141
Bank Loans	—	—	—	2 042
Other Loans	—	—	—	—
Hire Purchase Liabilities	—	—	2 513	—
<b>10 Deferred Liabilities</b>				
Taxation	402	395	—	1 422
Other	—	133	—	—
<b>TOTAL LIABILITIES</b>	<b>801</b>	<b>910</b>	<b>2 795</b>	<b>5 710</b>

# Total Scheduled and Non-Scheduled Services

Table 2.10

## Operating and Traffic Statistics for the Financial Years of Reporting Airlines

	Financial Year	Aircraft km (000)	Stage Flights	Aircraft Hours	No. of Passengers Uplifted	Seat-km Available (000)	Seat-km Used (000)	Cargo Tonnes Uplifted	Tonne-km Available (000)	Total (000)	Tonne-kilometres used		Passenger (000)
											Mail (000)	Cargo (000)	
British Airways	31.3.76	276 971	280 924	466 606	15 930 347	48 433 024	29 977 154	•	6 212 315	3 492 815	127 628	693 380	2 671 820
Air Anglia	31.10.75	4 273	12 181	13 767	175 996	164 386	79 343		17 036	8 242	—	310	7 932
Air Bridge Carriers	31.12.75	720	2 358	3 942	35 234	11 370	7 009		7 534	4 033	—	3 014	1 018
Air Freight	30.4.76	769	2 512	3 430	5 791	3 189	1 840		2 189	1 409	—	1 272	140
Alldair	31.7.75	1 185	2 745	2 965	49 613	58 718	25 758		7 617	3 518	—	1 329	2 189
Aurigny Air Services	29.2.76	1 319	22 335	8 182	210 141	17 911	12 043		1 729	997	3	33	959
Britannia Airways	31.12.75	28 897	19 400	46 091	2 316 625	3 755 126	3 422 107		321 413	290 857	—	144	290 713
British Air Ferries	31.10.75	1 871	7 531	7 775	139 639	55 233	27 466		11 995	7 083	—	4 576	2 507
British Caledonian	30.9.75	43 139	35 659	71 237	1 617 427	4 289 792	2 746 171		792 791	476 120	5 915	226 578	243 626
British Island	31.12.75	6 097	25 865	22 043	617 601	220 545	132 848		28 035	15 144	360	3 486	11 298
British Midland	31.12.75	11 679	20 974	29 513	936 090	1 318 802	776 651		110 830	66 376	—	6 227	60 149
Brymon Airways	31.12.75	803	4 564	3 530	27 932	9 810	5 212		882	425	—	—	425
Dan-Air Services	31.12.75	40 064	38 217	74 127	2 578 777	4 630 840	3 775 691		374 422	304 136	—	1 918	302 218
International Aviation Services	31.3.76	6 581	2 640	11 537	—	—	—		197 792	126 691	—	126 691	—
Laker Airways	31.3.76	20 165	8 594	30 608	958 893	3 517 077	2 714 967		349 373	264 995	—	—	264 995
Loganair	31.3.76	1 384	12 992	6 928	47 393	12 273	5 751		1 112	523	—	—	523
Monarch Airlines	30.11.75	10 908	6 807	17 047	774 896	1 548 371	1 233 897		160 874	118 086	—	6 110	111 976
Tradewinds	31.3.76	6 507	1 956	13 056	—	—	—		167 779	97 736	—	97 736	—
Trans-Meridian Air Cargo	31.10.75	8 924	2 763	18 067	—	—	—		240 128	129 845	—	129 845	—

\* Cargo tonnes uplifted are not available as this information is not reported for operations carried out under Class 5 Licence.

# All Scheduled Services

Table 2.11

## Operating and Traffic Statistics for the Financial Years of Reporting Airlines

	Financial Year	Aircraft km (000)	Stage Flights	Aircraft Hours	No. of Passengers Uplifted	Seat-km Available (000)	Seat-km Used (000)	Cargo Tonnes Uplifted	Tonne-km Available (000)	Total (000)	Tonne-kilometres used Mail (000)	Cargo (000)	Passengers (000)
British Airways	31.3.76	243 778	241 152	407 768	14 011 008	43 739 530	26 368 639	184 100	5 713 602	3 158 717	127 628	676 035	2 355 076
Air Anglia	31.10.75	3 638	10 388	11 843	166 325	155 523	75 573	609	16 069	7 864	—	308	7 557
Air Bridge Carriers	31.12.75	329	1 207	1 752	13 315	3 773	2 490	5 578	3 425	2 235	—	2 039	196
Air Freight	30.4.76	309	1 462	1 591	—	—	—	3 244	1 052	678	—	678	—
Alidair	31.7.75	—	—	—	—	—	—	—	—	—	—	—	—
Aurigny Air Services	29.2.76	1 313	22 285	8 155	209 697	17 854	11 995	721	1 723	993	3	33	955
Britannia Airways	31.12.75	—	—	—	—	—	—	—	—	—	—	—	—
British Air Ferries	31.10.75	1 390	6 795	5 945	137 704	52 659	26 315	14 443	8 462	5 451	—	3 048	2 403
British Caledonian	30.9.75	23 779	26 397	41 668	1 037 885	2 698 031	1 439 660	16 437	337 478	178 924	5 915	43 576	129 433
British Island	31.12.75	4 668	22 730	17 942	561 961	171 895	107 872	10 293	21 485	12 076	360	2 542	9 174
British Midland	31.12.75	4 667	13 825	15 380	481 265	335 447	186 022	1 459	26 468	15 120	—	608	14 512
Brymon Airways	31.12.75	798	4 541	3 506	27 739	9 751	5 166	—	877	421	—	—	421
Dan Air Services	31.12.75	3 365	12 066	11 651	305 205	193 524	97 705	391	15 831	8 036	—	64	7 972
International Aviation Services	31.3.76	—	—	—	—	—	—	—	—	—	—	—	—
Laker Airways	31.3.76	—	—	—	—	—	—	—	—	—	—	—	—
Loganair	31.3.76	671	4 955	3 663	22 268	6 578	3 458	—	596	316	—	—	316
Monarch Airlines	30.11.75	—	—	—	—	—	—	—	—	—	—	—	—
Tradewinds	31.3.76	—	—	—	—	—	—	—	—	—	—	—	—
Trans-Meridian Air Cargo	31.10.75	—	—	—	—	—	—	—	—	—	—	—	—

# All Non-Scheduled Services

Table 2.12

## Operating and Traffic Statistics for the Financial Years of Reporting Airlines

	Financial Year	Aircraft km (000)	Stage Flights	Aircraft Hours	No. of Passengers Uplifted	Seat-km Available (000)	Seat-km Used (000)	Cargo* Tonnes Uplifted	Tonne-km Available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)
British Airways	31.3.76	33 193	39 772	58 838	1 919 339	4 693 494	3 608 515	—	498 713	334 098	17 345	316 744
Air Anglia	31.10.75	635	1 793	1 924	9 671	8 863	3 770	—	967	378	2	375
Air Bridge Carriers	31.12.75	391	1 151	2 190	21 919	7 597	4 519	—	4 109	1 798	975	822
Air Freight	30.4.76	460	1 050	1 839	5 791	3 189	1 840	—	1 137	731	594	140
Alidair	31.7.75	1 185	2 745	2 965	49 613	58 718	25 758	—	7 617	3 518	1 329	2 189
Aurigny Air Services	29.2.76	6	50	27	444	57	48	—	6	4	—	4
Britannia Airways	31.12.75	28 897	19 400	46 091	2 316 625	3 755 126	3 422 107	—	321 413	290 857	144	290 713
British Air Ferries	31.10.75	481	736	1 830	1 935	2 574	1 151	—	3 533	1 632	1 528	104
British Caledonian	30.9.75	19 360	9 262	29 569	579 542	1 591 761	1 306 511	—	455 313	297 196	183 002	114 193
British Island	31.12.75	1 429	3 135	4 101	55 640	48 650	24 976	—	6 550	3 068	944	2 124
British Midland	31.12.75	7 012	7 149	14 133	454 825	983 355	590 629	—	84 362	51 256	5 619	45 637
Brymon Airways	31.12.75	5	23	24	193	59	46	—	5	4	—	4
Dan Air Services	31.12.75	36 699	26 151	62 476	2 273 572	4 437 316	3 677 986	—	358 591	296 100	1 854	294 246
International Aviation Services	31.3.76	6 581	2 640	11 537	—	—	—	—	197 792	126 691	126 691	—
Laker Airways	31.3.76	20 165	8 594	30 608	958 893	3 517 077	2 714 967	—	349 373	264 995	—	264 995
Loganair	31.3.76	713	8 037	3 265	25 126	5 695	2 293	—	516	207	—	207
Monarch Airlines	30.11.75	10 908	6 807	17 047	774 896	1 548 371	1 233 897	—	160 874	118 086	6 110	111 976
Tradewinds	31.3.76	6 507	1 956	13 056	—	—	—	—	167 779	97 736	97 736	—
Trans-Meridian Air Cargo	31.10.75	8 924	2 763	18 067	—	—	—	—	240 128	129 845	129 845	—

\* Cargo tonnes uplifted are not available as this information is not reported for operations carried out under Class 5 Licences.

## Part 3

# UK Airports—Movements, Passengers and Cargo Statistics

# Size Structure of UK Airports

**Table 3.1**

**Years ended 31 December 1971 and 1976**

	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
<b>1976</b>				
Heathrow	23 243	52.04	100	100.00
Gatwick	5 714	12.79	98	47.96
Manchester	2 760	6.18	95	35.17
Glasgow	1 976	4.42	93	28.99
Luton	1 807	4.05	91	24.57
Birmingham	1 113	2.49	88	20.52
Belfast	1 082	2.42	86	18.03
Edinburgh	991	2.22	84	15.61
Aberdeen	823	1.84	81	13.39
Newcastle	646	1.45	79	11.55
East Midlands	482	1.08	77	10.10
Prestwick	398	0.89	74	9.02
Liverpool	355	0.80	72	8.13
Isle of Man	345	0.77	70	7.34
Leeds/Bradford	287	0.64	67	6.57
Southampton	283	0.63	65	5.92
Stansted	268	0.60	63	5.29
Sumburgh	243	0.54	60	4.69
Southend	218	0.49	58	4.15
Bristol	205	0.46	56	3.66
Teesside	201	0.45	53	3.20
Glamorgan	192	0.43	51	2.75
Other (21 Reporting Airports)	1 035	2.32	49	2.32
<b>1971</b>				
Heathrow	16 147	46.22	100	100.00
Gatwick	4 650	13.31	98	53.78
Luton	2 703	7.74	95	40.47
Manchester	2 082	5.96	93	32.73
Glasgow	1 744	4.99	90	26.77
Belfast	1 115	3.19	88	21.77
Birmingham	836	2.39	86	18.58
Edinburgh	680	1.95	83	16.19
Liverpool	497	1.42	81	14.25
Stansted	492	1.41	79	12.82
Southend	456	1.31	76	11.41
Newcastle	433	1.24	74	10.11
Isle of Man	391	1.12	71	8.87
East Midlands	337	0.96	69	7.75
Prestwick	323	0.92	67	6.79
Southampton	255	0.73	64	5.86
Leeds/Bradford	251	0.72	62	5.13
Glamorgan	213	0.61	60	4.41
Bristol	201	0.58	57	3.80
Ashford	167	0.48	55	3.23
Blackpool	144	0.41	52	2.75
Aberdeen	141	0.40	50	2.34
Other (20 Reporting Airports)	676	1.94	48	1.94

# Main Outputs of UK Airports 1946-1976

**Table 3.2**

	Total Movements (000)	Percentage Growth on Previous Year	Air Transport Movements (000)	Percentage Growth on Previous Year	Terminal Passengers (000)	Percentage Growth on Previous Year
1946	164	—	107	—	653	—
1947	400	143.9	141	30.0	1 051*	..
1948	435	8.7	107†	..	1 439	..
1949	482	10.8	177	..	1 839	27.8
1950	480	—	195	10.1	2 133	15.9
1951	499	4.0	187	-4.0	2 471	15.9
1952	514	2.9	195	4.5	2 776	12.3
1953	556	8.2	214	9.3	3 419	23.2
1954	559	0.5	232	8.7	4 004	17.1
1955	601	7.6	259	11.6	4 831	20.7
1956	602	0.2	293	13.3	5 617	16.3
1957	720	19.6	329	12.2	6 600	17.5
1958	719	-0.1	340	3.4	6 761	2.4
1959	727	1.0	358	5.5	7 867	16.3
1960	754	3.7	402	12.1	10 075	28.1
1961	810	7.4	447	11.3	12 249	21.6
1962	800	-7.2	449	0.4	13 793	12.6
1963	818	2.2	458	1.9	15 506	12.4
1964	884	8.1	480	4.9	17 649	13.8
1965	957	8.2	508	5.7	19 918	12.9
1966	1 093	14.3	556	9.6	22 582	13.4
1967	1 213	11.0	566	1.7	24 003	6.3
1968	1 279	5.5	560	-1.0	24 845	3.5
1969	1 399	9.4	591	5.6	28 064	13.0
1970	1 468	4.9	607	2.6	31 606	12.6
1971	1 618	10.2	630	3.8	34 934	10.5
1972	1 733	7.1	669	6.3	39 125	12.0
1973	1 892	9.2	719	7.3	43 125	10.2
1974	1 849	-2.3	710	-1.2	40 082	-7.1
1975	1 911	3.4	701	-1.3	41 846	4.4
1976	1 896	-0.8	740	5.6	44 666	6.7

## Mean rates of growth (percentages)

	All Movements	Air Transport Movements	Terminal Passengers
1951-55	4.7	8.6	18.6
1956-60	4.7	7.4	14.4
1961-65	4.4	3.3	12.9
1966-70	7.6	2.2	8.6
1971-75	4.1	2.8	4.0
Last 20 years 1957-76	6.4	4.3	11.1
Last 10 years 1967-76	5.6	6.3	7.6
Last 5 years 1972-76	1.9	1.8	2.4

\* 1947—Terminal passengers excludes non-Customs airports.

† 1948—Air transport movements excludes non-Customs airports.

# Use of UK Airports 1962-1976

Table 3.3

	Total		UK Operators				Foreign operators			
	A.T. movements	Terminal passengers	Scheduled		Non Scheduled		Scheduled		Non Scheduled	
			A.T.	Terminal	A.T.	Terminal	A.T.	Terminal	A.T.	Terminal
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1962	449	13 793	320	9 196	29	1 024	92	3 203	9	371
1963	458	15 506	320	10 264	30	1 147	98	3 598	10	498
1964	480	17 649	330	11 536	36	1 442	103	4 081	11	590
1965	508	19 918	344	12 938	41	1 814	112	4 574	11	592
1966	556	22 582	378	14 359	49	2 555	118	5 046	11	621
1967	566	24 003	380	14 907	49	2 771	124	5 521	12	804
1968	560	24 845	361	14 699	57	3 329	131	5 994	11	823
1969	591	28 064	367	15 558	72	4 678	138	6 648	14	1 180
1970	607	31 606	360	16 266	88	6 216	142	7 841	16	1 284
1971	630	34 934	362	16 851	107	8 358	145	8 245	17	1 480
1972	669	39 125	385	18 789	119	9 496	145	9 144	20	1 697
1973	719	43 125	420	21 022	130	10 197	146	9 930	23	1 976
1974	710	40 082	421	20 391	123	7 997	149	10 125	18	1 569
1975	701	31 846	398	20 654	136	8 538	147	10 802	20	1 851
1976	740	44 666	413	21 722	153	8 902	150	11 865	24	2 177

# Movements at UK Airports by Purpose 1962-1976

Table 3.4

	Commercial				Non-commercial			Other
	Total	Total	Air transport	Other	Total	Aero-club & private	Test and training	
(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)	
1962	800	478	449	29	322	196	44	82
1963	818	491	458	33	327	208	43	75
1964	884	518	480	38	366	227	52	87
1965	957	541	508	34	415	258	59	98
1966	1 093	590	556	34	503	330	68	106
1967	1 213	598	566	32	615	383	116	116
1968	1 279	596	560	36	683	434	149	101
1969	1 399	639	591	47	760	510	161	89
1970	1 468	660	607	53	808	541	171	96
1971	1 618	688	630	58	930	597	235	98
1972	1 733	735	669	66	998	674	218	105
1973	1 892	803	719	85	1 089	779	210	99
1974	1 849	792	710	82	1 057	782	180	95
1975	1 911	781	701	80	1 130	842	187	101
1976	1 896	821	740	81	1 075	806	160	109

# Total Movements 1962-1976

Table 3.5

	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	Mean Percentage change for last 5 years	Percentage change on last year
<b>London Area Airports</b>																	
+ Gatwick	44 897	44 356	51 752	58 440	65 248	70 552	73 045	87 974	92 185	102 509	105 142	111 104	105 320	105 035	108 726	0.1	3.5
+ Heathrow	156 085	168 538	187 784	206 336	224 099	236 449	247 498	258 374	270 286	273 242	279 291	293 867	288 179	276 087	278 108	-0.7	0.7
+ Luton	27 688	30 894	36 937	30 714	41 120	42 769	48 031	51 020	52 174	69 597	61 408	61 592	47 196	52 488	58 772	-2.4	12.0
+ Southend	70 025	58 912	39 013	35 173	35 553	35 355	42 852	52 760	53 977	60 827	60 358	71 021	62 283	61 817	61 481	-1.0	-0.6
+ Stansted	28 184	27 885	32 065	31 704	28 091	32 929	38 579	42 477	44 486	41 647	33 859	30 505	32 032	33 669	27 921	-2.8	-17.1
TOTAL (London Area)	326 859	330 565	347 641	362 367	394 111	418 054	450 005	492 605	513 108	547 822	540 058	568 089	535 010	529 096	535 008	-0.9	1.1
Westland Heliport (Battersea)	1 436	1 492	1 510	1 761	2 767	2 979	4 084	5 248	6 884	7 484	9 087	12 380	11 621	9 112	9 239	-2.7	1.4
<b>Other UK Airports</b>																	
+ Leeds/Bradford	28 886	26 564	32 457	38 356	42 010	42 432	40 211	38 469	37 455	37 939	38 469	42 139	44 427	48 568	43 896	4.1	-9.6
+ Liverpool	18 790	20 721	26 760	30 272	34 715	40 112	44 854	52 427	54 344	56 472	66 569	72 955	76 098	67 285	64 834	-1.3	-3.6
+ Manchester	40 226	41 748	45 336	47 033	49 875	50 912	51 599	52 536	55 478	60 876	64 758	66 401	65 365	68 525	74 118	3.1	8.2
+ Birmingham	31 987	34 922	40 215	47 953	45 744	51 704	53 182	46 698	46 326	58 272	62 338	65 276	59 589	62 450	66 280	0.8	6.1
+ Coventry	..	..	..	..	24 265	25 707	32 013	32 718	33 002	31 946	44 034	36 283	44 907	58 307	59 442	11.2	1.9
+ East Midlands	..	..	..	9 907	18 557	26 090	31 657	37 855	35 170	39 675	54 964	57 441	54 260	51 854	55 145	-1.0	6.3
+ Newcastle	17 156	21 026	19 593	18 184	17 116	23 156	25 086	28 954	22 514	29 141	33 448	32 724	27 612	31 250	33 359	-0.5	6.7
+ Tees-side	..	..	411	11 152	23 444	25 557	22 281	23 013	24 708	30 869	32 264	41 690	38 529	37 562	39 943	3.3	6.3
Brough	..	..	..	..	3 802	13 780	11 724	2 857	3 612	..	..	..	..	..	..	..	..
+ Bristol	26 043	28 184	31 267	27 575	27 563	34 815	29 296	31 806	30 677	30 147	32 008	33 079	29 054	28 029	28 257	-4.1	0.8
+ Glamorgan	19 640	14 413	15 662	20 707	22 384	23 365	33 365	24 064	25 999	33 096	32 710	37 154	43 983	56 045	42 672	9.9	-23.9
Swansea	..	..	..	..	4 643	21 121	20 974	19 856	15 456	17 029	14 572	14 866	15 409	21 184	12 605	0.6	-40.5
+ Ashford	7 831	6 870	..	..	..	..	..	8 416	8 005	25 980	24 677	35 890	32 597	..	..	..	..
+ Blackpool	30 675	33 776	35 957	42 327	43 126	48 932	57 799	51 612	60 543	63 069	78 399	80 458	72 817	82 982	85 668	1.2	3.2
+ Bournemouth	29 629	30 854	31 235	34 624	26 895	32 257	33 680	42 312	49 088	60 270	64 983	66 309	71 434	61 764	53 500	-4.5	-13.4
+ Cambridge	..	..	23 528	35 298	59 846	65 630	58 878	38 131	38 957	40 736	38 159	38 544	31 886	38 578	42 490	2.2	10.1
+ Exeter	..	..	..	..	..	..	..	..	..	..	..	24 256	33 583	30 879	33 030	..	7.0
Gloucester/Cheltenham	..	..	..	..	..	..	..	48 421	44 831	52 179	55 030	46 670	41 942	42 790	39 564	-7.2	-7.5
Hawarden	..	3 417	4 862	5 913	6 523	5 644	5 407	9 086	10 314	6 302	5 636	6 656	12 826	12 704	17 827	34.3	40.3
Isles of Scilly	6 739	6 472	2 496	3 709	3 448	3 271	3 254	3 941	3 962	3 501	3 783	4 901	4 756	5 329	6 360	8.1	0.6
+ Lydd	37 382	30 839	26 967	22 994	23 523	19 458	20 474	20 712	18 177	9 476	12 993	12 769	16 994	45 325	32 895	36.7	-27.4
+ Manston	..	..	..	..	..	..	..	..	..	..	2 575	3 891	22 983	3 168	4 435	9.2	40.0
+ Norwich	..	..	..	..	..	..	..	..	..	..	..	19 322	18 991	4 156	16 281	..	-14.3
Lands End (St. Just)	6 597	5 946	3 327	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Penzance Heliport	..	..	714	3 059	3 123	4 140	3 154	3 230	3 294	3 118	3 008	3 623	3 648	3 993	4 423	9.1	10.8
+ Portsmouth	11 807	11 862	10 496	9 265	9 195	8 189	7 283	13 368	21 800	26 701	27 825	38 979	..	..	..	..	..
+ Southampton	11 621	16 379	15 091	12 713	16 403	17 859	27 356	16 204	21 257	34 249	33 800	37 983	41 906	50 036	43 259	8.0	-13.6
+ Edinburgh	36 655	35 859	42 158	44 547	50 257	61 913	61 831	55 983	58 616	60 166	57 898	60 002	59 511	71 774	69 156	5.5	-3.6
+ Glasgow	25 805	27 598	33 355	33 235	37 253	42 271	45 062	70 514	71 187	78 284	81 446	84 322	86 191	74 622	75 953	-2.6	1.8
+ Prestwick	25 406	25 093	24 629	24 918	24 479	19 625	29 960	34 153	44 102	41 812	46 251	47 245	43 474	51 123	49 752	2.3	-2.7
+ Aberdeen	12 370	11 224	16 931	15 715	16 858	19 127	18 119	24 101	22 498	30 085	42 604	50 664	69 099	82 624	82 113	19.7	-0.6
Benbecula	2 054	1 722	1 909	2 208	2 235	1 614	1 672	2 048	2 842	2 356	2 552	2 626	2 392	2 721	3 555	7.2	30.7
Inverness	4 871	8 015	4 608	3 152	2 720	3 495	3 806	5 676	6 725	7 828	9 210	14 743	13 927	19 403	21 487	21.8	10.7
Islay	1 008	1 024	1 009	1 084	1 160	1 153	1 222	1 175	1 221	1 348	1 350	2 177	2 121	1 597	1 649	0.9	3.3
+ Kirkwall	2 118	2 210	2 429	2 727	2 787	3 072	4 183	5 186	5 779	6 221	8 126	9 565	13 548	13 414	13 675	14.6	1.2
Machrihanish	1 789	1 965	958	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stornoway	1 398	1 451	1 782	2 063	2 110	2 425	2 631	2 525	2 410	2 553	5 201	3 556	3 152	3 357	5 306	-0.2	58.1
+ Sumburgh	931	947	956	1 062	1 231	1 199	1 329	1 893	2 381	3 876	6 078	9 033	16 935	22 181	25 507	45.7	15.0
Tiree	1 290	1 253	1 244	1 241	1 248	1 273	1 164	1 196	1 103	1 014	1 111	1 171	1 016	810	855	-8.5	5.6
Wick	3 109	3 086	3 255	3 968	2 784	3 238	2 927	2 832	2 961	3 212	4 248	3 773	3 557	3 529	5 386	4.2	52.6
+ Belfast	15 556	16 631	19 354	21 015	28 911	27 087	26 516	33 172	47 335	55 556	69 244	79 686	74 703	72 985	74 873	0.7	2.6
+ Isle of Man	12 645	13 473	14 149	14 468	16 147	15 614	14 403	14 154	14 235	17 619	21 085	22 764	22 349	24 600	23 105	2.6	-6.1
TOTAL (Incl. London Area)	791 923	809 690	879 926	956 572	1 089 456	1 199 490	1 267 699	1 396 290	1 464 734	1 618 259	1 732 551	1 892 055	1 849 367	1 910 546	1 895 802	1.9	-0.8
<b>Channel Islands Airports*</b>																	
Alderney	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Guernsey	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Jersey	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

\*ATMS only are available - see Table 3.6

†Ashford closed 31.10.1974



# Air Transport Movements 1962-1976

Table 3.6

	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	Mean Percentage Change for last 5 years	Percentage Change on last year
<b>London Area Airports</b>																	
+ Gatwick	26 067	24 974	27 627	28 604	33 239	36 887	37 636	48 868	53 615	63 796	72 991	75 119	72 007	73 551	79 840	1.6	8.6
+ Heathrow	145 830	157 339	175 320	192 368	209 306	221 004	228 693	235 986	246 012	249 391	256 800	267 647	265 890	253 891	256 125	-0.6	0.9
+ Luton	1 258	3 153	4 248	3 895	6 033	7 839	9 503	18 136	22 354	27 923	31 257	30 735	20 830	18 580	18 807	-14.1	1.2
+ Southend	37 812	33 884	32 147	30 133	29 076	27 360	19 638	19 740	18 395	21 204	13 741	15 255	11 717	11 360	11 981	-5.5	5.5
+ Stansted	1 018	1 142	948	118	206	366	2 991	5 270	6 164	5 665	4 050	2 868	2 873	3 354	3 532	-1.2	5.3
TOTAL (London Area)	211 985	220 392	240 290	255 118	277 860	293 456	298 461	328 000	346 549	367 979	378 839	391 624	373 317	360 736	370 285	-1.3	2.6
Westland Heliport Battersea	294	265	459	654	355	357	546	762	1 032	1 335	2 188	3 256	3 113	2 720	2 228	-1.4	-18.1
<b>Other UK Airports</b>																	
+ Leeds/Bradford	4 949	6 161	8 193	10 303	10 215	9 909	9 865	9 831	7 747	7 701	7 957	8 710	9 262	9 269	10 100	5.5	9.0
+ Liverpool	12 810	13 162	14 495	16 837	19 655	17 639	18 313	16 514	15 022	14 669	15 634	15 917	14 709	12 016	11 085	-9.3	-7.7
+ Manchester	31 733	31 132	32 950	34 072	35 463	35 503	37 031	36 023	39 578	42 264	46 751	47 729	45 545	45 981	46 715	-0.4	1.6
+ Birmingham	11 439	11 911	12 980	13 055	13 621	14 207	14 572	13 721	13 769	15 271	18 225	21 585	20 398	19 972	21 875	2.9	9.5
+ Coventry	..	..	..	..	941	440	267	349	293	276	765	523	108	166	71	-44.6	-57.2
+ East Midlands	..	..	..	3 199	4 973	6 717	7 148	7 970	5 846	6 292	8 718	11 189	10 798	11 325	11 930	6.6	5.3
+ Newcastle	5 643	6 671	7 314	7 301	7 234	7 200	7 023	8 476	7 131	8 005	9 939	11 997	11 804	11 987	13 384	6.1	11.7
+ Tees-side	..	..	178	2 557	2 706	2 049	2 947	4 289	2 408	2 252	3 208	4 706	5 259	5 170	6 157	15.0	19.1
Brough	..	..	..	..	189	1 169	1 499	67	1 108	..	..	..	..	..	..	..	..
+ Bristol	7 708	7 941	9 267	9 599	9 670	9 412	8 185	6 002	6 071	7 167	7 694	8 035	6 634	7 063	6 622	-4.2	-6.2
+ Glamorgan	7 322	6 941	7 718	7 523	7 198	7 098	6 912	5 006	5 756	6 006	6 129	7 291	6 930	6 255	6 093	-1.6	-2.6
Swansea	..	..	..	..	161	967	206	150	126	217	158	232	548	515	665	44.4	29.1
+ Ashford	3 728	4 312	..	..	..	..	..	8 416	8 005	6 897	6 733	5 734	3 890*	..	..	..	..
+ Blackpool	6 169	7 733	7 468	7 533	7 854	6 750	5 320	5 270	4 108	4 174	4 114	4 512	5 265	4 904	4 606	3.1	-6.1
+ Bournemouth	14 183	14 264	13 227	11 990	2 473	1 018	1 412	1 795	2 133	2 084	3 568	4 923	6 425	6 429	6 275	15.0	-2.4
+ Cambridge	..	..	626	672	701	786	641	470	686	615	894	841	627	593	801	-5.5	35.1
+ Exeter	..	..	..	..	..	..	..	..	..	..	2 672	3 142	2 963	2 909	..	-1.8	..
Gloucester/Cheltenham	..	..	..	..	..	..	..	767	1 315	1 361	1 149	1 631	1 515	481	641	-21.2	33.3
Hawarden	..	1 651	2 657	3 279	3 400	2 782	2 642	646	626	72	..	..	..	..	..	..	..
Isles of Scilly	6 378	6 189	2 237	3 414	3 000	2 935	2 897	3 374	3 410	2 958	3 226	4 098	4 001	4 411	4 610	8.2	4.5
+ Lydd	36 681	29 816	26 139	22 119	22 962	18 459	14 296	12 063	7 588	186	185	171	941	4 053	4 293	..	5.9
+ Manston	..	..	..	..	..	..	..	..	..	..	1 078	1 352	1 333	1 184	1 111	-0.7	-6.2
+ Norwich	..	..	..	..	..	..	..	..	..	..	..	4 337	4 595	6 427	6 839	..	6.4
Lands End (St. Just)	6 066	5 603	2 700	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Penzance	..	..	660	2 938	2 912	2 972	2 897	3 032	3 008	2 861	2 872	3 361	3 250	3 388	3 704	5.3	9.3
+ Portsmouth	1 630	1 418	1 599	1 784	2 276	1 723	..	497	20	874	1 772	2 478	..	..	..	..	..
+ Southampton	2 452	2 667	3 115	3 040	11 733	12 528	8 274	7 803	10 555	10 976	11 071	11 052	10 865	11 568	10 967	2.8	-5.2
+ Edinburgh	6 802	7 479	8 792	8 693	10 383	11 539	11 946	11 619	10 751	12 806	13 880	15 645	15 350	18 263	19 947	9.2	9.2
+ Glasgow	21 940	22 076	25 355	26 636	30 907	34 414	31 800	33 889	34 820	36 200	37 823	43 268	42 722	34 766	37 638	-2.3	8.3
+ Prestwick	9 117	8 348	8 048	9 742	12 872	11 084	13 189	11 776	12 137	11 572	12 876	11 640	9 400	9 880	10 102	-6.3	2.2
+ Aberdeen	2 401	2 542	2 987	3 089	3 628	3 803	3 780	4 885	4 252	4 486	5 848	7 799	19 465	31 454	43 410	71.7	38.0
Benbecula	1 240	1 312	1 294	1 259	1 240	1 190	1 218	1 186	1 179	1 197	1 224	1 182	1 653	1 911	2 668	22.6	39.6
Inverness	1 773	1 692	1 719	1 749	1 725	2 163	2 402	2 962	3 252	3 420	3 896	4 531	5 873	5 916	7 021	15.5	18.7
Islay	867	929	907	986	965	935	1 023	965	1 016	1 002	856	1 352	1 505	959	864	-3.2	-9.9
+ Kirkwall	1 897	2 000	2 099	2 401	2 502	2 626	3 723	4 350	4 688	4 896	5 414	5 927	7 253	7 434	8 924	13.0	20.0
Machrihanish	1 477	1 502	563	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stornoway	1 071	1 072	1 068	1 050	1 113	1 092	1 094	1 298	1 837	1 828	1 934	2 086	1 951	2 196	3 339	12.1	52.0
+ Sumburgh	808	815	841	872	941	824	828	837	1 882	2 822	3 622	4 250	11 412	12 498	15 740	49.4	25.9
Tiree	1 139	1 179	1 154	1 178	1 181	1 192	1 043	934	998	875	886	810	794	691	750	-4.8	8.5
Wick	2 413	2 591	2 636	2 573	2 460	2 628	2 472	2 408	2 468	2 528	2 654	2 619	2 651	2 611	3 859	7.7	47.8
+ Belfast	13 781	13 959	16 395	18 171	25 071	23 287	22 632	22 087	22 559	22 814	24 230	25 585	24 148	21 569	21 288	-4.2	-1.3
+ Isle of Man	11 365	12 017	12 061	12 129	13 596	12 950	11 747	10 877	10 979	10 956	11 337	11 865	11 635	10 780	10 405	-2.7	-3.5
TOTAL (Incl. London Area)	441 718	450 637	476 928	507 515	556 047	564 634	558 752	591 229	605 600	629 894	669 347	718 514	710 086	700 504	739 921	1.8	5.6
<b>Channel Islands Airports</b>																	
Alderney	3 048	2 652	2 571	3 097	3 040	2 887	6 505	7 744	9 968	10 993	10 501	11 359	8 943	9 154	8 928	-5.3	-2.5
Guernsey	17 407	17 045	17 849	17 089	15 583	16 936	20 287	28 699	30 047	29 545	29 731	33 997	32 219	32 068	31 607	0.6	-1.4
Jersey	35 349	34 468	34 934	32 387	31 185	30 451	30 422	42 592	48 055	49 808	51 378	59 909	54 266	54 864	54 326	0.2	-1.0
TOTAL (Channel Islands Airports)	55 804	54 165	55 354	52 573	49 808	50 274	57 214	79 035	88 070	90 346	91 610	105 265	95 428	96 086	94 861	-0.2	-1.3

\*Ashford closed 31.10.1974

# Terminal Air Passengers 1962-1976

**Table 3.7**

	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	Mean Percentage change for last 5 years	Percentage change on last year
<b>London Area Airports</b>																	
+ Gatwick	1 042 420	966 541	1 114 233	1 361 585	1 613 989	1 954 272	2 059 535	2 993 969	3 680 485	4 650 255	5 305 892	5 728 457	5 119 392	5 342 254	5 713 885	0.8	7.0
+ Heathrow	6 812 033	8 027 445	9 297 695	10 491 830	11 772 736	12 433 542	13 159 019	14 085 029	15 415 689	16 147 159	18 296 799	20 288 425	20 077 270	21 294 841	23 242 513	5.4	9.1
+ Luton	42 186	123 892	171 091	206 856	357 109	412 938	690 610	1 487 685	1 963 570	2 703 392	3 096 294	3 216 522	2 022 786	1 868 737	1 806 998	-15.0	-3.3
+ Southend	551 319	460 960	539 381	597 441	594 681	683 283	488 697	401 122	423 799	456 436	316 022	384 842	250 887	202 713	218 427	-12.8	7.8
+ Stansted	101 600	112 095	93 624	4 590	7 994	13 629	146 045	218 794	490 896	492 316	310 267	172 931	199 058	237 578	267 607	0.2	12.6
TOTAL (London Area)	8 549 558	9 690 933	11 216 024	12 662 302	14 346 509	15 497 664	16 543 906	19 186 599	21 974 439	24 449 558	27 325 274	29 791 177	27 669 393	28 946 123	31 249 430	2.4	8.0
Westland Heliport (Battersea)	672	411	988	1 217	1 505	784	1 104	1 645	2 635	3 339	5 289	8 662	8 197	5 328	5 644	-3.5	5.9
<b>Other UK Airports</b>																	
+ Leeds/Bradford	107 550	147 025	197 485	247 519	271 550	297 139	288 148	278 211	253 711	251 463	259 619	280 092	283 049	277 690	286 525	1.9	3.2
+ Liverpool	263 475	294 459	353 161	413 894	450 844	450 430	427 472	379 012	421 257	496 507	512 751	555 885	499 494	437 032	355 202	-9.3	-18.7
+ Manchester	1 003 663	1 117 774	1 245 700	1 344 321	1 398 100	1 403 072	1 459 773	1 549 105	1 777 976	2 082 132	2 350 656	2 574 214	2 321 630	2 579 288	2 759 691	3.3	7.0
+ Birmingham	318 255	353 895	400 972	447 765	522 564	552 639	557 185	615 315	685 645	835 777	935 554	1 131 845	1 017 028	1 082 372	1 113 051	3.1	2.8
+ Coventry	..	..	..	..	15 007	12 269	11 208	14 343	11 584	7 117	10 903	8 754	2 205	2 302	853	-47.5	-62.9
+ East Midlands	..	..	..	78 188	129 383	178 687	183 917	200 759	222 774	336 675	405 661	515 960	442 425	544 583	482 398	4.1	-11.4
+ Newcastle	157 708	184 837	225 908	247 080	267 886	335 629	324 411	363 653	384 416	432 640	518 224	619 595	581 442	605 213	645 988	4.3	6.7
+ Tees-side	..	..	1 289	52 222	73 124	38 305	72 729	80 697	114 418	127 809	152 738	188 895	187 253	170 208	201 336	4.6	18.3
Brough	..	..	..	..	2 598	18 395	13 234	198	4 586	..	..	..	..	..	..	..	..
+ Bristol	68 959	78 881	94 632	106 392	136 068	134 375	129 668	120 176	151 676	200 581	262 402	288 864	183 576	194 768	205 368	-8.5	5.4
+ Glamorgan	74 711	93 083	104 282	112 390	139 361	135 551	130 412	115 514	171 319	213 010	238 667	283 550	229 567	208 524	192 269	-7.1	-7.8
Swansea	..	..	..	..	1 162	9 532	2 510	1 286	682	736	1 890	2 352	5 501	3 820	4 529	25.0	18.6
+ Ashford	95 927	107 813	..	..	..	..	..	238 522	204 955	166 672	166 795	123 803	70 856*	..	..	..	..
+ Blackpool	135 930	138 737	153 548	157 864	185 450	175 972	149 138	130 458	137 684	143 944	145 730	142 571	133 488	123 411	103 297	-8.0	-16.3
+ Bournemouth	174 238	178 774	176 668	199 376	47 345	20 089	35 310	57 611	63 297	81 260	100 132	118 764	129 137	117 117	106 878	1.2	-8.7
+ Cambridge	..	..	4 110	4 569	6 565	7 503	6 365	5 036	3 984	3 757	8 833	7 091	5 534	5 581	10 564	1.2	89.3
+ Exeter	..	..	..	..	..	..	..	..	..	..	..	78 881	75 125	69 334	64 597	..	-6.8
Gloucester/Cheltenham	..	..	..	..	..	..	..	9 012	7 563	8 441	8 035	10 496	11 479	4 548	7 337	-9.7	61.3
Hawarden	..	6 850	13 549	18 593	20 338	12 238	7 539	3 786	1 372	136	..	..	..	..	..	..	..
Isles of Scilly	31 484	30 071	17 746	56 543	55 291	57 311	59 125	60 519	61 012	61 217	68 079	73 428	77 006	88 882	91 762	8.2	3.2
+ Lydd	229 984	204 277	155 527	131 009	169 460	129 608	102 778	71 045	46 491	3 252	4 996	1 576	12 115	90 166	68 919	..	-23.6
+ Manston	..	..	..	..	..	..	..	..	..	..	8 306	6 381	4 624	5 373	2 616	-22.0	-51.3
+ Norwich	..	..	..	..	..	..	..	..	..	..	..	64 737	93 906	119 742	135 866	..	13.5
Lands End (St. Just)	30 048	27 284	30 528	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Penzance Heliport	..	..	11 768	54 967	55 011	57 286	59 125	59 018	58 481	60 487	65 789	69 022	72 837	83 475	86 865	7.7	4.1
+ Portsmouth	20 879	23 366	27 261	30 591	62 596	47 645	..	3 671	29	7 264	15 502	19 001	..	..	..	..	..
+ Southampton	44 576	51 574	64 176	66 522	263 728	283 906	231 301	227 027	243 545	255 246	287 496	308 479	308 844	318 689	283 174	..	-11.1
+ Edinburgh	318 024	389 821	444 058	489 104	531 150	600 208	616 129	602 066	653 247	679 528	756 685	877 182	790 651	874 018	990 793	5.5	13.4
+ Glasgow	854 988	996 264	1 150 506	1 240 066	1 406 879	1 528 980	1 387 210	1 610 774	1 702 555	1 744 128	1 880 265	2 142 437	1 935 446	1 763 295	1 975 717	-1.0	12.0
+ Prestwick	194 524	196 861	225 699	294 295	311 765	294 709	362 006	312 057	335 131	323 090	451 554	386 478	343 260	395 040	397 865	-2.3	0.7
+ Aberdeen	52 443	57 040	67 270	75 571	89 042	103 674	97 606	107 497	119 495	140 534	190 127	259 984	446 398	644 813	822 601	46.8	27.6
Benbecula	15 386	16 470	15 087	15 258	15 894	14 085	14 189	15 620	17 845	20 896	23 815	22 756	24 731	22 757	23 594	-0.2	3.7
Inverness	30 164	31 850	33 070	35 171	41 641	48 935	50 085	74 310	87 384	92 449	115 365	133 695	130 211	124 748	136 059	2.6	9.1
Islay	13 976	14 116	15 303	17 064	19 628	17 784	15 588	16 053	14 552	14 496	15 754	17 950	16 093	11 314	11 367	-10.5	0.5
+ Kirkwall	33 386	38 628	42 038	46 501	53 956	61 604	59 139	70 674	65 056	64 093	68 938	75 013	84 344	91 938	96 323	9.1	4.8
Machrihanish	8 965	10 312	3 739	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Stornoway	27 461	29 266	30 294	31 075	36 167	34 355	31 839	38 136	40 925	41 522	45 792	46 319	43 803	47 390	48 698	1.5	2.8
+ Sumburgh	16 658	16 371	17 759	19 934	23 765	24 652	23 493	26 033	32 145	43 260	58 879	73 360	149 249	176 840	243 230	45.0	37.5
Tiree	3 880	3 883	4 056	3 953	4 403	4 221	3 900	3 979	4 011	4 329	4 187	4 335	4 053	2 942	2 847	-10.9	-3.2
Wick	23 019	23 311	23 714	23 303	24 049	29 697	27 912	28 429	30 379	30 361	31 688	33 140	32 816	28 604	26 069	-5.2	-8.9
+ Belfast	573 826	649 676	761 618	860 462	994 675	982 755	981 319	1 026 776	1 117 422	1 114 845	1 186 250	1 312 953	1 225 209	1 184 417	1 081 651	-2.8	-8.7
+ Isle of Man	319 094	302 239	319 641	333 154	407 116	400 923	378 376	359 377	380 777	390 993	436 751	464 862	430 436	394 103	344 795	-6.2	-12.5
TOTAL (Incl. London Area)	13 754 398	15 468 556	17 614 907	19 918 240	22 578 977	23 984 226	24 831 915	28 063 801	31 601 869	34 933 544	39 125 371	43 124 539	40 082 411	41 845 788	44 665 768	2.4	6.7
<b>Channel Islands Airports</b>																	
Alderney	25 005	23 581	23 139	26 795	30 373	28 856	39 971	46 155	47 266	54 388	61 171	68 717	62 596	69 990	70 945	3.2	1.4
Guernsey	263 536	279 014	307 515	327 078	379 180	388 603	379 701	395 758	390 324	400 101	435 587	488 929	470 390	525 254	510 203	4.0	-2.9
Jersey	825 928	829 325	889 742	939 102	1 050 389	1 088 045	1 042 497	1 077 682	1 122 587	1 196 398	1 311 809	1 439 412	1 428 528	1 417 543	1 368 936	0.7	-3.4
TOTAL (Channel Islands Airports)	1 114 469	1 131 920	1 220 396	1 292 975	1 459 942	1 505 504	1 462 169	1 519 595	1 560 177	1 650 887	1 808 567	1 997 058	1 961 514	2 012 787	1 950 084	1.6	-3.1

69 \*Ashford closed 31.10.1974

# 70 Cargo 1962-1976

**Table 3.8**

	Tonnes															Mean Percentage Change for last 5 years	Percentage Change on last year
	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976		
<b>London Area Airports</b>																	
+ Gatwick	7 798.3	10 180.4	12 014.9	12 679.6	16 995.5	17 275.1	20 783.6	26 301.4	30 831.1	35 539.6	41 858.4	46 314.3	54 750.3	73 909.5	79 728.2	19.2	7.9
+ Heathrow	104 079.2	123 603.9	153 102.8	191 182.7	231 041.4	249 813.5	291 477.7	343 349.8	335 670.1	328 909.0	402 153.8	453 769.0	466 104.3	402 075.8	414 606.4	-0.6	3.1
+ Luton	251.9	484.0	314.0	254.9	720.4	832.3	912.4	876.4	1 864.5	1 750.0	3 330.9	2 634.2	2 701.9	1 776.8	3 336.9	-3.8	87.8
+ Southend	59 755.4	61 208.7	64 404.7	60 444.8	62 624.8	49 904.9	46 162.1	39 882.6	39 436.3	35 386.0	29 789.3	25 134.1	20 821.0	15 753.0	12 732.0	-19.5	-19.2
+ Stansted	38.5	64.2	156.3	231.8	2 059	595.4	2 511.6	5 759.3	9 961.3	8 433.0	14 141.3	12 862.0	16 558.8	19 691.5	20 806.7	12.7	5.7
TOTAL (London Area)	171 932.3	195 541.2	229 992.7	264 793.8	311 588.0	318 421.2	361 847.4	416 169.5	417 763.3	410 017.6	491 273.7	540 713.6	560 936.3	513 206.6	531 210.2	1.0	3.5
Westland Heliport (Battersea)	1.8	0.2	—	154.3	0.2	—	—	0.2	—	—	—	—	—	—	—	—	—
<b>Other UK Airports</b>																	
+ Leeds/Bradford	553.4	730.2	941.8	1 179.3	1 709.0	1 921.1	2 294.1	2 123.1	1 480.6	1 099.1	1 055.7	846.9	815.3	619.4	519.5	-15.9	-16.1
+ Liverpool	3 292.4	6 716.3	8 028.1	8 599.8	16 681.1	14 521.1	16 496.0	15 462.9	17 785.9	14 225.0	15 547.3	16 309.2	14 746.0	11 306.6	12 521.2	-7.7	10.7
+ Manchester	12 098.3	14 254.7	15 990.5	20 665.5	29 976.3	30 517.5	34 482.3	38 011.0	42 308.6	36 855.2	42 227.0	42 477.7	43 441.9	34 527.2	32 823.9	-6.9	-4.9
+ Birmingham	1 775.8	1 988.2	2 293.2	2 718.1	4 061.4	4 175.8	4 928.6	5 067.6	5 563.2	4 915.0	4 301.5	3 511.2	3 212.7	2 800.7	2 629.3	-11.4	-6.1
+ Coventry	—	—	—	—	1 466.2	1 31.2	154.7	73.3	102.3	283.5	2 308.2	1 421.4	68.3	61.2	111.1	-60.2	81.5
+ East Midlands	—	—	—	389.0	1 763.7	2 061.0	2 584.0	1 743.4	2 044.5	1 493.7	4 823.9	6 533.4	8 016.4	7 213.7	7 653.2	10.8	6.1
+ Newcastle	949.7	1 125.4	1 412.9	1 615.2	1 838.9	1 976.1	2 121.8	2 195.8	2 152.7	1 478.0	2 489.6	1 973.3	1 721.8	1 068.2	874.8	-23.7	-18.1
+ Tees-side	—	—	7.9	248.9	623.2	411.7	376.7	215.5	236.6	148.4	375.8	477.5	419.5	351.4	281.0	-8.5	-20.0
Brough (from 1966)	—	—	—	—	2.4	—	25.6	1.8	—	—	—	—	—	—	—	—	—
+ Bristol	863.6	2 277.4	2 718.1	2 709.6	4 017.8	1 788.3	1 191.8	759.7	991.0	846.9	1 018.6	819.8	730.1	578.1	494.5	-16.4	-14.5
+ Glamorgan	708.1	283.9	198.8	263.4	439.5	331.4	281.5	722.9	280.0	176.3	272.0	290.1	242.5	213.3	419.0	5.7	96.4
+ Swansea	—	—	—	—	1.3	53.0	14.2	—	—	1.0	—	1.9	10.3	0.1	18.4	—	—
+ Ashford	468.7	995.6	—	—	—	—	—	2 300.6	2 918.2	4 080.9	4 543.9	4 386.2	3 700.8*	—	—	—	—
+ Blackpool	1 736.9	1 961.5	2 327.9	2 110.3	2 278.6	713.3	731.8	700.9	791.2	566.1	744.4	731.8	764.4	581.2	676.7	4.1	16.4
+ Bournemouth	20 072.4	19 990.5	16 123.3	14 645.9	2 112.4	185.4	428.7	439.2	599.3	783.6	4 151.4	2 730.4	5 100.3	4 559.6	6 098.6	13.7	33.8
+ Cambridge	—	—	654.1	924.9	997.7	949.2	799.2	553.2	1 157.0	1 052.2	1 082.4	1 450.1	910.2	695.8	787.9	-12.8	13.2
+ Exeter	—	—	—	—	—	—	—	—	—	—	—	215.7	541.8	385.0	390.4	—	1.4
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	3.5	0.1	0.7	—	—	—	—	—
Hawarden	—	3.0	15.3	169.2	203.1	186.8	195.2	4.2	1.5	—	—	—	—	—	—	—	—
Isles of Scilly	41.5	43.6	35.4	55.2	50.5	130.0	166.6	135.7	206.5	190.3	197.9	217.6	161.3	110.8	97.4	-18.9	-12.1
+ Lydd	111 835.1	95 023.2	94 125.3	64 984.4	69 833.3	50 526.7	34 380.9	28 996.6	19 325.5	16.2	48.1	78.6	796.9	3 348.7	3 830.2	249.3	14.4
+ Manston	—	—	—	—	—	—	—	—	—	—	5 445.4	4 894.6	3 886.0	2 520.6	71.8	-60.6	-97.2
+ Norwich	—	—	—	—	—	—	—	—	—	—	—	362.7	361.0	454.3	590.2	—	29.9
Lands End (St Just)	40.9	43.2	33.0	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Penzance Heliport	—	—	17.6	55.5	49.6	130.0	166.6	135.7	200.1	190.3	197.2	216.5	160.5	110.8	97.4	-18.8	-12.1
+ Portsmouth	379.7	332.5	259.7	142.4	41.9	3.3	—	—	—	54.5	47.8	54.8	—	—	—	—	—
+ Southampton	45.0	91.1	55.1	61.9	12 615.8	10 187.9	912.8	1 200.6	1 499.2	1 479.8	1 705.6	1 108.7	962.4	1 483.2	1 397.9	-1.1	-5.8
+ Edinburgh	788.0	868.8	1 015.2	1 302.2	1 849.4	2 362.2	3 345.1	3 147.1	2 258.4	1 996.1	3 183.2	3 932.4	3 496.2	2 717.5	1 830.6	-13.7	-32.6
+ Glasgow	4 306.0	4 589.1	6 062.2	7 740.9	11 033.0	11 497.3	13 409.5	16 767.8	16 045.8	15 253.6	16 924.5	21 973.9	24 202.2	15 468.5	17 220.3	-3.1	11.3
+ Prestwick	2 618.0	3 035.7	4 365.9	6 669.0	9 282.3	9 250.4	12 401.6	17 911.8	15 279.3	11 685.5	14 879.8	16 682.4	14 462.0	12 666.8	12 828.1	-5.6	1.3
+ Aberdeen	306.3	320.3	298.1	286.0	393.0	441.8	446.0	368.9	502.4	665.2	914.9	1 021.2	2 666.3	3 701.0	5 409.3	33.9	46.2
+ Benbecula	136.0	152.4	193.0	165.5	125.6	130.9	163.1	117.7	121.7	146.6	206.8	218.3	291.5	249.8	228.1	3.4	-8.7
+ Inverness	97.2	120.1	210.4	224.5	242.5	213.3	252.9	341.7	455.7	451.3	437.7	465.0	329.8	247.0	324.4	-11.6	31.3
+ Islay	101.3	85.0	93.3	77.1	139.3	111.1	126.3	125.4	134.3	178.9	166.0	93.2	78.7	53.8	44.6	-27.2	-17.1
+ Kirkwall	548.1	552.3	594.8	555.9	508.3	487.5	483.4	487.8	451.9	507.4	571.3	438.5	507.4	510.0	557.3	1.0	9.3
Machrihanish	33.9	30.1	9.7	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stornoway	333.8	362.9	285.1	255.6	285.0	154.9	146.9	238.4	743.6	450.3	452.6	467.6	494.5	403.8	425.2	-2.7	5.3
+ Sumburgh	160.7	178.9	202.8	185.4	232.7	212.1	243.3	261.6	303.2	440.0	517.8	464.0	1 054.0	1 210.1	1 588.7	37.7	31.3
Tiree	8.8	10.6	11.0	9.2	12.4	11.0	9.6	11.6	12.4	12.6	15.9	19.8	17.0	11.2	12.5	-10.0	11.6
Wick	51.2	44.5	64.5	58.9	60.3	69.1	72.2	78.6	81.1	80.2	138.3	103.9	104.7	86.0	85.9	-10.8	-0.1
+ Belfast	5 650.4	6 383.2	8 259.9	11 709.0	26 377.2	20 413.4	24 766.7	24 970.4	22 593.8	17 178.2	22 193.4	17 410.9	17 620.8	11 159.4	12 349.3	-14.9	10.7
+ Isle of Man	1 832.3	1 908.8	2 163.0	2 473.7	4 302.3	3 723.2	4 038.0	3 593.9	3 253.0	3 377.5	4 092.4	4 286.5	3 672.6	3 019.2	2 857.6	-10.1	-5.4
TOTAL (Incl. London Area)	343 683.8	359 971.1	399 046.7	418 199.5	517 192.9	488 400.2	524 459.5	585 434.3	579 643.8	532 380.5	648 550.1	699 402.0	720 704.4	637 700.6	659 356.5	-0.6	3.4
<b>Channel Islands Airports</b>																	
Alderney	90.8	79.2	99.8	88.3	86.1	116.3	146.1	181.7	136.7	197.6	294.6	284.9	22.8	264.4	260.5	-3.2	-1.5
Guernsey	3 099.5	4 814.8	5 535.6	6 118.4	6 830.4	5 588.5	4 400.4	4 372.7	4 226.8	4 419.0	11 934.7	10 071.3	9 598.2	9 016.9	9 011.9	-6.5	-0.1
Jersey	4 715.3	6 601.9	8 363.3	9 922.8	12 837.4	11 171.2	8 915.3	8 967.4	8 755.7	8 579.8	14 224.7	15 377.8	12 728.0	10 662.1	10 881.0	-8.6	2.1
TOTAL (Channel Islands Airports)	7 905.6	11 495.8	13 998.7	16 129.5	19 753.9	16 876.0	13 461.8	13 521.8	13 119.2	13 196.4	26 454.0	25 734.0	22 549.0	19 943.4	20 153.4	-7.7	1.1

Note:—The above figures represent the weight of cargo picked up and set down.

\*Ashford closed 31.10.1974.

# UK Passenger Movement by Air<sup>(a)</sup> 1962-1976

**Table 3.9**

**Analysis by Countries of Landing and of Embarkation**

European continent and Mediterranean Sea area (b)												Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)						
1962	4 705	254	147	1,353	490	72	460	122	444	72	45	43	463	65	436	10	241
1963	5 463	288	159	1 504	562	90	563	144	498	85	65	54	614	66	463	29	279
1964	6 846	689	192	1 791	636	86	627	175	639	95	92	70	782	71	515	56	330
1965	7 761	697	208	1 866	753	109	769	206	783	112	116	80	997	103	545	72	345
1966	9 216	666	218	2 124	882	144	940	241	908	125	145	107	1 338	117	629	108	524
1967	10 043	718	250	2 182	1 008	158	918	248	982	128	166	127	1 676	127	682	115	558
1968	10 962	731	285	1 880	1 175	166	952	339	1 037	148	164	159	2 256	146	774	100	650
1969	13 071	735	341	2 156	1 398	230	1 131	371	1 166	164	220	192	3 065	157	880	128	737
1970	15 294	818	383	2 365	1 874	289	1 430	437	1 306	189	295	248	3 472	184	1 053	192	759
1971	17 970	831	425	2 499	2 033	481	1 669	532	1 435	209	385	279	4 726	188	1 105	291	872
1972	20 423	832	447	2 805	2 438	625	1 900	585	1 508	244	483	345	5 493	236	1 130	291	1 061
1973	22 461	934	474	2 928	2 525	747	2 032	689	1 734	279	578	429	5 974	275	1 181	394	1 288
1974	19 774	859	479	2 678	2 247	543	1 771	801	1 619	275	429	437	4 842	281	1 032	323	1 157
1975	21 007	788	486	2 740	2 277	691	1 860	1 000	1 634	351	309	504	5 298	330	1 093	410	1 230
1976	22 107	850	567	2 901	2 470	882	1 941	1 289	1 835	522	296	515	4 664	423	1 181	414	1 359
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)						
1962	1 299	16	61	242	60	67	4	25	662	63	101						
1963	1 434	27	47	280	60	75	6	30	753	64	92						
1964	1 824	46	62	340	63	84	10	41	970	73	135						
1965	2 155	62	81	392	65	100	8	52	1 143	79	173						
1966	2 486	61	101	477	76	117	12	68	1 287	75	212						
1967	2 865	62	124	559	92	143	17	78	1 463	69	258						
1968	3 249	70	133	641	113	152	19	92	1 640	66	323						
1969	3 934	92	154	795	129	161	32	110	2 020	74	367						
1970	4 715	113	160	904	137	162	45	143	2 511	87	453						
1971	5 205	108	173	933	150	141	71	150	2 814	91	574						
1972	6 151	146	222	1 102	184	169	80	163	3 203	94	788						
1973	6 724	207	246	1 289	153	227	114	181	3 320	117	870						
1974	6 613	257	259	1 303	138	278	126	232	2 926	135	960						
1975	7 209	328	276	1 407	150	346	181	289	2 939	157	1 135						
1976	8 230	374	297	1 448	162	388	171	330	3 518	206	1 335						

(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.

**Table 3.10**

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	108 726	79 840	—	7 632	2	3 509	615	—	16 449	—	679
+ Heathrow	278 108	256 125	—	991	—	1 194	3 374	—	15 253	130	1 041
+ Luton	58 772	18 807	1 355	3 291	348	646	282	17 875	15 887	2	279
+ Southend	61 481	11 981	600	—	—	2 724	—	29 207	16 808	161	—
+ Stansted	27 921	3 532	—	737	1	12 505	247	1 340	8 505	951	103
TOTAL (London Area)	535 008	370 285	1 955	12 651	351	20 578	4 518	48 422	72 902	1 244	2 102
Westland Heliport (Battersea)	9 239	2 228	42	2 169	44	—	—	—	3 276	—	1 480
Other UK Airports											
+ Leeds/Bradford	43 896	10 100	96	338	660	1 588	618	20 894	9 300	48	254
+ Liverpool	64 834	11 085	24	1 978	523	885	159	38 274	11 077	149	680
+ Manchester	74 118	46 715	707	3 014	246	708	2 449	9 662	10 096	80	441
+ Birmingham	66 280	21 875	—	910	163	2 533	461	27 166	12 750	20	402
+ Coventry	59 442	71	96	49	2 256	7 967	678	33 828	14 369	23	105
+ East Midlands	55 145	11 930	128	2 044	278	7 164	609	21 148	10 814	80	950
+ Newcastle	33 359	13 384	206	438	5 624	1 050	36	9 104	2 746	9	762
+ Tees-side	39 943	6 157	5 061	318	35	5 488	6	16 566	4 768	32	1 512
+ Bristol	28 257	6 622	—	42	7	72	145	13 134	8 023	10	202
+ Glamorgan	42 672	6 093	120	661	7	2 624	—	29 389	3 546	17	215
+ Swansea	12 605	665	102	317	314	72	19	8 370	2 510	—	236
+ Blackpool	85 668	4 606	2 920	256	343	8 466	24	57 878	10 599	10	566
+ Bournemouth	53 500	6 275	792	1 430	3	11 247	—	16 157	16 760	93	743
+ Cambridge	42 490	801	2	379	133	3 562	28	16 928	4 805	—	15 852
+ Exeter	33 030	2 909	—	181	2 025	1 009	90	13 030	7 341	409	6 036
Gloucester/Cheltenham	39 564	641	354	—	306	10 550	—	20 789	6 496	54	374
Hawarden	17 827	—	—	—	—	610	—	14 812	2 227	—	178
Isles of Scilly	5 360	4 610	—	28	179	17	—	—	444	—	82
+ Lydd	32 895	4 293	—	4	—	292	4	14 065	13 273	—	964
+ Manston	4 435	1 111	—	76	992	1 391	—	—	865	—	—
+ Norwich	16 281	6 839	2	370	1 768	578	3 562	8	3 087	12	55
Penzance Heliport	4 423	3 704	—	9	55	188	124	—	339	—	4
+ Southampton	43 259	10 967	5	483	378	23 786	64	2 041	5 338	28	1 699
+ Edinburgh	69 156	19 947	13	225	—	1 733	446	22 037	12 636	101	12 018
+ Glasgow	75 953	37 638	—	814	1	1 035	1 165	18 978	10 109	44	6 169
+ Prestwick	49 752	10 102	—	403	4	25 934	233	6 270	2 438	—	4 368
+ Aberdeen	82 113	43 410	—	4 714	50	8 510	111	20 398	4 549	55	316
Benbecula	3 555	2 668	—	3	316	8	245	—	34	6	275
Inverness	21 487	7 021	—	36	3 720	3 956	1	5 653	913	13	174
Islay	1 649	864	—	70	391	64	—	4	146	4	106
+ Kirkwall	13 575	8 924	—	539	683	24	85	2 316	816	4	184
Stornoway	5 306	3 339	—	270	211	216	38	154	100	36	942
+ Sumburgh	25 507	15 740	—	1 715	4 972	2 647	7	156	28	2	240
Tiree	855	750	—	6	13	—	—	18	34	2	32
Wick	5 386	3 859	—	170	20	10	13	1 111	53	4	146
+ Belfast	74 873	21 288	—	1 095	279	18	—	17 868	3 654	20	30 751
+ Isle of Man	23 105	10 405	52	1 091	1 613	3 310	—	4 878	1 343	55	358
TOTAL (Incl. London Area)	1 895 802	739 921	12 677	39 296	28 963	159 890	15 938	531 506	274 504	2 664	90 443
Channel Islands Airports											
Alderney	8 928	8 928	..	..	..	..	..	..	..	..	..
Guernsey	31 607	31 607	..	..	..	..	..	..	..	..	..
Jersey	54 326	54 326	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	94 861	94 861	..	..	..	..	..	..	..	..	..

Table 3.11

# Air Transport Movements by Type and Nationality of Operator 1976

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	79 840	466	33 812	4 517	4 783	30 357	5 905
+Heathrow	256 125	118 268	6 312	123 611	4 351	226	3 357
+Luton	18 807	24	429	18	—	16 424	1 912
+Southend	11 981	—	8 521	—	—	3 067	393
+Stansted	3 532	39	53	18	5	1 009	2 408
TOTAL (London Area)	370 285	118 797	49 127	128 164	9 139	51 083	13 975
Westland Heliport (Battersea)	2 228	—	—	—	34	2 194	—
Other UK Airports							
+Leeds/Bradford	10 100	4 022	4 791	310	11	865	101
+Liverpool	11 085	6 184	6	857	101	3 451	486
+Manchester	46 715	18 313	3 766	10 435	1 189	11 547	1 465
+Birmingham	21 875	8 044	6 399	1 524	163	5 045	700
+Coventry	71	—	13	—	3	39	16
+East Midlands	11 930	71	7 405	1	4	4 211	238
+Newcastle	13 384	3 781	7 752	—	16	1 652	183
+Tees-side	6 157	15	5 669	—	8	344	121
Bristol	6 622	3 193	1 298	531	188	1 006	406
Glamorgan	6 093	2 299	2 189	294	255	667	389
Swansea	665	—	—	—	2	613	50
+Blackpool	4 606	—	4 155	—	—	431	20
+Bournemouth	6 275	46	5 117	4	7	1 067	34
+Cambridge	801	—	190	—	—	382	229
Exeter	2 909	—	2 751	—	—	34	124
Gloucester/Cheltenham	641	—	234	—	—	407	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	4 610	3 704	896	—	—	10	—
+Lydd	4 293	—	3 926	—	—	353	14
Manston	1 111	—	—	—	—	765	346
Norwich	6 839	—	5 673	—	2	1 074	90
Penzance Heliport	3 704	3 704	—	—	—	—	—
+Southampton	10 967	2 005	8 276	—	—	538	148
+Edinburgh	19 947	10 033	8 337	571	119	511	376
+Glasgow	37 638	19 526	8 738	4 384	341	3 612	1 037
+Prestwick	10 102	5 228	312	2 452	49	816	1 245
+Aberdeen	43 410	9 235	5 216	—	4 915	22 716	1 328
Benbecula	2 668	623	2 045	—	—	—	—
Inverness	7 021	3 769	1 982	—	222	958	90
Islay	864	592	—	—	—	272	—
+Kirkwall	8 924	2 511	1 372	112	371	4 539	19
Stornoway	3 339	1 241	1 783	—	—	300	15
+Sumburgh	15 740	2 662	350	—	4 011	8 668	49
Tiree	750	—	683	—	—	67	—
Wick	3 859	1 388	2 185	—	4	222	60
+Belfast	21 288	13 927	4 999	407	18	1 386	551
+Isle of Man	10 405	5 396	4 990	—	—	12	7
TOTAL (Incl. London Area)	739 921	250 309	162 625	150 046	21 172	131 857	23 912
Channel Islands Airports							
Alderney	8 928	—	8 307	—	—	621	—
Guernsey	31 607	2 918	25 333	422	—	2 845	89
Jersey	54 326	9 869	36 932	772	4	5 177	1 572
TOTAL (Channel Islands Airports)	94 861	12 787	70 572	1 194	4	8 643	1 661

# Air Transport Movements 1976

Table 3-12

## Comparison with a year earlier

	International						Domestic						Jan. 76			Jan. 75			Percentage Change on 1975		
	Passenger	Scheduled Aircraft	Cargo	Passenger	Charter Aircraft	Cargo	Passenger	Scheduled Aircraft	Cargo	Passenger	Charter Aircraft	Cargo	Passenger	Aircraft	Total Cargo	Passenger	Aircraft	Total Cargo	Passenger	Cargo	
London Area Airports																					
+ Gatwick	20 315		1 043	37 099		3 041	14 845		2 592	214		691	72 473		7 367	66 854		6 697	8.4	10.0	
+ Heathrow	183 540		15 389	7 080		790	48 464		800	20		42	239 104		17 021	233 392		20 499	2.4	-17.0	
+ Luton	37		—	17 363		244	434		—	317		412	18 151		656	18 026		554	0.7	18.4	
+ Southend	8 521		—	1 486		—	—	1	—	1 974		—	11 981		—	11 360		—	5.5	—	
+ Stansted	36		1	2 306		1 075	72		1	17		24	2 431		1 101	2 347		1 007	3.6	9.3	
TOTAL (London Area)	203 928		16 433	63 848		5 150	63 815		3 393	568		1 169	370 285		—	360 736		—	2.6	—	
Westland Heliport (Battersea)										2 228		—	2 228		—	2 720		—	-18.1	—	
Other UK Airports																					
+ Leeds/Bradford	1 850		3	297		10	7 264		6	323		347	9 734		366	8 959		310	8.7	18.1	
+ Liverpool	1 567		17	857		355	4 979		484	885		1 941	8 288		2 797	9 241		2 775	-10.3	0.8	
+ Manchester	13 269		3 996	12 667		100	15 124		125	507		927	41 667		5 148	40 517		5 464	2.6	-5.8	
+ Birmingham	4 769		—	5 311		12	11 194		4	282		303	21 556		319	19 846		126	8.6	—	
+ Coventry	—		—	49		—	—		22	—		—	—	71		—	166		—	-57.2	—
+ East Midlands	2 395		4	2 756		100	4 323		755	661		936	10 135		1 795	9 970		1 355	1.7	32.5	
+ Newcastle	3 115		—	1 776		1	8 411		7	38		36	13 340		44	11 931		56	11.8	-21.4	
+ Tees-side	442		1	431		1	5 241		3	19		21	6 133		26	5 116		54	19.9	-51.9	
+ Bristol	1 565		—	1 442		3	3 456		1	82		73	6 545		77	6 851		212	-4.5	-63.7	
+ Glamorgan	1 331		6	1 150		34	3 442		3	62		64	5 985		107	6 134		121	-2.4	-11.6	
+ Swansea	—		—	83		—	—		582	—		—	—	665		—	515		—	29.1	—
+ Blackpool	—		—	446		—	—		4 160	—		—	4 606		—	4 904		—	-6.1	—	
+ Bournemouth	104		2	965		36	3 494		1 567	45		62	4 608		1 667	5 158		1 271	10.7	31.2	
+ Cambridge	—		—	353		—	—		448	—		—	801		—	593		—	35.1	—	
+ Exeter	—		—	552		—	—		2 357	—		—	2 909		—	2 963		—	-1.8	—	
+ Gloucester/Cheltenham	—		—	—		—	234		—	407		—	641		—	481		—	33.3	—	
+ Hawarden	—		—	—		—	—		—	—		—	—		—	—		—	—	—	
+ Isles of Scilly	—		—	—		—	4 600		—	10		—	4 610		—	4 411		—	4.5	—	
+ Lydd	2 215		1 711	57		296	—		—	14		—	4 293		—	4 053		—	5.9	—	
+ Manston	—		—	1 111		—	—		—	—		—	1 111		—	1 184		—	-6.2	—	
+ Norwich	—		—	3 346		—	—		3 493	—		—	6 839		—	6 427		—	6.4	—	
+ Penzance Heliport	—		—	—		—	3 704		—	—		—	3 704		—	3 388		—	9.3	—	
+ Southampton	—		—	940		—	—		10 027	—		—	10 967		—	11 568		—	-5.2	—	
+ Edinburgh	2 826		—	760		22	15 658		457	106		118	19 350		597	17 483		780	10.7	-23.5	
+ Glasgow	5 186		1 213	3 755		14	25 549		699	586		636	35 076		2 562	32 906		1 860	6.6	37.7	
+ Prestwick	3 025		1 137	1 552		146	3 325		505	207		205	8 109		1 993	7 914		1 966	2.5	1.4	
+ Aberdeen	2 575		45	19 378		349	11 768		62	4 489		4 743	38 210		5 199	29 316		2 138	30.3	—	
+ Benbecula	—		—	—		—	2 650		18	—		—	2 650		18	1 911		—	38.7	—	
+ Inverness	—		—	88		—	5 751		—	616		566	6 455		566	5 561		355	16.1	59.4	
+ Islay	—		—	—		—	—		864	—		—	—	864		—	959		—	-9.9	—
+ Kirkwall	—		—	189		—	—		8 735	—		—	8 924		—	7 434		—	20.0	—	
+ Stornoway	—		—	19		8	2 987		37	145		143	3 151		188	2 105		91	49.7	—	
+ Sumburgh	—		—	7 033		—	—		8 707	—		—	15 740		—	12 498		—	25.9	—	
+ Tiree	—		—	—		—	750		—	—		—	750		—	691		—	8.5	—	
+ Wick	—		—	59		—	3 800		—	—		—	3 859		—	2 611		—	47.8	—	
+ Belfast	405		8	701		6	17 927		993	106		1 142	19 139		2 149	19 579		1 990	-2.2	8.0	
+ Isle of Man	573		—	6		—	9 359		455	4		8	9 941		463	10 180		600	-2.3	-22.8	
TOTAL (Incl. London Area)	251 140		24 576	118 929		6 643	234 255		9 574	12 390		13 440	739 921		—	700 504		—	5.6	—	
Channel Islands Airports																					
+ Alderney	..		..	..		..	..		..	..		..	8 928		..	9 164		..	-2.5	..	
+ Guernsey	..		..	..		..	..		..	..		..	31 607		..	32 068		..	-1.4	..	
+ Jersey	..		..	..		..	..		..	..		..	54 326		..	54 826		..	-0.9	..	
TOTAL (Channel Islands Airports)	..		..	..		..	..		..	..		..	94 861		..	96 086		..	-1.3	..	

Individual totals do not include uncategorised movements. Totals include all movements.

**Table 3.13.1**

### and Actual Landing

75



# Number and Rate<sup>(a)</sup> of Diversions by Airport of Intended Landing 1976

Table 3.13.2

Airport of Intended Landing	Total No. of Diversions	Annual rate of Diversion	January		February		March		April		May		June		July		August		September		October		November		December		
			No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	
London Area Airports																											
Gatwick	215	56	2	8	22	104	—	—	10	31	9	27	17	44	21	48	17	40	27	69	14	42	48	195	28	107	
Heathrow	219	17	6	6	12	13	2	—	1	1	2	2	4	4	4	3	28	23	6	5	10	9	76	80	68	72	
Luton	216	231	1	20	17	428	8	156	18	221	—	—	—	—	3	26	17	150	12	116	15	198	28	497	97	1 745	
Southend	4	7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	4	89	—	—	
Stansted	7	44	—	—	1	112	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	77	6	309	
TOTAL (London Area)	661	33	9	7	52	43	10	7	29	19	11	7	21	13	28	15	62	34	45	26	39	24	157	119	198	149	
Westland Heliport	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports																											
Leeds/Bradford	242	482	7	213	33	1 158	17	445	5	124	11	240	3	62	—	—	—	—	37	764	30	718	28	665	71	2 107	
Liverpool	17	32	1	26	1	28	2	48	—	—	—	—	1	19	1	19	—	—	4	82	—	—	1	26	6	180	
Manchester	145	62	6	39	2	13	2	12	8	46	1	5	5	22	1	4	3	12	6	26	9	42	45	284	57	384	
Birmingham	46	42	2	31	2	32	4	55	2	24	3	31	1	9	—	—	2	17	6	54	4	40	8	93	12	156	
Coventry	2	1 000	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	—	—	—	1	—	—	—	
East Midlands	41	71	1	30	—	—	—	—	—	—	—	—	—	—	—	—	—	—	5	82	3	57	13	323	19	594	
Newcastle	50	75	4	90	—	—	—	—	4	79	1	17	1	15	3	44	5	73	23	377	4	69	—	—	5	102	
Tees-side	12	39	2	91	1	42	—	—	—	—	—	—	—	—	—	—	—	—	4	136	—	—	3	130	2	89	
Bristol	8	24	—	—	3	200	—	—	1	38	—	—	2	54	—	—	—	—	1	28	—	—	—	—	1	56	
Glamorgan	8	26	—	—	5	245	1	39	—	—	—	—	1	36	—	—	—	—	—	—	—	—	—	—	1	48	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Blackpool	3	13	—	—	—	—	1	83	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	185	
Bournemouth	6	19	—	—	3	148	—	—	—	—	—	—	—	—	—	—	—	—	1	36	—	—	—	—	2	120	
Cambridge	1	25	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	143	—	—	—	—	
Exeter	3	21	—	—	—	—	1	161	—	—	—	—	—	—	—	—	—	—	—	—	1	74	—	—	1	204	
Gloucester/Cheltenham	1	31	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	417	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Lydd	15	70	—	—	2	150	—	—	—	—	1	56	—	—	—	—	—	—	2	102	1	50	1	55	8	537	
Manston	3	50	3	833	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Norwich	23	68	2	76	—	—	2	70	—	—	—	—	—	—	—	—	—	—	1	36	6	199	5	158	7	230	
Penzance Heliport	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Southampton	28	51	—	—	8	283	3	81	—	—	—	—	—	—	—	—	—	—	1	16	2	44	3	104	11	431	
Edinburgh	92	92	13	189	7	103	8	108	5	63	2	22	—	—	—	—	6	61	18	188	2	23	—	—	31	479	
Glasgow	166	88	20	147	2	16	4	27	—	—	—	—	—	—	—	—	15	80	3	17	11	65	16	119	95	771	
Prestwick	1	2	—	—	1	41	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Aberdeen	49	23	2	14	—	—	—	—	—	—	4	22	3	16	—	—	4	21	9	49	11	57	1	5	15	81	
Benbecula	4	30	—	—	1	101	—	—	—	—	—	—	—	—	2	182	—	—	—	—	—	—	1	91	—	—	
Inverness	8	23	2	86	—	—	—	—	1	33	—	—	—	—	—	—	—	3	98	1	33	1	37	—	—	—	
Islay	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Kirkwall	8	18	—	—	—	—	—	—	—	—	—	—	—	—	2	47	1	25	2	52	2	55	—	—	1	28	
Stornoway	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sumburgh	43	55	—	—	—	—	—	—	2	32	1	15	1	16	12	198	24	365	—	—	2	25	—	—	1	14	
Tiree	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Wick	3	16	1	98	—	—	—	—	1	54	—	—	—	—	1	51	—	—	—	—	—	—	—	—	—	—	
Belfast	38	34	1	12	2	25	—	—	3	33	1	10	1	10	—	—	—	6	56	4	45	1	13	19	262	—	
Isle of Man	28	54	—	—	1	38	—	—	—	—	1	21	21	332	—	—	1	14	—	—	3	84	—	—	1	40	
TOTAL (Incl. London Area)	1 755	53	76	30	126	53	55	20	61	20	37	11	61	18	50	14	123	33	178	50	136	42	286	106	566	221	

(a) The rate of diversions is expressed as the number of diversions per 10,000 intended landings.

# Air Passengers by Type and Nationality of Operator—1976

Table 3.14

	Total			Scheduled Services				Charter Flights							
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Others		Overseas operators		United Kingdom operators		Others		Overseas operators	
				British Airways	Others	British Airways	Others	British Airways	Others	British Airways	Others				
London Area Airports															
+ Gatwick	5 752 601	5 713 885	38 716	14 811	1 770	1 354 272	300	69 238	1 377	748 273	1 069	2 784 319	11 917	742 972	22 283
+ Heathrow	23 654 444	23 242 513	411 931	11 055 248	582	233 308	46	11 033 405	392 451	533 468	651	3 837	414	383 247	17 787
+ Luton	1 817 503	1 806 998	10 505	230	609	17 434	1 014	746	44	—	—	1 640 981	8 712	147 607	126
+ Southend	218 427	218 427	—	—	—	205 571	—	—	—	—	—	6 703	—	6 153	—
+ Stansted	272 767	267 607	5 160	81	1 814	1 091	227	1 692	—	—	446	4 346	856	260 397	1 817
TOTAL (London Area)	31 715 742	31 249 430	466 312	11 070 370	4 775	1 811 676	1 587	11 105 081	393 872	1 281 741	2 166	4 440 186	21 899	1 540 376	42 013
Westland Heliport (Battersea)	5 644	5 644	—	—	—	—	—	—	—	70	—	5 574	—	—	—
Other UK Airports															
+ Leeds/Bradford	316 137	286 525	29 612	186 396	1 709	70 083	27 616	16 879	88	669	—	11 458	151	1 040	48
+ Liverpool	359 083	355 202	3 881	262 662	2 426	182	36	39 314	184	3 779	413	38 582	661	10 683	161
+ Manchester	2 870 996	2 759 691	111 305	1 094 222	10 243	69 675	16 519	335 281	36 223	126 778	375	993 733	32 645	140 002	15 300
+ Birmingham	1 155 919	1 113 051	42 868	395 490	2 516	124 998	33 222	92 826	4 045	10 213	92	430 308	2 239	59 216	754
+ Coventry	953	853	100	—	—	137	98	—	—	96	—	620	2	—	—
+ East Midlands	484 680	482 398	2 282	2 636	111	227 265	840	114	—	643	—	238 623	1 313	13 117	18
+ Newcastle	687 371	645 988	41 383	275 110	167	186 142	40 566	—	—	1 043	189	167 595	210	16 098	251
+ Tees-side	220 602	201 336	19 266	873	—	166 008	19 108	—	—	184	—	26 523	158	8 748	—
+ Bristol	250 672	205 368	45 304	47 596	32 441	18 329	4 339	22 675	2 500	2 413	3 902	82 399	1 630	31 956	492
+ Glamorgan	217 429	192 269	25 160	61 983	2 840	21 548	15 348	5 837	4 342	11 727	722	57 187	1 682	33 987	226
+ Swansea	4 540	4 529	11	—	—	—	—	—	—	19	—	4 340	11	170	—
+ Blackpool	103 350	103 297	53	—	—	100 308	34	—	—	—	—	1 951	19	1 038	—
+ Bournemouth	110 551	106 878	3 673	240	1 026	79 342	2 284	358	—	6	—	25 583	356	1 349	7
+ Cambridge	10 568	10 564	4	—	—	6 462	—	—	—	—	—	1 904	4	2 198	—
+ Exeter	72 958	64 597	8 361	—	—	57 277	8 049	—	—	—	—	1 153	—	6 167	312
+ Gloucester/Cheltenham	7 337	7 337	—	—	—	4 658	—	—	—	—	—	2 679	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Isles of Scilly	91 762	91 762	—	86 865	—	4 868	—	—	—	—	—	29	—	—	—
+ Lydd	68 919	68 919	—	—	—	68 569	—	—	—	—	—	286	—	64	—
+ Manston	2 616	2 616	—	—	—	—	—	—	—	—	—	1 741	—	875	—
+ Norwich	135 912	135 866	46	—	—	122 995	46	—	—	72	—	8 902	—	3 897	—
+ Penzance Heliport	86 865	86 865	—	86 865	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	286 159	283 174	2 985	75 372	2 270	204 703	579	—	—	—	—	2 217	130	882	6
+ Edinburgh	1 024 032	990 793	33 239	680 765	12 054	206 131	20 341	30 564	74	3 620	694	39 979	12	29 734	64
+ Glasgow	2 007 602	1 975 717	31 885	1 153 394	1 983	278 929	152	152 045	28 560	18 597	416	262 639	317	110 113	457
+ Prestwick	643 176	397 865	245 311	177 743	105 436	10 654	52	51 155	69 050	2 399	1 330	74 100	27 970	81 814	41 473
+ Aberdeen	836 794	822 601	14 193	386 860	12 134	115 960	633	—	—	48 816	17	242 369	428	28 596	981
+ Benbecula	24 155	23 594	561	16 417	—	7 177	561	—	—	—	—	—	—	—	—
+ Inverness	149 289	136 059	13 230	115 719	13 180	11 729	—	—	—	796	23	3 378	27	4 437	—
+ Islay	11 548	11 367	181	10 772	181	—	—	—	—	—	—	595	—	—	—
+ Kirkwall	108 171	96 323	11 848	59 988	9 991	5 586	—	388	1 179	9 817	28	20 530	650	14	—
+ Stornoway	48 769	48 698	71	40 581	66	6 932	5	—	—	—	—	1 117	—	68	—
+ Sumburgh	250 581	243 230	7 351	77 703	—	1 104	—	—	—	51 435	7	112 127	7 344	861	—
+ Tiree	3 723	2 847	876	—	—	2 673	861	—	—	—	—	174	15	—	—
+ Wick	44 437	26 069	18 368	16 345	18 325	8 798	—	—	—	—	—	783	43	17	—
+ Belfast	1 082 433	1 081 651	782	865 698	39	128 548	98	12 661	—	217	—	25 941	568	48 586	77
+ Isle of Man	362 123	344 795	17 328	193 038	11 793	150 642	5 535	—	—	—	—	605	—	510	—
TOTAL (Incl. London Area)	45 863 598	44 665 768	1 197 830	17 441 703	245 706	4 280 088	198 509	11 865 178	540 117	1 575 276	10 374	7 326 910	100 484	2 176 613	102 640
Channel Islands Airports															
+ Alderney	71 031	70 945	86	—	—	69 346	73	—	—	—	—	1 599	13	—	—
+ Guernsey	525 439	510 203	15 236	139 192	214	354 260	14 571	1 793	—	—	—	12 947	264	2 011	187
+ Jersey	1 384 447	1 368 936	15 511	537 328	651	751 434	14 011	26 384	438	—	—	22 128	400	31 662	11
TOTAL (Channel Islands Airports)	1 980 917	1 950 084	30 833	676 520	865	1 175 040	28 655	28 177	438	—	—	36 674	677	33 673	198

# International and Domestic Passenger Traffic

Table 3.15

## Terminal Passengers

	Total	International			Domestic		
	1976	1976	1975	Per- centage change	1976	1975	Per- centage change
<b>London Area Airports</b>							
+ Gatwick	5 713 885	5 067 137	4 707 457	8	646 748	634 797	2
+ Heathrow	23 242 513	19 757 714	18 089 918	9	3 484 799	3 204 923	9
+ Luton	1 806 998	1 782 482	1 844 928	-3	24 516	23 809	3
+ Southend	218 427	214 818	200 278	7	3 609	2 435	48
+ Stansted	267 607	266 286	235 900	13	1 321	1 678	-21
TOTAL (London Area)	31 249 430	27 088 437	25 078 481	8	4 160 993	3 867 642	8
Westland Heliport (Battersea)	5 644	6	14	-57	5 638	5 314	6
<b>Other UK Airports</b>							
+ Leeds/Bradford	286 525	58 444	42 237	38	228 081	235 453	-3
+ Liverpool	355 202	115 136	153 482	-25	240 066	283 550	-15
+ Manchester	2 759 691	1 928 552	1 798 240	7	831 139	781 048	6
+ Birmingham	1 113 051	745 802	779 817	-4	367 249	302 555	21
+ Coventry	853	367	319	15	486	1 983	-75
+ East Midlands	482 398	312 674	358 288	-13	169 724	186 295	-9
+ Newcastle	645 988	277 210	250 860	11	368 778	354 353	4
+ Tees-side	201 336	41 288	30 886	34	160 048	139 322	15
+ Bristol	205 368	163 207	150 640	8	42 161	44 128	-4
+ Glamorgan	192 269	126 995	135 051	-6	65 274	73 473	-11
Swansea	4 529	514	278	85	4 015	3 542	13
+ Ashford	—	—	—	—	—	—	—
+ Blackpool	103 297	6 097	6 384	-4	97 200	117 027	-17
+ Bournemouth	106 878	28 885	35 664	-19	78 023	81 453	-4
+ Cambridge	10 564	2 877	2 748	5	7 687	2 833	—
+ Exeter	64 597	13 268	12 261	8	51 329	57 073	-10
Gloucester/Cheltenham	7 337	—	—	—	7 337	4 548	61
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	91 762	—	—	—	91 762	88 882	3
+ Lydd	68 919	68 802	90 021	-24	117	145	-19
+ Manston	2 616	2 616	5 373	-51	—	—	—
+ Norwich	135 866	7 862	65 748	8	65 004	53 994	20
Penzance	86 865	—	—	—	86 865	83 475	4
+ Portsmouth	—	—	—	—	—	—	—
+ Southampton	283 174	5 199	5 611	-7	277 975	313 078	-11
+ Edinburgh	990 793	126 934	76 661	66	863 859	797 357	8
+ Glasgow	1 975 717	562 633	505 838	11	1 413 084	1 257 457	12
+ Prestwick	397 865	347 624	338 136	3	50 241	56 904	-12
Aberdeen	822 601	267 111	204 406	31	555 490	440 407	26
Benbecula	23 594	—	—	—	23 594	22 757	4
Inverness	136 059	4 342	180	—	131 717	124 568	6
Islay	11 367	—	—	—	11 367	11 314	—
+ Kirkwall	96 323	813	2 235	-64	95 510	89 703	6
Stornoway	48 698	204	18	—	48 494	47 372	2
+ Sumburgh	243 230	81 013	53 524	51	162 217	123 316	32
Tiree	2 847	—	—	—	2 847	2 942	-3
Wick	26 069	25	23	9	26 044	28 581	-9
+ Belfast	1 081 651	83 096	79 571	4	998 555	1 104 846	-10
+ Isle of Man	344 795	14 644	13 277	10	330 151	380 826	-13
TOTAL (Incl. London Area)	44 665 768	32 545 647	30 276 272	7	12 120 121	11 569 516	5

(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 3.16**

	<b>1976</b>			<b>1975</b>			<b>Percentage change</b>
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>EUROPE</b>							
<b>Austria</b>	200 019	123 875	76 144	170 627	110 530	60 097	17
London – Vienna	163 623	117 282	46 341	154 225	109 731	44 494	6
Other Routes	36 396	6 593	29 803	16 402	799	15 603	—
<b>Belgium</b>	849 555	809 476	40 079	787 987	767 609	20 378	8
London – Brussels	572 921	561 879	11 042	539 204	536 681	2 523	6
Other S.E. England – Belgium	204 489	192 564	11 925	186 279	180 737	5 542	10
Other Routes	72 145	55 033	17 112	62 504	50 191	12 313	15
<b>Denmark</b>	566 828	416 983	149 845	486 167	380 988	105 179	17
London – Copenhagen	461 901	354 549	107 352	398 952	318 600	80 352	16
Other Routes	104 927	62 434	42 493	87 215	62 388	24 827	20
<b>Finland</b>	120 429	100 815	19 614	100 686	76 716	23 970	20
<b>France</b>	2 900 829	2 565 720	335 109	2 739 957	2 503 594	236 363	6
London – Nice	169 577	148 937	20 640	163 788	145 821	17 967	4
– Paris	1 907 318	1 831 959	75 359	1 857 086	1 791 611	65 475	3
– N. France (a)	120 725	101 718	19 007	123 486	106 112	17 374	–2
– Other France	282 697	220 106	62 591	248 505	198 146	50 359	14
Manchester – Paris	75 712	74 497	1 215	67 739	66 044	1 695	12
Other U.K. – Paris	124 864	87 348	37 516	101 684	82 068	19 616	23
Luton – Other France	25 191	6	25 185	18 576	296	18 280	36
Other S.E. England – France	91 584	91 069	515	110 610	108 623	1 987	–17
Other Routes	103 161	10 080	93 081	48 483	4 873	43 610	—
<b>Germany (Fed. Republic)</b>	2 297 087	1 692 655	604 432	2 098 298	1 501 769	596 529	9
London – Dusseldorf	335 095	298 143	36 952	289 749	253 001	36 748	16
– Frankfurt	590 223	521 421	68 802	528 234	454 994	73 240	12
– Hamburg	264 385	238 501	25 884	227 124	205 286	21 838	16
– Munich	344 787	169 020	175 767	343 161	152 787	190 374	—
– Other Germany	400 810	363 260	37 550	363 163	333 767	29 396	10
Luton – Germany	171 908	97	171 811	167 500	417	167 083	3
Manchester – Germany	107 058	71 633	35 425	94 179	66 418	27 761	14
Other Routes	82 821	30 580	52 241	85 188	35 099	50 089	–3
<b>Gibraltar</b>	77 214	70 745	6 469	92 562	87 758	4 804	–17
<b>Greece</b>	882 489	347 755	534 734	690 679	325 118	365 561	28
<b>Iceland</b>	38 037	37 292	745	44 122	42 361	1 761	–14
London – Reykjavik	22 515	21 808	707	26 975	25 952	1 023	–17
Glasgow – Reykjavik	15 484	15 484	—	16 488	16 160	328	–6
Other Routes	38	—	38	659	249	410	–94

**Table 3.16 (cont'd)**

	1976			1975			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Irish Republic</b>	1 721 742	1 693 192	28 550	1 671 606	1 644 980	26 626	3
London – Cork	142 889	142 346	543	136 049	134 366	1 683	5
– Dublin	832 499	822 034	10 465	807 266	798 980	8 286	3
– Shannon	119 682	115 606	4 076	109 405	107 529	1 876	9
Manchester – Dublin	142 892	142 614	278	140 429	139 602	827	2
Birmingham – Dublin	123 825	122 560	1 265	119 261	118 112	1 149	4
Glasgow – Dublin	87 402	86 778	624	75 844	75 526	318	15
Liverpool – Dublin	69 143	68 330	813	73 035	72 511	524	-5
Leeds/Bradford – Dublin	30 764	30 566	198	31 722	31 254	468	-3
Edinburgh – Dublin	30 959	30 365	594	38 635	35 361	32 74	-20
Bristol – Dublin	28 418	27 980	438	28 329	28 035	294	—
Other Routes	113 269	104 013	9 256	111 631	103 704	7 927	1
<b>Italy</b>	1 940 976	798 398	1 142 578	1 859 764	850 499	1 009 265	4
London – Genoa (g)	16 068	—	16 068	15 675	—	15 675	3
– Milan	454 999	277 178	177 821	415 205	282 811	132 394	10
– Rimini (g)	49 560	—	49 560	34 672	—	34 672	43
– Rome	418 410	303 023	115 387	428 656	332 238	96 418	-2
– Venice	114 962	44 281	70 681	99 059	49 576	49 483	16
– Other Italy	331 808	150 982	180 826	306 652	159 232	147 420	8
Luton – Rimini	35 250	136	35 114	48 680	—	48 680	-28
– Other Italy	326 159	90	326 069	320 905	653	320 252	2
Other S.E. England – Italy	—	—	—	84	—	84	—
N. England – Italy (h)	88 201	—	88 201	77 929	—	77 929	13
Other Routes	105 559	22 708	82 851	112 247	25 989	86 258	-6
<b>Luxembourg</b>	60 109	57 875	2 234	54 734	51 183	3 551	10
London – Luxembourg	58 065	57 714	351	52 212	50 971	1 241	11
Other Routes	2 044	161	1 883	2 522	212	2 310	-19
<b>Netherlands</b>	1 835 731	1 793 124	42 607	1 633 632	1 584 607	49 025	12
London – Amsterdam	1 119 126	1 103 164	15 962	1 006 261	987 279	18 982	11
– Rotterdam	225 760	221 413	4 347	208 950	205 296	3 654	8
Other S.E. England – Netherlands	89 578	79 941	9 637	76 601	66 617	9 984	17
Manchester – Amsterdam	112 444	111 197	1 247	102 884	101 871	1 013	9
Other Routes	288 823	277 409	11 414	238 936	223 544	15 392	21
<b>Norway</b>	521 780	371 696	150 084	351 139	268 116	83 023	49
London – Oslo	280 398	190 936	89 462	203 503	153 353	50 150	38
Other Routes	241 382	180 760	60 622	147 636	114 763	32 873	63
<b>Portugal</b>	295 685	187 562	108 123	309 464	174 367	135 097	-4
London – Lisbon	147 217	113 539	33 678	142 569	109 489	33 080	3
Other Routes	148 468	74 023	74 445	166 895	64 878	102 017	-11
<b>Soviet Union and Eastern Europe (b)</b>	397 169	233 942	163 227	412 507	230 098	182 409	-4
London – Moscow	84 847	72 609	12 238	81 768	68 571	13 197	4
– Prague	28 394	28 394	—	30 870	30 760	110	-8
Other Routes	283 928	132 939	150 989	299 869	130 767	169 102	-5

Table 3.16 (cont'd.)

	1976			1975			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Spain</b>	4 666 821	1 004 413	3 662 408	5 297 677	1 114 563	4 183 114	-12
London – Barcelona	204 305	155 435	48 910	242 792	165 873	76 919	-16
– Ibiza	106 158	15 298	90 860	132 508	19 363	113 145	-20
– Madrid	379 559	312 189	67 370	369 647	311 800	57 847	3
– Malaga	268 658	147 583	121 075	311 114	179 642	131 472	-14
– Palma	562 664	148 390	414 274	711 658	193 744	517 914	-21
– Other Spain	617 551	213 432	404 119	708 785	226 579	482 206	-13
Luton – Alicante	91 428	—	91 428	132 011	122	131 889	-31
– Barcelona	10 763	—	10 763	41 711	37	41 674	-74
– Girona	70 585	—	70 585	87 397	224	87 173	-19
– Ibiza	81 744	—	81 744	96 473	—	96 473	-15
– Palma	189 693	—	189 693	234 920	212	234 708	-19
– Other Spain	150 374	305	150 069	125 552	170	125 382	20
Other S.E. England – Spain	1 308	—	1 308	2 825	—	2 825	-54
Manchester – Barcelona	36 684	—	36 684	54 736	—	54 736	-33
– Palma	261 027	51	260 976	272 165	162	272 003	-4
Other N. England – Spain	583 567	7 175	576 392	611 354	8 038	603 316	-5
Scotland – Spain	295 585	1 710	293 875	271 358	3 250	268 108	9
Other Routes	755 128	2 845	752 283	890 671	5 347	885 324	-15
<b>Sweden</b>	422 920	213 496	209 424	335 680	195 990	139 690	26
London – Stockholm	245 587	144 136	101 451	214 477	132 149	82 328	15
Other Routes	177 333	69 360	107 973	121 203	63 841	57 362	46
<b>Switzerland</b>	1 180 936	866 796	314 140	1 092 553	818 607	273 946	8
London – Basle	79 634	71 486	8 148	72 650	66 461	6 189	10
– Geneva	450 595	343 447	107 148	412 737	322 883	89 854	9
– Zurich	534 703	389 079	145 624	477 131	374 486	102 645	12
Luton – Switzerland	43 887	123	43 764	64 352	105	64 247	-32
Other Routes	72 117	62 661	9 456	65 683	54 672	11 011	10
<b>Yugoslavia</b>	414 367	160 377	253 990	410 346	153 504	256 842	1
London – Dubrovnic	70 985	10 853	60 132	73 634	15 738	57 896	-4
– Ljubijana	33 360	24 056	9 304	21 729	19 631	2 098	54
Luton – Yugoslavia	35 459	—	35 459	44 629	—	44 629	-21
Other Routes	274 563	125 468	149 095	270 354	118 135	152 219	2
<b>Other Europe</b>	849 525	526 687	322 838	778 546	472 003	306 543	9
<b>WESTERN HEMISPHERE</b>							
<b>Canada</b>	1 448 345	865 901	582 444	1 406 896	833 469	573 427	3
London – Montreal	189 155	166 168	22 987	200 754	178 060	22 694	-6
– Toronto	532 290	319 653	212 637	518 890	290 626	228 264	3
– Other Canada	376 814	202 445	174 369	367 458	185 369	182 089	3
Other UK – Montreal	32 997	31 256	1 741	23 805	22 688	1 117	39
– Toronto	260 728	118 935	141 793	245 021	130 431	114 590	6
Other Routes	56 361	27 444	28 917	50 968	26 295	24 673	11

**Table 3.16 (cont'd)**

	<b>1976</b>			<b>1975</b>			<b>Percentage change</b>
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>United States</b>	3 521 929	2 804 316	717 613	2 939 303	2 424 255	515 048	20
London – New York	1 332 595	1 061 700	270 895	1 102 700	933 009	169 691	21
– Other East Coast U.S.A.	891 911	799 067	92 844	730 826	678 517	52 309	22
– Chicago and Detroit	416 586	322 527	94 059	331 941	267 726	64 215	26
– West Coast U.S.A.	638 407	503 788	134 619	530 320	412 109	118 211	20
– Other USA	75 711	28 348	47 363	80 745	42 340	38 405	–6
Other U.K. – New York	129 118	83 674	45 444	128 265	87 320	40 945	1
Other Routes	37 601	5 212	32 389	34 506	3 234	31 272	9
 <b>West Atlantic and Caribbean Islands</b>	 297 219	 292 295	 4 924	 276 258	 274 987	 1 271	 8
 <b>Central and South America</b>	 112 555	 105 045	 7 510	 114 563	 110 474	 4 089	 –2
 REST OF THE WORLD							
<b>Canary Islands</b>	528 880	52 962	475 918	402 413	69 329	333 084	31
<b>North Africa (c)</b>	305 284	145 045	160 239	259 730	136 149	123 581	18
<b>East Africa (d)</b>	162 200	141 763	20 437	150 438	127 877	22 561	8
<b>Central Africa (e)</b>	75 516	74 433	1 083	82 955	82 620	335	–9
<b>West Africa (d)</b>	206 039	187 652	18 387	157 036	139 906	17 130	31
<b>South Africa</b>	329 954	327 128	2 826	289 191	285 012	4 179	14
<b>Middle East (f)</b>	1 288 809	1 266 594	22 215	1 000 056	984 008	16 048	29
<b>India</b>	228 760	227 797	963	209 553	208 533	1 020	9
<b>Pakistan</b>	103 592	101 721	1 871	95 031	94 681	350	9
<b>Far East</b>	694 319	651 511	42 808	608 300	562 170	46 130	14
<b>Australia and New Zealand</b>	373 914	373 564	350	328 410	327 120	1 290	14
<b>Other Routes n.e.i.</b>	396 490	112 599	283 891	332 628	114 366	218 262	19
<b>ALL ROUTES</b>	<b>32 314 053</b>	<b>21 803 200</b>	<b>10 510 853</b>	<b>30 071 494</b>	<b>20 129 916</b>	<b>9 941 578</b>	<b>7</b>

**London** includes Heathrow, Gatwick and Stansted.

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

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

**Glasgow** includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

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

# Passengers at UK Airports and Seaports 1975 to 1976

**Table 3.17**

<b>Airport or Seaport</b>	<b>1976 (000)</b>	<b>1975 (000)</b>	<b>Percentage Change</b>
Heathrow	23 654	21 641	+9
Port of Dover	7 091	6 783	+5
Gatwick	5 753	5 414	+6
Manchester	2 871	2 680	+7
Luton	1 818	1 879	-3
Glasgow	2 008	1 791	+12
Port of Felixstone	512	—	—
Port of Folkestone	1 497	1 592	-6
Port of Harwich	1 568	1 489	+5
Belfast	1 082	1 186	-9
Port of Southampton	995	1 140	-13
Birmingham	1 156	1 129	+2
Edinburgh	1 024	901	+14
Port of Holyhead	723	791	-9
Aberdeen	837	660	+27
Newcastle	687	641	+7
Prestwick	643	601	+7
Port of Newhaven	570	600	-5
East Midlands	485	546	-11
Isle of Man	362	414	-13

International passengers only are shown for seaports.

Terminal and transit passengers are shown for airports.

# International Passengers at UK Airports and Seaports 1975 to 1976

**Table 3.18**

<b>Airport or Seaport</b>	<b>1976 (000)</b>	<b>1975 (000)</b>	<b>Percentage Change</b>
Heathrow	19 758	18 090	+9
Port of Dover	7 091	6 783	+5
Gatwick	5 067	4 707	+8
Luton	1 782	1 845	-3
Manchester	1 929	1 798	+7
Port of Felixstowe	512	—	—
Port of Folkestone	1 497	1 592	-6
Port of Harwich	1 568	1 489	+5
Port of Southampton	995	1 140	-13
Port of Holyhead	723	791	-9
Birmingham	746	780	-4
Port of Newhaven	570	600	-5
Glasgow	563	506	+11
Port of Liverpool	393	385	+2
East Midlands	313	358	-13
Prestwick	348	338	+3
Newcastle	277	251	+10
Stansted	266	236	+13
Aberdeen	267	204	+31
Southend	215	200	+8

Terminal passengers are shown for airports.



# Passengers Departing from UK Airports on Inclusive Tour Charter Flights

Table 3.19

## WINTER (NOVEMBER TO MARCH) 1975/76

	Spain incl. Canaries and Balearics	Italy incl. Sicily	Germany	Greece	Switzerland	North Africa	Yugoslavia	Portugal incl. Madeira	France	Other Countries
All Airlines	496 741	85 406	108 503	9 213	37 621	27 848	5 907	21 128	27 919	102 131
of which UK Airlines	476 974	84 932	96 392	9 213	36 473	27 848	4 667	21 128	25 858	56 226
Foreign Airlines	19 767	474	12 111	—	1 148	—	1 240	—	2 061	45 905
UK Originating Traffic	481 547	67 416	72 076	9 038	34 934	27 848	4 667	14 015	25 627	45 192
of which UK Airlines	470 734	67 332	71 434	9 038	34 934	27 848	4 667	14 015	25 627	40 263
Foreign Airlines	10 813	84	642	—	—	—	—	—	—	4 929
Non-UK Originating Traffic	15 194	17 990	36 427	175	2 687	—	1 240	7 113	2 292	56 939
of which UK Airlines	6 240	17 600	24 958	175	1 539	—	—	7 113	231	15 963
Foreign Airlines	8 954	390	11 469	—	1 148	—	1 240	—	2 061	40 976

## SUMMER (APRIL TO OCTOBER) 1976

All Airlines	1 562 279	396 605	164 960	236 699	99 584	47 677	114 823	43 111	76 047	413 418
of which UK Airlines	1 411 660	359 911	135 065	236 699	67 119	47 677	51 045	31 009	66 110	159 959
Foreign Airlines	150 619	36 694	29 895	—	32 465	—	63 778	12 102	9 937	235 459
UK Originating Traffic	1 522 438	346 558	90 334	236 258	83 526	47 677	113 790	26 621	56 606	185 874
of which UK Airlines	1 386 433	330 926	81 186	236 258	56 970	47 677	50 522	23 364	56 334	128 194
Foreign Airlines	136 005	15 632	9 143	—	26 556	—	63 268	3 257	272	57 680
Non-UK Originating Traffic	39 841	50 047	74 626	441	16 058	—	1 033	16 490	19 441	227 544
of which UK Airlines	25 227	28 985	53 879	441	10 149	—	523	7 645	9 776	31 765
Foreign Airlines	14 614	21 062	20 747	—	5 909	—	510	8 845	9 665	195 779

# Domestic Passengers by Main Routes 1976

Table 3.20

	Heathrow	Gatwick	Luton	Southend	Stansted	Aberdeen	Belfast	Birmingham	Blackpool	Bournemouth	Bristol	Cambridge	Channel Islands	Coventry	East Midlands	East Scotland Airports (a)	Edinburgh	Glamorgan	Glasgow	Hebrides & Inverness (b)	Isle of Man	Leeds/Bradford	Liverpool	Manchester	Newcastle	Norwich	Prestwick	Southampton	Tees-side	Other reporting Airports (c)	Other Routes (d)
Heathrow																															
Gatwick																															
Luton		0.2																													
Southend			0.1																												
Stansted																															
Aberdeen	217.2	0.6	0.2																												
Belfast	406.1	63.2	0.1		0.2	0.1																									
Birmingham	99.4	0.1				17.2	69.3																								
Blackpool		2.7					14.8	0.2																							
Bournemouth		0.5						1.1																							
Bristol			0.3				9.9																								
Cambridge																															
Channel Islands	362.4	191.0	16.3		0.7	1.9	10.4	85.2	3.1	59.3	21.1	6.3																			
Coventry													0.1																		
East Midlands	2.5			0.1	0.2	0.6	33.2	0.2					68.3																		
East Scotland Airports (a)	0.1					178.9	3.5									18.0(e)															
Edinburgh	532.0	145.4	0.1			17.5	21.2	28.0		0.1			18.3		1.9	26.5															
Glamorgan			0.2				8.2						36.4		0.2		3.1														
Glasgow	745.2	142.0	0.4			43.6	91.5	49.8		1.0	0.6		18.8		52.9	55.6	0.3	0.3													
Hebrides & Inverness (b)	48.2	0.1				2.3		2.0			4.5					1.0	8.7		89.6	26.7(e)											
Isle of Man	69.9	2.5	0.1			2.2	23.3	4.5	73.8		1.4				5.3		3.8	1.2	26.2												
Leeds/Bradford	122.5	0.2	0.2			3.1	30.7			0.5	2.1				0.1		0.3	0.2	10.2												
Liverpool	119.2	0.1	0.1			0.1	43.1					0.6	14.3		0.1	0.3	0.1				46.2										
Manchester	409.9	46.5	0.5			4.7	124.0	0.1	1.2				51.3		0.1	0.1	42.8	9.7	69.1	0.1	44.7	0.1									
Newcastle	233.8	47.8	1.7			6.6	18.7	3.1		15.2	2.2		10.0		0.5						6.4	0.1	0.1	9.7							
Norwich						42.9		3.0	0.5				7.3		0.2		1.5				7.1	0.2	0.2								
Prestwick	1.5	0.8	0.1			10.2	14.7	0.3							0.3		12.1			0.1	5.4	0.2		3.7							
Southampton							2.7						255.9						12.8					0.5	1.4						
Tees-side	121.7	0.2	0.5			0.5				0.3	0.1				0.3				3.2		3.1	0.1		0.4	4.5	2.1	4.9				
Other reporting Airports (c)	2.4	0.3	1.0		0.1	1.9	13.2	0.2	0.6			0.8	46.4	0.1	0.9			1.7			1.0	0.7	1.0	1.4	1.2		0.6	3.4	1.0	1.9	
Other Routes (d)	0.8	2.5	2.4		0.1	3.2			0.3					0.3	1.8		0.2	4.1				3.4	4.6	2.0	5.8		0.2	1.3	0.5	1.0	1.9

Figures in Thousands.

(a) Kirkwall, Sumburgh and Wick

(b) Benbecula, Inverness, Islay, Stornoway and Tiree.

(c) Includes reporting airports listed when passengers are less than 50.

(d) Includes passengers to and from Non-reporting United Kingdom Airports (Other than Channel Islands).

(e) Passengers carried between Airports within the relevant group are counted once only.

Blank boxes indicate nil or less than 50 passengers.

Journeys between listed Airports counted in either direction.

# Cargo by Type and Nationality of Operator 1976

Table 3.21

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others				British Airways		Others			
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up
London Area Airports													
+ Gatwick	79 728.2	51.1	3.7	5 510.2	12 690.0	160.8	252.2	189.1	4.1	14 956.6	41 757.6	1 109.1	3 043.7
+ Heathrow	414 606.4	58 355.4	71 329.7	475.2	1 888.1	115 487.5	149 839.5	1 544.1	818.7	749.6	2 966.7	3 757.0	7 394.9
+ Luton	3 336.9	—	—	0.5	—	2.0	—	—	—	353.0	519.8	1 150.1	1 311.5
+ Southend	12 732.0	—	—	6 140.0	5 143.0	—	—	—	—	126.0	436.0	163.0	724.0
+ Stansted	20 806.7	—	—	0.4	0.1	18.6	15.7	—	—	2 861.8	13 584.5	1 489.4	2 836.2
TOTAL (London Area)	531 210.2	58 406.5	71 333.4	12 126.3	19 721.2	115 668.9	150 107.4	1 733.2	822.8	19 047.0	59 264.6	7 668.6	15 310.3
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Leeds/Bradford	519.5	98.2	98.5	55.1	49.6	60.7	30.4	—	0.2	1.1	13.0	61.1	51.6
+ Liverpool	12 521.2	354.8	2 019.1	—	0.1	924.3	408.7	2.1	37.2	96.7	5 964.8	452.4	2 261.0
+ Manchester	32 823.9	4 25.8	3 099.3	102.9	48.3	11 205.4	13 335.3	15.5	5.9	69.0	935.5	61.5	519.5
+ Birmingham	2 629.3	7 35.4	612.3	182.0	35.2	460.4	505.7	0.1	—	17.2	35.0	3.9	42.1
+ Coventry	111.1	—	—	—	—	—	—	—	5.7	—	43.7	18.5	43.2
+ East Midlands	7 653.2	1.8	5.7	2 466.2	3 311.3	—	—	—	—	408.5	1 174.1	43.0	242.6
+ Newcastle	874.8	96.5	222.7	283.0	251.2	—	—	—	—	13.7	0.3	0.2	7.2
+ Tees-side	281.0	0.1	0.5	129.7	123.0	—	—	—	—	11.5	—	16.2	—
+ Bristol	494.5	81.3	53.3	34.0	6.1	160.4	154.1	0.5	—	4.2	—	0.4	0.2
+ Glamorgan	419.0	23.8	124.2	32.8	20.6	7.8	33.0	0.2	0.4	3.3	25.1	0.8	147.0
+ Swansea	18.4	—	—	—	—	—	—	—	—	2.7	15.4	—	0.3
+ Blackpool	676.7	—	—	66.2	562.8	—	—	—	—	0.5	47.2	—	—
+ Bournemouth	6 098.6	6.0	1.3	2 975.8	2 502.2	—	—	27.4	4.0	56.1	422.1	16.9	86.8
+ Cambridge	787.9	—	—	—	1.2	—	—	—	—	60.6	86.8	359.6	279.7
+ Exeter	390.4	—	—	59.3	178.6	—	—	—	—	—	43.1	14.7	94.7
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Isles of Scilly	97.4	73.1	24.4	—	—	—	—	—	—	—	—	—	—
+ Lydd	3 830.2	—	—	1 128.7	2 228.2	—	—	—	—	133.9	339.3	—	—
+ Manston	71.8	—	—	—	—	—	—	—	—	27.9	20.2	14.3	9.3
+ Norwich	590.2	—	—	235.0	291.8	—	—	—	—	33.3	23.1	—	7.0
+ Penzance Heliport	97.4	24.4	73.1	—	—	—	—	—	—	—	—	—	—
+ Southampton	1 397.9	35.1	143.5	221.3	730.6	—	—	—	—	10.1	202.8	18.4	36.1
+ Edinburgh	1 830.6	342.6	372.5	334.0	502.5	35.5	42.5	—	0.3	0.2	1.6	72.9	126.0
+ Glasgow	17 220.3	6 874.2	3 473.2	613.8	453.1	2 131.2	3 581.9	1.6	20.3	16.9	13.5	14.4	26.2
+ Prestwick	12 828.1	5 373.8	2 301.5	13.0	2.1	2 656.6	1 091.3	0.2	1.3	—	251.3	381.5	755.5
+ Aberdeen	5 409.3	485.3	899.1	324.4	360.9	—	—	137.6	302.3	759.7	1 992.7	41.0	106.3
+ Benbecula	228.1	143.4	75.1	8.9	0.7	—	—	—	—	—	—	—	—
+ Inverness	324.4	42.8	281.6	—	—	—	—	—	—	—	—	—	—
+ Islay	44.6	24.1	20.5	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	557.3	358.1	118.1	0.7	1.1	—	—	34.2	2.2	8.1	20.2	—	14.6
+ Stornoway	425.2	357.5	48.3	0.5	9.6	—	—	—	—	0.7	0.4	—	8.2
+ Sumburgh	1 588.7	463.8	105.8	0.5	0.1	—	—	138.1	285.7	423.9	165.6	1.6	3.6
+ Tiree	12.5	—	—	11.3	1.2	—	—	—	—	—	—	—	—
+ Wick	85.9	32.4	14.0	2.2	1.7	—	—	—	—	—	—	—	35.6
+ Belfast	12 349.3	1 388.5	2 321.7	1 053.1	366.6	52.4	52.1	5.3	204.7	6 479.1	403.5	13.4	8.9
+ Isle of Man	2 857.6	1 845.9	397.1	538.3	76.3	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	659 356.5	81 095.2	88 239.8	22 999.0	31 837.9	133 363.6	169 342.4	2 096.0	1 693.0	27 685.9	71 504.9	9 275.3	20 223.5
Channel Islands Airports													
Alderney	260.5	—	—	212.5	34.5	—	—	—	—	8.2	5.2	—	—
Guernsey	9 011.9	96.7	41.6	1 987.2	911.4	2.4	—	—	—	2 279.5	3 693.1	—	—
Jersey	10 881.0	529.2	490.8	6 197.3	3 190.7	57.7	5.5	12.8	8.2	94.5	219.0	0.2	75.0
TOTAL (Channel Islands Airports)	20 153.4	625.9	532.4	8 397.0	4 136.6	60.1	5.5	12.8	8.2	2 382.2	3 917.3	0.2	75.0

# Cargo carried on Passenger and All Cargo Aircraft 1976

Table 3.22

## Comparison with a Year Earlier

	International				Domestic				1976 Total		1975 Total		Percentage change on 1975	
	Scheduled Passenger (tonnes)	Cargo only	Charter Passenger (tonnes)	Cargo only	Scheduled Passenger (tonnes)	Cargo only	Charter Passenger (tonnes)	Cargo only	Passenger (tonnes)	Cargo only	Passenger (tonnes)	Cargo only	Passenger Cargo	1975 Cargo only
<b>London Area Airports</b>														
+ Gatwick	6 086	4 016	1 331	57 821	3 203	4 464	8	1 900	11 528	68 201	12 220	61 689	5.7	10.6
+ Heathrow	214 716	169 769	1 141	15 872	5 487	7 406	—	218	221 344	193 265	202 210	199 866	9.5	-3.3
+ Luton	2	—	1 057	2 152	—	—	14	111	1 073	2 263	1 497	280	-28.3	—
+ Southend	11 283	—	1 420	—	—	—	29	—	12 732	—	15 753	—	-19.2	—
+ Stansted	3	16	1 942	18 675	—	16	28	127	1 973	18 834	189	19 503	—	3.4
TOTAL (London Area)	221 707	173 801	5 471	94 205	8 690	11 886	50	2 356	531 213	—	513 207	—	3.5	—
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>Other UK Airports</b>														
+ Leeds/Bradford	177	1	64	59	213	2	—	4	454	66	604	15	-24.8	—
+ Liverpool	1 258	98	12	2 870	614	1 739	7	5 916	1 891	10 632	2 018	9 289	-6.3	14.5
+ Manchester	5 147	24 221	9	1 405	1 668	179	2	191	6 826	25 996	6 952	27 575	1.8	-5.7
+ Birmingham	2 024	—	57	38	506	1	1	2	2 588	41	2 762	39	-6.3	5.1
+ Coventry	—	105	—	—	—	—	6	—	—	111	—	61	82.0	—
+ East Midlands	439	17	1	943	568	4 762	3	921	1 011	6 643	1 679	5 535	-39.8	20.0
+ Newcastle	406	—	2	7	398	49	—	13	806	69	997	71	-19.2	-2.8
+ Teesside	15	—	17	1	238	1	—	10	270	12	320	31	-15.6	-61.3
+ Bristol	406	—	1	5	83	—	—	—	490	5	568	10	13.7	—
+ Glamorgan	113	24	1	174	101	5	—	1	215	204	195	18	10.3	—
+ Swansea	—	6	—	—	—	12	—	—	—	18	—	—	—	—
+ Blackpool	—	68	—	—	—	609	—	—	677	—	—	581	—	16.5
+ Bournemouth	18	16	173	382	182	5 270	9	50	382	5 718	803	3 757	-52.4	52.2
+ Cambridge	—	767	—	—	—	21	—	—	788	—	—	696	13.2	—
+ Exeter	—	174	—	—	—	261	—	—	390	—	—	385	1.3	—
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Isle of Scilly	—	—	—	—	97	—	—	—	—	—	—	—	—	—
+ Lydd	12	3 345	473	—	—	—	—	—	97	111	—	111	-12.6	—
+ Manston	—	—	72	—	—	—	—	—	3 830	72	3 349	2 521	14.4	—
+ Norwich	—	381	—	—	—	209	—	—	72	—	2 521	—	-97.1	—
+ Penzance Heliport	—	—	—	—	97	—	—	—	590	454	—	111	30.0	—
+ Southampton	—	287	—	—	—	1 111	—	—	97	—	111	—	-12.6	—
+ Edinburgh	195	—	15	185	1 238	197	—	—	1 398	—	1 483	—	-5.7	—
+ Glasgow	2 156	4 656	19	37	3 772	6 543	17	20	1 448	382	1 576	1 141	-8.1	-66.5
+ Prestwick	1 105	7 966	85	1 289	81	2 285	2	14	5 964	11 256	7 580	7 889	-21.3	42.7
+ Aberdeen	381	76	2 162	271	1 492	121	557	350	1 273	11 554	1 837	10 830	-30.7	6.7
+ Benbecula	—	—	—	—	228	—	—	—	4 592	818	3 286	415	39.7	97.1
+ Inverness	—	—	—	—	325	—	—	—	228	—	250	—	-8.8	—
+ Islay	—	—	—	—	—	—	45	—	325	—	246	1	32.1	—
+ Kirkwall	—	12	—	—	—	545	—	—	45	—	54	—	-16.7	—
+ Stornoway	—	—	6	—	—	1	415	3	557	—	510	—	9.2	—
+ Sumburgh	—	410	—	—	—	1 179	—	—	415	10	400	4	3.8	—
+ Tiree	—	—	—	—	—	13	—	—	1 589	—	1 210	—	31.3	—
+ Wick	—	36	—	—	—	50	—	—	13	—	11	—	18.2	—
+ Belfast	101	4	42	84	4 741	388	8	6 979	86	—	86	—	—	—
+ Isle of Man	12	—	—	—	1 292	1 553	—	—	4 892	7 455	5 052	6 107	-3.2	22.1
TOTAL (Incl. London Area)	235 672	214 225	8 203	102 752	26 624	34 982	1 071	16 830	1 304	1 553	1 245	1 774	4.7	-12.5
<b>Channel Islands Airports</b>														
Alderney	..	..	..	..	..	..	..	..	261	—	264	—	-1.1	—
Guernsey	..	..	..	..	..	..	..	..	9 012	—	9 017	—	-0.1	—
Jersey	..	..	..	..	..	..	..	..	10 881	—	10 862	—	2.1	—
TOTAL (Channel Islands Airports)	..	..	..	..	..	..	..	..	20 153	—	19 943	—	1.1	—

Individual totals do not include uncategorised cargo. Totals include all cargo.

# 1976 Passenger Movements (000) Between Planning Regions and Airports

Table 3.23

PLANNING REGION														S.E. (G.L.C. and London Metropolitan)		S.E. (Remainder)		Northern Ireland		Total						
Airport	Scotland	Northern		Yorkshire/Humberside		North West		West Midlands		East Midlands		East Anglia		Wales	South West											
Glasgow	1 861.9	(49)	8.4	(1)	1.3	(0)	2.5	(0)	0.4	(0)	1.0	(0)	0.0	(0)	0.2	(0)	0.3	(0)	2.9	(0)	1.0	(0)	0.6	(0)	1 880.5	(5)
Edinburgh	958.9	(25)	4.3	(0)	0.2	(0)	0.6	(0)	0.6	(0)	0.8	(0)	0.0	(0)	0.0	(0)	0.0	(0)	0.0	(0)	0.0	(0)	0.2	(0)	965.6	(3)
Prestwick¹	307.9	(8)	12.2	(1)	0.4	(0)	1.7	(0)	0.6	(0)	0.2	(0)	0.1	(0)	0.1	(0)	0.0	(0)	1.2	(0)	0.4	(0)	2.4	(0)	327.2	(1)
Aberdeen²	472.4	(12)	3.9	(0)	1.0	(0)	2.1	(0)	0.6	(0)	1.4	(0)	1.3	(0)	0.5	(0)	1.0	(0)	4.4	(0)	0.9	(0)	0.1	(0)	489.6	(1)
Newcastle	18.3	(0)	533.8	(52)	8.9	(1)	1.6	(0)	0.9	(0)	0.4	(0)	0.0	(0)	0.1	(0)	0.2	(0)	0.9	(0)	0.1	(0)	0.0	(0)	565.2	(2)
Tees-side	0.8	(0)	176.5	(17)	21.3	(2)	0.1	(0)	0.0	(0)	0.1	(0)	0.0	(0)	0.0	(0)	0.0	(0)	0.1	(0)	0.0	(0)	0.0	(0)	198.9	(1)
Leeds/Bradford	0.4	(0)	8.7	(1)	260.7	(19)	10.1	(0)	0.4	(0)	1.9	(0)	0.3	(0)	0.0	(0)	0.0	(0)	0.2	(0)	0.1	(0)	0.0	(0)	282.8	(1)
Manchester	35.8	(1)	86.2	(8)	400.3	(29)	1 940.9	(75)	109.8	(6)	46.0	(5)	1.2	(0)	68.5	(12)	4.8	(0)	13.1	(0)	3.5	(0)	0.0	(0)	2 710.1	(7)
Liverpool	1.0	(0)	5.0	(0)	6.8	(1)	259.2	(10)	7.7	(0)	2.4	(0)	0.4	(0)	9.2	(2)	2.7	(0)	12.1	(0)	1.7	(0)	0.3	(0)	308.5	(1)
Birmingham	4.6	(0)	8.1	(1)	56.1	(4)	25.3	(1)	820.8	(51)	103.0	(10)	4.1	(1)	15.9	(3)	26.6	(2)	11.1	(0)	17.8	(1)	0.0	(1)	1 093.4	(3)
East Midlands	2.2	(0)	7.1	(1)	114.7	(8)	9.5	(0)	59.3	(4)	276.3	(28)	2.5	(1)	0.6	(0)	3.1	(0)	3.5	(0)	2.0	(0)	0.4	(0)	481.2	(1)
Cardiff	0.0	(0)	0.0	(0)	0.2	(0)	0.8	(0)	1.4	(0)	0.1	(0)	0.0	(0)	176.3	(30)	10.8	(1)	0.5	(0)	0.2	(0)	0.0	(0)	190.3	(1)
Bristol	0.2	(0)	0.2	(0)	0.5	(0)	0.5	(0)	2.4	(0)	0.2	(0)	0.3	(0)	34.3	(6)	153.6	(14)	1.4	(0)	1.4	(0)	0.0	(0)	195.0	(1)
Heathrow	64.5	(2)	52.1	(5)	180.2	(13)	137.8	(5)	329.6	(21)	306.7	(31)	286.1	(60)	155.3	(27)	561.3	(53)	14 758.9	(74)	1 096.6	(53)	207.3	(15)	18 136.4	(49)
Gatwick	47.3	(1)	57.9	(6)	128.4	(9)	102.8	(4)	126.3	(8)	102.0	(10)	100.6	(21)	70.0	(12)	182.5	(17)	3 811.7	(19)	598.7	(29)	44.7	(3)	5 372.9	(15)
Luton	27.1	(1)	51.4	(5)	167.6	(12)	71.9	(3)	130.6	(8)	146.0	(15)	64.0	(13)	41.6	(7)	79.5	(7)	827.0	(4)	156.7	(8)	7.7	(1)	1 771.1	(5)
Southend	0.7	(0)	1.0	(0)	3.3	(0)	3.0	(0)	3.0	(0)	2.5	(0)	6.6	(1)	1.3	(0)	3.9	(0)	143.7	(1)	15.8	(1)	1.0	(0)	185.8	(1)
Stansted	3.4	(0)	4.5	(0)	8.0	(1)	4.4	(0)	7.6	(0)	6.9	(1)	6.5	(1)	1.7	(0)	4.2	(0)	201.8	(1)	14.3	(1)	1.8	(0)	265.1	(1)
Southampton	2.8	(0)	2.2	(0)	5.4	(0)	6.3	(0)	6.3	(0)	3.5	(0)	1.9	(0)	2.2	(0)	29.5	(3)	77.0	(0)	138.7	(7)	0.1	(0)	275.9	(1)
Belfast	0.0	(0)	0.0	(0)	0.0	(0)	0.0	(0)	0.0	(0)	0.0	(0)	0.0	(0)	0.0	(0)	0.0	(0)	0.0	(0)	0.0	(0)	1 081.6	(80)	1 081.6	(3)
All Airports	3 810.2	(100)	1 023.5	(100)	1 365.3	(100)	2 581.1	(100)	1 608.3	(100)	1 001.4	(100)	475.9	(100)	577.8	(100)	1 064.0	(100)	19 871.5	(100)	2 049.9	(100)	1 348.2	(100)	36 777.1	(100)

<sup>1</sup> Prestwick Airport – Includes International Passengers Only.

<sup>2</sup> Aberdeen Airport – Excludes All Helicopter Passengers.

Percentage figures shown in brackets.

The table above shows a national picture of air passenger movements between planning regions and twenty major UK airports. The information is drawn from origin/destination surveys run by the Authority in 1972, 1975 and 1976. For those airports that were last surveyed in years before 1976 the percentages obtained in the years of the survey have been applied to 1976 levels of traffic. Only terminating passengers are included in the table i.e. those passengers who arrive at or depart from an airport by surface modes of transport.

Further information on origins/destinations is available as follows:

1972 – London Area Airports CAP363

1975 – Scottish & Central England Airports CAP394

1976 – Other English Provincial Airports. To be published in Winter 1977.

## **Part 4**

# **International Civil Aviation Statistics**

# World Airlines—Scheduled Services 1975

Table 4.1

	Aircraft movements		Passengers carried		Average passenger load		Passenger load factors		Cargo tonne km		Average cargo load		Capacity tonne km		Load tonne km		Weight load factor %	
	Percentage change 000s on 1974		Percentage change millions on 1974		Percentage change on 1974		1975	1974	Percentage change millions on 1974		Percentage change tonnes on 1974		Percentage change millions on 1974		Percentage change millions on 1974		1975	1974
<b>North American airlines</b>																		
International services	656	—2.7	20.4	—3.8	94	1.1	51	53	2 721	—3.0	4.67	0.6	17 435	—1.1	8 244	—3.5	47	48
Domestic services	9 510	—0.1	202.1	—0.6	70	1.4	55	56	4 815	—3.2	1.45	—3.3	57 704	2.2	27 043	—	47	48
TOTAL	10 166	—0.3	222.5	—0.8	73	—	54	55	7 536	—3.1	1.93	—2.5	75 139	1.4	35 287	—0.8	47	48
<b>European airlines†</b>																		
International services	2 042	—0.3	52.4	2.7	90	7.1	56	55	4 757	—3.5	3.73	—2.9	28 849	5.8	15 411	3.0	53	55
Domestic services	1 996	—3.0	44.3	—3.5	61	3.4	62	59	249	—14.4	0.69	—11.5	3 999	—3.3	2 236	—0.6	56	54
TOTAL	4 038	—1.7	96.7	—3.1	83	6.4	57	56	5 006	—4.1	3.06	—2.9	32 848	4.6	17 647	2.5	54	55
<b>United Kingdom airlines (included in European)</b>																		
International services	412	—8.0	10.6	2.9	104	18.2	60	57	711	—6.9	2.92	0.7	5 640	4.9	3 118	5.6	55	55
Domestic services	291	—6.7	5.7	6.6	50	4.2	64	63	14	—36.4	0.33	—29.8	344	—7.0	199	—6.6	58	58
TOTAL	703	—7.5	16.3	0.6	96	17.1	60	58	725	—7.8	2.53	—	5 984	4.2	3 317	4.8	55	55
<b>Other airlines*</b>																		
International services	1 220	8.3	32.2	13.8	91	5.8	58	58	3 820	12.3	3.73	0.3	22 666	13.2	12 532	15.1	55	54
Domestic services	3 874	17.0	82.9	8.1	61	7.0	62	65	737	17.0	0.81	11.0	9 627	19.9	5 368	16.2	56	58
TOTAL	5 094	14.8	115.1	9.6	77	6.9	59	60	4 557	13.0	2.35	2.2	32 293	15.1	17 900	15.4	55	55
<b>Total world airlines*</b>																		
International services	3 918	1.8	105.0	4.5	91	4.6	56	56	11 298	1.5	3.92	1.0	68 950	6.2	36 187	5.2	52	53
Domestic services	15 380	3.3	329.3	2.0	68	3.0	56	57	5 801	—1.6	1.26	—2.3	71 330	3.9	34 647	2.2	49	49
TOTAL	19 298	3.0	434.3	2.6	77	4.1	56	57	17 099	0.4	2.28	—1.3	140 280	5.0	70 834	3.7	50	51
TOTAL including USSR	..	—	532.3	3.6	..	—	59	59	19 215	0.7	..	—	157 012	5.3	84 431	4.8	54	54
<b>United Kingdom airlines percentage share of international services</b>																		
	10.5		10.1						6.3				8.2		8.6			

†Excluding USSR

\*Excluding USSR, also China and other non-ICAO States

Source: International Civil Aviation Organisation

# Traffic at Major World Airports 1975

Table 4.2

(Airports which handled about 6 million or more terminal passengers\* shown in descending order)

Location	Airport	Country	Total Aircraft Movements		Air Transport Movements		Terminal Passengers*		Total Cargo†	
			(000s)	Percentage change on 1975	(000s)	Percentage change on 1975	(000s)	Percentage change on 1975	Tonnes (000s)	Percentage change on 1975
Chicago	O'Hare	USA	666.6	-4.0	627.0	4.7	37 296	-1.6	597.9	-8.3
Atlanta	Hartsfield	USA	469.0	-3.7	414.0	0.6	25 269	-1.3	201.9	-12.3
Los Angeles	International	USA	453.6	-1.5	340.1	-0.7	23 719	0.6	558.2	-4.1
London	Heathrow	United Kingdom	276.1	-4.2	253.9	-4.5	21 295	6.1	402.1	-13.7
New York	J. F. Kennedy	USA	300.8	-2.8	282.6	-3.8	19 476	-3.7	877.1	-4.2
Tokyo	Haneda	Japan	164.4	-4.3	150.4	-0.5	17 759	6.0	363.6	7.8
San Francisco	International	USA	326.7	-1.8	285.3	-0.3	17 504	0.5	294.8	-10.3
New York	La Guardia	USA	299.2	4.1	250.1	4.5	13 186	-3.8	45.9	-15.3
Miami	International	USA	287.6	-4.0	211.4	0.6	12 068	-3.0	372.7	5.6
Denver	Stapleton	USA	386.6	-3.7	232.2	17.2	12 026	7.3	94.1	0.7
Franfurt	Rhein-Main	West Germany	206.5	-1.3	191.2	-1.4	11 939	4.7	402.5	-5.0
Osaka	International	Japan	133.6	-7.3	128.1	-6.8	10 899	-10.0	119.5	-4.5
Dallas—Fort Worth	Regional	USA	341.4	10.5	282.2	4.4	10 865	60.0	63.9	-1.7
Washington	National	USA	306.5	-1.8	197.9	-2.4	10 810	-3.5	34.7	-24.4
Paris	Orly	France	150.1	-20.3	143.0	-21.3	10 611	-16.4	119.9	-36.8
Boston	Logan	USA	258.5	-5.0	225.5	-1.8	10 515	-1.8	142.2	-7.8
Toronto	International	Canada	238.1	-1.4	157.5	-2.2	10 508	0.2	131.4	-1.0
Honolulu	International	USA	319.8	4.6	108.4	-3.0	9 833	0.8	101.2	2.0
Rome	Leonardo da Vinci	Italy	..	..	142.8	..	8 279	..	172.6	..
Madrid	Barajas	Spain	118.2	0.7	114.9	0.8	7 960	5.8	108.8	5.4
Copenhagen	Kastrup	Denmark	163.0	-2.4	148.4	-2.9	7 573	-0.3	129.6	-9.0
Amsterdam	Schiphol	Netherlands	173.3	2.3	129.5	-0.1	7 534	4.3	226.3	-3.5
Philadelphia	International	USA	298.1	-3.4	212.0	-3.1	7 513	-3.1	109.6	-12.4
Detroit	Metropolitan	USA	235.1	-4.5	160.9	-0.1	7 373	-6.2	124.2	-30.5
Minneapolis	International	USA	..	..	126.7	0.6	6 776	1.6	77.6	-9.5
Palma de Mallorca	Son San Juan	Spain	74.1	2.2	72.9	2.0	6 768	5.3	22.2	6.2
Montreal	Dorval	Canada	192.7	0.4	128.8	-3.2	6 704	-4.6	109.5	-2.0
Sydney	Kingsford-Smith	Australia	149.9	-1.6	114.5	4.5	6 589	3.2	96.7	-7.5
Las Vegas	McCarran International	USA	284.8	7.6	122.1	13.5	6 494	9.3	8.0	-5.9
St. Louis	Lambert	USA	314.4	-5.0	174.2	1.3	6 354	0.5	48.1	0.2
New York	Newark	USA	166.1	-3.0	140.3	-1.2	6 266	-2.9	101.8	-11.6
Houston	International	USA	192.9	4.3	117.9	0.9	6 121	4.2	41.2	10.8
Seattle/Tacoma	International	USA	163.8	1.8	110.0	3.3	6 082	5.8	152.6	18.4
Paris	Charles de Gaulle	France	85.8	110.3	83.5	113.6	6 009	139.7	220.2	68.1

\*Terminal Passengers carried on air transport flights (includes passengers in connecting transit).

†Cargo carried on air transport flights.

Sources: International Civil Aviation Organisation.

Aeroport de Paris.

British Airports Authority.



# Size Structure of Airports in the Western World 1975

Table 4.3

## Total Air Transport Movements (000s)

Location	Airport	Country or State	1975	1974	Percentage Change
Chicago	O'Hare	Illinois, USA	627.0	598.6	4.7
Atlanta	Hartsfield	Georgia, USA	414.0	411.4	0.6
Los Angeles	International	California, USA	340.1	342.5	-0.7
San Francisco	International	California, USA	285.3	286.3	-0.3
New York	J. F. Kennedy	New York, USA	282.6	293.9	-3.8
Dallas—Fort Worth	Regional	Texas, USA	282.2	270.3	4.4
London	Heathrow	UK	253.9	265.9	-4.5
New York	La Guardia	New York, USA	250.1	239.4	4.5
Denver	Stapleton	Colorado, USA	232.2	198.1	17.2
Boston	Logan	Massachusetts, USA	225.5	229.7	-1.8
Philadelphia	International	Pennsylvania, USA	212.0	218.8	-3.1
Miami	International	Florida, USA	211.4	210.1	0.6

## International Air Transport Movements (000s)

London	Heathrow	UK	206.7	217.4	-4.9
Frankfurt	Rhein-Main	West Germany	126.4	125.8	0.5
Amsterdam	Schipol	Netherlands	123.2	123.2	—
Copenhagen	Kastrup	Denmark	116.0	117.4	-1.2
Zurich	Kloten	Switzerland	100.4	99.0	1.4
New York	J. F. Kennedy	New York, USA	87.5	99.3	-11.9
Rome	Leonardo da Vinci	Italy	84.6	..	—
Paris	Orly	France	76.6	107.9	-29.0
Paris	Charles de Gaulle	France	76.0	34.9	117.8
Brussels	National	Belgium	70.5	72.0	-2.1
Toronto	International	Canada	61.0	58.9	3.6
Geneva	Cointrin	Switzerland	61.0	60.1	1.5

## Terminal Passengers\* (000s)

Chicago	O'Hare	Illinois, USA	37 296	37 893	-1.6
Atlanta	Hartsfield	Georgia, USA	25 269	25 606	-1.3
Los Angeles	International	California, USA	23 719	23 585	0.6
London	Heathrow	UK	21 295	20 077	6.1
New York	J. F. Kennedy	New York, USA	19 476	20 216	-3.7
Tokyo	Haneda	Japan	17 759	16 756	6.0
San Francisco	International	California, USA	17 504	17 411	0.5
New York	La Guardia	New York, USA	13 186	13 703	-3.8
Miami	International	Florida, USA	12 068	12 444	-3.0
Denver	Stapleton	Colorado, USA	12 026	11 203	7.3
Frankfurt	Rhein-Main	West Germany	11 939	11 406	4.7
Osaka	International	Japan	10 899	12 107	-10.0

## Terminal Passengers\* on International Flights (000s)

Location	Airport	Country or State	1975	1974	Percentage change
London	Heathrow	UK	18 090	16 959	6.7
New York	J. F. Kennedy	New York, USA	9 799	10 331	-5.1
Frankfurt	Rhein-Main	West Germany	8 182	7 809	4.8
Amsterdam	Schipol	Netherlands	7 384	7 062	4.6
Copenhagen	Kastrup	Denmark	6 180	6 243	-1.0
Paris	Orly	France	6 166	8 175	-24.6
Paris	Charles de Gaulle	France	5 511	22 95	140.1
Zurich	Kloten	Switzerland	5 417	5 295	2.3
Palma de Mallorca	Son San Juan	Spain	5 342	5 124	4.3
Rome	Leonardo da Vinci	Italy	5 119	..	—
Tokyo	Haneda	Japan	5 013	4 485	11.8
London	Gatwick	UK	4 707	4 443	5.9

## Cargo† (tonnes 000s)

New York	J. F. Kennedy	New York, USA	877	916	-4.3
Chicago	O'Hare	Illinois, USA	598	652	-8.3
Los Angeles	International	California, USA	558	582	-4.1
Frankfurt	Rhein-Main	West Germany	403	424	-5.0
London	Heathrow	UK	402	466	-13.7
Miami	International	Florida, USA	373	353	5.7
Tokyo	Haneda	Japan	364	337	8.0
San Francisco	International	California, USA	295	329	-10.3
Amsterdam	Schipol	Netherlands	226	235	-3.8
Paris	Charles de Gaulle	France	220	131	67.9
Atlanta	Hartsfield	Georgia, USA	202	230	-12.2
Rome	Leonardo da Vinci	Italy	173	..	—

\*Terminal Passengers carried on air transport flights (includes passengers in connecting transit)

†Cargo carried on air transport flights.

Sources: International Civil Aviation Organisation.

Aéroport de Paris.

British Airports Authority.

# Major European Airports—Aircraft Movements, Passengers and Cargo 1975

Table 4.4

Location	Airport	Country	Total Aircraft Movements		Air Transport Movements		Total Passengers		Terminal Passengers		International Terminal Passengers		Total Cargo
			(000)	Percentage change on 1974	(000)	Percentage change on 1974	(000)	Percentage change on 1974	(000)	Percentage change on 1974	(000)	Percentage change on 1974	
Alicante	Alicante	Spain	24.4	4.3	20.8	3.0	2 029	9.6	2 028	9.6	1 620	12.3	9.7
Amsterdam	Schipol	Netherlands	173.3	2.3	129.5	-0.1	7 898	4.4	7 534	4.3	7 384	4.6	226.3
Athens	Hellinikon	Greece	97.1	6.2	84.9	7.2	6 138	17.5	5 085	18.2	3 029	13.0	32.6
Barcelona	Barcelona	Spain	76.8	8.2	71.9	8.3	4 485	9.0	4 383	10.0	1 407	2.8	40.7
Belgrade	Surcin	Yugoslavia	50.6	21.1	46.5	21.1	2 076	18.6	2 020	19.7	683	15.2	15.9
West Berlin*	Tempelhof/Tegel	West Germany	55.6	-18.2	54.3	-18.5	..	..	3 990	-6.8	788	7.5	13.8
Brussels	National	Belgium	97.1	-2.7	70.7	-1.8	4 176	3.9	4 098	4.4	4 097	4.4	113.0
Cologne-Bonn	Wahn	West Germany	68.7	1.5	33.7	-8.2	1 825	2.2	1 712	2.9	816	2.5	16.5
Copenhagen	Kastrup	Denmark	163.0	-2.4	148.4	-2.9	8 016	0.1	7 573	-0.3	6 180	-1.0	129.6
Dublin	Dublin	Ireland	79.4	13.1	35.5	1.1	2 196	5.8	2 194	5.7	1 971	6.5	42.3
Dusseldorf	Lohansen	West Germany	112.4	-2.0	77.7	-2.9	5 218	7.2	5 110	7.3	3 600	8.8	27.1
Frankfurt	Rhein-Main	West Germany	206.5	-1.3	191.2	-1.4	12 757	4.6	11 939	4.7	8 182	4.8	402.5
Geneva	Cointrin	Switzerland	121.0	2.8	64.4	1.4	3 707	2.8	3 211	2.0	2 647	2.0	35.1
Glasgow	Abbotsinch	United Kingdom	74.6	-13.5	34.8	-18.5	1 791	-9.1	1 763	-8.9	506	0.8	15.5
Hamburg	Fuhlsbuttel	West Germany	95.6	0.5	61.8	-3.0	3 645	3.3	3 504	3.2	1 609	5.8	24.8
Hanover	Langenhagen	West Germany	69.6	-7.7	32.2	-12.7	1 857	-4.6	1 734	-5.7	759	2.7	8.8
Helsinki	Helsinki	Finland	86.1	8.3	52.6	6.9	2 813	11.4	2 183	11.5	1 653	14.2	18.6
Istanbul	Yesilkoy	Turkey	49.8	-5.5	44.3	-7.9	2 964	0.9	2 807	2.7	1 870	8.4	16.9
Las Palmas	Las Palmas	Spain	50.7	4.5	49.9	5.9	3 890	12.6	3 717	11.7	1 749	10.6	34.0
Lisbon	Portela de Sacavem	Portugal	45.0	-12.5	38.1	-10.6	2 792	-6.1	2 373	-5.6	1 444	-11.1	36.0
London	Getwick	United Kingdom	105.0	-0.3	73.6	2.2	5 414	4.7	5 342	4.4	4 707	5.9	73.9
London	Heathrow	United Kingdom	276.1	-4.2	253.9	-4.5	21 641	6.0	21 295	6.1	18 090	6.7	402.1
Luton	Luton	United Kingdom	52.5	11.2	18.6	-10.6	1 879	-7.4	1 869	-7.6	1 845	-6.8	1.8
Madrid	Barajas	Spain	118.2	0.7	114.9	0.8	8 206	5.0	7 960	5.8	3 183	-1.9	108.8
Malaga	Malaga	Spain	40.6	-0.2	35.6	-0.8	2 746	1.1	2 682	0.6	1 927	0.7	5.5
Manchester	Ringway	United Kingdom	68.5	4.7	46.0	1.1	2 680	10.7	2 579	11.1	1 798	16.1	34.5
Marseille	Marignane	France	83.8	6.4	42.0	..	2 429	7.8	2 188	8.6	1 011	12.5	15.7
Milan	Linate	Italy	89.4	-4.8	73.2	-5.5	..	..	4 033	-1.3	2 476	-1.1	52.0
Munich	Riem	West Germany	117.4	3.3	74.1	-2.6	4 540	4.8	4 255	4.7	2 420	4.1	25.5
Nice	Cote d'Azur	France	56.9	-1.6	38.3	3.0	2 241	7.3	2 062	7.3	874	9.4	9.5
Oslo	Fornebu	Norway	80.7	3.5	50.5	3.5	2 691	4.3	2 679	4.6	1 207	6.3	23.5
Palma de Mallorca	Son San Juan	Spain	74.1	2.2	72.9	1.9	6 802	5.2	6 768	5.3	5 342	4.3	22.2
Paris	Charles de Gaulle	France	85.8	110.3	83.5	113.6	6 150	134.0	6 009	139.7	5 510	140.1	220.2
Paris	Le Bourget	France	84.4	-1.6	40.0	-8.0	1 493	-14.3	1 464	-14.0	1 279	-16.9	16.3
Paris	Orly	France	150.1	-20.3	143.0	-21.3	10 872	-16.1	10 611	-16.4	6 166	-24.6	119.9
Prague	Ruzyně	Czechoslovakia	59.5	2.6	49.7	5.3	2 132	5.3	2 078	5.6	1 151	4.6	12.4
Rome	Leonardo da Vinci	Italy	..	..	142.8	..	9 032	..	8 279	..	5 119	..	172.6
Stockholm	Arlanda	Sweden	84.9	8.6	63.2	5.2	3 744	7.6	3 664	7.6	2 785	6.5	32.2
Stuttgart	Echterdingen	West Germany	95.0	2.9	47.9	-5.0	2 332	2.6	2 202	38.7	1 250	5.8	17.6
Vienna	Schwechat	Austria	62.7	-1.4	43.5	-0.7	2 185	4.8	2 022	6.9	2 021	7.0	23.6
Zurich	Kloten	Switzerland	139.0	4.4	104.2	1.5	6 329	2.0	5 963	2.0	3 417	2.3	113.8

\*Data for two airports serving the city are combined.

Sources: International Civil Aviation Authority.  
British Airports Authority.

# Indicators of the Changing Structure of Scheduled Air Traffic of ICAO Contracting States\* 1965-1975

Table 4.5

Year	Stage Distance km			AVERAGES PER AIRCRAFT									Weight Load Factor %		
				Speed km/hr			Payload Capacity tonnes								
	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic			
1965	547	1 192	424	471	572	431	11.1	13.3	9.9	51.7	53.7	50.3			
1966	574	1 231	443	482	593	436	11.6	14.1	10.3	52.9	53.8	52.2			
1967	614	1 314	486	518	613	479	12.2	14.6	10.9	50.7	51.7	50.0			
1968	663	1 360	527	550	638	514	13.0	15.2	11.9	48.6	51.0	47.0			
1969	705	1 376	560	568	650	533	13.6	15.9	12.3	47.6	51.5	44.9			
1970	737	1 406	581	583	649	545	14.4	17.2	12.7	47.5	51.0	44.9			
1971	742	1 422	577	588	656	556	15.5	18.9	13.6	46.1	48.9	44.0			
1972	751	1 478	583	591	665	555	16.3	20.4	14.0	48.7	51.0	46.8			
1973	760	1 474	590	592	651	555	17.3	21.7	14.6	49.8	52.7	47.1			
1974	769	1 474	595	590	651	559	18.1	23.1	15.0	51.3	53.1	49.5			
1975	779	1 440	597	598	655	561	18.8	23.9	15.5	50.5	52.5	48.6			

\*Excluding USSR, also China and other States that were not members of ICAO at 31 December 1974.

Source: International Civil Aviation Organisation.

## Indicators of the Changing Structure of Scheduled Air Traffic of UK Airlines 1965-1976

Year	Stage Distance km			AVERAGES PER AIRCRAFT									Weight Load Factor %		
				Speed km/hr			Payload Capacity tonnes								
	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic			
1965	668	923	272	465	528	285	12.1	13.0	6.9	52.1	51.0	63.0			
1966	658	910	282	473	536	303	12.9	14.1	7.3	53.3	52.6	59.7			
1967	691	972	287	496	562	316	12.8	13.9	7.3	53.4	52.7	59.5			
1968	722	1 024	287	504	566	321	13.2	14.3	7.5	52.7	52.0	59.4			
1969	753	1 112	259	529	595	320	13.9	14.9	7.5	54.0	53.4	62.1			
1970	816	1 218	264	545	613	317	14.1	15.1	7.8	51.2	50.6	59.3			
1971	841	1 239	273	550	615	327	15.0	16.1	7.8	49.4	48.8	57.2			
1972	839	1 260	281	548	616	329	17.4	19.0	7.7	50.6	50.0	59.1			
1973	858	1 310	284	548	617	330	17.7	19.4	7.8	53.9	53.6	58.8			
1974	816	1 175	300	529	594	328	18.5	20.4	7.9	55.1	54.9	57.8			
1975	816	1 183	296	535	606	321	20.9	23.2	8.0	55.4	55.3	57.8			
1976	825	1 218	299	545	615	336	21.9	24.4	8.3	56.4	56.5	54.7			

## **Part 5**

# **Miscellaneous UK Statistics**

# Operating Statistics and Accident Data: Public Transport Passenger Carrying Services of UK Operators (Aircraft over 2 300 kg)

Table 5.1.1

This table does not include statistics relating to British-registered aircraft operated by foreign companies or accidents involving only a third party.

## A. Scheduled Passenger Services 1967-1976

	Stage Flights (000)	Revenue Aircraft km (000 000)	Revenue Hours (000)	Revenue Passenger km (000 000)	Revenue Passengers Carried (000)	Notifiable Accidents		Passengers Killed	Crew Killed
						Total	Fatal		
1967	347.2	237.0	475.0	14 066	12 318	11	1	59	7
1968	334.5	238.3	470.5	14 092	12 184	5	2	48	5
1969	349.0	257.0	484.9	16 235	13 222	5	—	—	—
1970	349.3	279.2	513.6	17 429	13 874	9	—	—	—
1971	352.7	290.6	531.0	18 661	14 462	5	1	55	8
1972	358.1	295.3	539.3	22 166	15 768	6	1	112	6
1973	378.1	319.8	583.5	26 187	17 364	8	—	—	—
1974	356.5	290.0	532.1	25 397	16 396	5	—	—	—
1975	332.1	268.5	507.2	27 544	16 322	8	—	—	—
1976	347.1	283.0	520.2	31 078	17 470	3	1	54	9

## B. Non-Scheduled Passenger Services 1967-1976

1967	58.3	79.0	167.6	6 169	3 447	6	2	152	8
1968	67.9	82.2	159.4	6 832	3 962	1	—	—	—
1969	80.6	97.2	172.0	8 941	5 383	2	—	—	—
1970	97.8	111.7	203.7	11 430	6 625	2	1	105	7
1971	120.5	159.0	258.3	16 299	8 937	2	—	—	—
1972	131.7	177.6	289.8	19 117	10 074	3	—	—	—
1973	143.5	181.1	302.7	19 654	10 910	3	1	100	4
1974	157.5	155.0	294.9	15 245	8 584	7	—	—	—
1975	167.3	164.0	291.2	16 664	9 590	1	—	—	—
1976	181.7	168.2	314.7	17 429	9 745	7	1	1	—

## C. All Passenger Services 1967-1976 (This table is the total of Tables A and B)

1967	405.5	316.0	642.6	20 235	15 765	17	3	211	15
1968	402.4	320.5	629.9	20 924	16 146	6	2	48	5
1969	429.6	354.2	656.9	25 176	18 605	7	—	—	—
1970	447.1	390.9	717.3	28 859	20 499	11	1	105	7
1971	473.2	449.6	789.3	34 960	23 399	7	1	55	8
1972	489.8	472.9	829.1	41 283	25 842	9	1	112	6
1973	521.6	500.9	886.2	45 841	28 274	11	1	100	4
1974	514.0	445.0	818.0	40 642	24 980	12	—	—	—
1975	499.4	432.5	798.4	44 208	25 912	9	—	—	—
1976	528.8	451.2	834.9	48 507	27 215	10	2	55	9

# Operating Statistics and Accident Data:

## All Public Transport Services (Passenger and Freight) of UK Operators 1967-76 (Aircraft over 2 300 kg)

**Table 5.1.2**

This table does not include statistics relating to British-registered aircraft operated by foreign companies or accidents involving only a third party.

### A. Scheduled Services

	Stage Flights (000)	Revenue Aircraft km (000 000)	Revenue Hours (000)	Notifiable Total	Accidents Fatal
1967	355.6	245.5	495.2	12	2*
1968	342.8	247.5	491.5	6	2
1969	359.0	270.3	510.9	5	—
1970	359.4	293.0	538.2	9	—
1971	363.9	306.0	556.5	5	1
1972	369.3	309.9	565.8	6	1
1973	391.4	335.8	613.2	8	—
1974	380.2	310.3	586.1	5	—
1975	350.9	286.4	535.7	8	—
1976	364.8	301.0	552.2	3	1

### B. Non-Scheduled Services

1967	70.6	87.9	193.5	6	2
1968	81.8	92.8	189.0	2	1
1969	96.6	110.5	206.0	3	—
1970	115.2	128.9	243.2	2	1
1971	140.9	181.0	308.5	2	—
1972	157.0	194.7	344.8	4	—
1973	169.3	210.9	365.9	4	1
1974	171.6	177.4	328.5	9	—
1975	185.8	195.4	360.1	1	—
1976	206.8	204.2	392.5	8	1

### C. All Services

1967	426.2	333.4	688.8	18	4
1968	424.6	340.3	680.5	8	3
1969	455.6	380.8	716.9	8	—
1970	474.6	421.9	781.4	11	1
1971	504.8	487.0	865.0	7	1
1972	526.3	504.6	910.6	10	1
1973	560.7	546.7	979.2	12	1
1974	551.8	487.7	914.6	14	—
1975	536.7	481.8	895.8	9	—
1976	571.6	505.2	944.7	11	2

\*Including one fatal accident on an all freight flight in which the crew of two were killed.

# Appendix A Definitions—Traffic Statistics

## MOVEMENTS AT AIRPORTS

<b>An air transport movement</b>	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.).
<b>Empty charter positioning flights</b>	are flights by chartered aircraft moving into position for transport flights or returning to base after such flights.
<b>Other commercial flights</b>	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).
<b>Test and training flights</b>	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'.
<b>Other non-commercial flights</b>	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.
<b>Private flights</b>	are flights for purely private purposes by private owners or other private aircraft operators, excluding aero-club flights.
<b>Aero-club flights</b>	are flights operated by aero-club members for instruction or pleasure.
<b>Official flights</b>	are flights for official purposes by British or foreign civil Government Departments excluding air transport movements.
<b>Military flights</b>	are flights by British or foreign military personnel exclusively for military purposes.

## AIR PASSENGERS

<b>Passengers</b>	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.
<b>Revenue passengers</b>	are those who pay 25 per cent or more of the normal applicable fare.
<b>A terminal passenger</b>	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.
<b>A transit passenger</b>	is a passenger who arrives at and departs from a reporting airport on the same aircraft which is transitting the airport. Each transit passenger is counted once only and not once on arrival and once on departure.

## TYPES OF SERVICES

<b>International services</b>	are services flown between the United Kingdom (including Great Britain, Isle of Man, Channel Islands and Northern Ireland) and places outside.
<b>Domestic services</b>	are services flown entirely within Great Britain, Isle of Man, Channel Islands and Northern Ireland.
<b>Cabotage</b>	is traffic carried between territories of the United Kingdom other than domestic services.
<b>Scheduled services</b>	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. At present licences are issued in the following categories

**Class 1**

authorises scheduled service flights;

**Class 2**

authorises advance booking charter flights;

**Class 3**

authorises inclusive tour charter flights;

**Class 4**

authorises other charter flights for the carriage of passengers;

**Class 5**

authorises substitute flights;

**Class 6**

authorises charter flights for the carriage of cargo and attendants;

**Class 7**

authorises sole-use charter flights (except exempted operations).

**NB**

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

**Exempt operations**

are operations for which a licence is not required. The Civil Aviation Authority in pursuance of its powers under paragraph (a) of Section 21 (2) of the Civil Aviation Act 1971 has by an instrument dated 29 March 1972 and later instruments specified a number of types of flights for which a licence is not required. The specifications of such flights are published in the Authority's Official Record Series 1 and include all sole-use charter flights other than those made to or from vessels or installations used in connection with oil or gas exploration or production under the sea. Other examples are ambulance flights, aircrew training and test flights, Government charters, helicopters carrying externally suspended loads, etc.

**Cargo**

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

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



# Appendix B Measures and their Computation

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

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

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

<b>Seats available per aircraft</b>	This is an average per aircraft computed by dividing the seat-kilometres available by the related aircraft kilometres flown.
<b>Speed flown per aircraft</b>	This is an average per aircraft measure computed by dividing the aircraft kilometres flown by the related aircraft hours of flight.
<b>Stage distance flown per aircraft</b>	The average stage distance flown per aircraft is computed by dividing the aircraft kilometres flown by the related number of aircraft departures.
<b>Tonne-kilometres available</b>	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.
<b>Tonne-kilometres performed</b>	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.
<b>Tonnes available</b>	The capacity of the aircraft for the carriage of payload measured in tonnes.
<b>Weight load factor</b>	Tonne-kilometres performed divided by tonne-kilometres available and expressed as a percentage.

# Appendix C Quarterly and Annual Returns of Airline Financial Statistics

## NOTES ON COMPILATION

Annual returns on CAA Forms No Stats 250, 251 and 252\* should relate to the airline's own financial year, and should be dispatched as soon as possible and not later than three months after the end of that year. If based on audited accounts, they should be accompanied by those accounts. If Audited Accounts are not available within the above timescale, these three returns should be based on Draft Accounts followed by the Audited version as soon as this is available, accompanied by revised forms if the figures differ materially from those in the Draft Accounts.

The returns should be dispatched to the Civil Aviation Authority at the address shown at the foot of the form which also shows the relevant number for telephone enquiries.

### *General Instructions*

The 'Page Header' and 'Cols' boxes at the head of each table are for official use and should be left blank.

Revenues and expenses are to be reported in £ (000).

Negative figures should be indicated by placing a minus sign immediately before the number.

## NOTES ON INDIVIDUAL FORMS

### CAA FORM NO STATS 250 – QUARTERLY AIRLINE PROFIT AND LOSS STATEMENT

#### QUARTERLY REVENUES

Operating revenues are those arising from the operation of air transport services. Some special arrangements that affect the classification of operating revenues are listed below. The advice of CAA should be sought when additional explanation is needed.

**Pooled Services** Each airline participating in pooled services should report the revenues accruing to it under the pool in the appropriate revenue items, and the expenses it incurs for its own operations under the pool in the appropriate expense items of this Form. Revenues from capacity equalisation payments should be included in item 7, 'Incidental Revenues'. Payments made for capacity equalisation of pooled services should be entered in item 13, 'Rental of flight equipment'.

**Leased, Chartered and Interchanged Aircraft** Revenues from aircraft leased, chartered or interchanged to another airline should be reported in item 7, Incidental Revenues, when the aircraft are not operated under the control of the reporting carrier. Revenues from the charter sale of the whole capacity of an aircraft to other parties when the transportation responsibility is that of the reporting carrier should be reported in item 6(d), Non-scheduled Flights – Cargo where only cargo is carried otherwise it should be reported under item 6(e) – Non-scheduled Flights – Other.

\* Copies appear at the end of this Appendix.

The expenditure involved in obtaining aircraft from other carriers or parties by lease, charter or interchange agreement should be reported in item 13, Rental of flight equipment.

**Blocked-Off Charters** A blocked-off charter arises from the blocking-off for charter sale of the whole capacity of a flight published as a scheduled flight and carried out as a charter flight on the same or similar routeing and operating time. Revenues obtained from blocking-off charters should be reported in item 6, Non-scheduled Flights, in the appropriate category.

**Blocked-Space** The gross revenues obtained from selling part of the capacity of an aircraft for re-sale by a carrier or other party should be reported in item 7, Incidental Revenues. The expenses incurred in the purchase of blocked-space by the reporting airline should be entered in item 13, Rental of flight equipment. Such revenues and expenses should be identified separately by footnote.

- 1 *Scheduled passenger* (individually booked seats direct to passenger) Report under this heading revenues earned in services scheduled and performed according to a published timetable (or from services so regular or frequent as to constitute a recognisably systematic series), which are open to use by members of the public, including revenue earned from extra flights occasioned by overflow traffic from such scheduled services. Exclude from this heading the fares of passengers carried on scheduled services under part-charter arrangements, and other block-booked seats.
- 2 *Scheduled passenger* (all block-booked seats including part-charter) Only the fares of passengers carried on scheduled services whose seats have not been booked individually are to be shown under this heading.

#### NOTE TO COVER HEADINGS 1 AND 2

Passenger revenue shall include the revenue from the transportation of passengers on scheduled flights, after the deduction of applicable discounts and rebates. It shall not include the value of such tickets shall be carried forward until such time as the flight takes place or the value is refunded. Cancellation fees shall be included under item 7 'Incidental revenues'.

Passenger revenue shall be credited with revenue upon the basis of published tariffs, excursion, other special fares and agreed inter-line pro-rates of through fares; and revenue from berth, compartment or other special accommodation furnished on the basis of fares or contracts for space occupied. It shall not include taxes on sales of passenger transportation.

Revenues from the sale of food and drinks not included in the price of the ticket shall be excluded and reported under item 7 'Incidental revenues'.

Revenues from nominal service charges for persons travelling on a non-revenue basis (such as staff members) shall be excluded and reported under item 7 'Incidental revenues'.

Passenger revenue shall not be charged with payments made for ground transportation, commission on sales or other expenses connected with passenger handling or interrupted flights. Such expenses shall be charged to appropriate expenditure accounts.

- 3 *Scheduled excess baggage* shall include revenue arising from the transportation of passenger baggage in excess of the fixed free weight and fixed valuation allowance; excess baggage arising from passengers carried under heading 2 should be included.

- 4 *Scheduled cargo, and diplomatic bags* Cargo shall include revenue, after deduction of applicable discounts and rebates, on the basis of published tariffs and agreed inter-line pro-rates of through-tariffs.

Cargo revenue shall also include revenue from the carriage of diplomatic bags.

Where the airline's staff has the privilege of sending personal consignments at reduced rates, such revenue shall be taken as normal cargo revenue.

Revenue from cargo carried on non-scheduled services shall be included under heading 6.

- 5 *Scheduled mail* Mail shall include: payments received from the carriage of all domestic and foreign mail at prevailing rates, irrespective of the fact that such rates may be fixed in advance or in arrears. Adjustments to mail revenue for previous years shall be included under item 4 of CAA Form No Stats 251 Annual Airline Appropriation Account.
- 6 *Non-scheduled flights* Shall include revenue derived from all flights performed for remuneration, including empty flights related thereto, other than those reported as scheduled services in heads 1 and 2. Item 6 (b) shall include TGC sales and item 6 (e) shall include revenues from sales of the whole capacity of an aircraft when the responsibility for the performance of transportation is that of the reporting carrier.
- 7 *Incidental revenues* Shall include *net* revenues (ie gross revenues less related direct expenses) from such sources as surface transport; food services; service and maintenance sales; property and other incidental net operating revenues which accrued to the airline from sources other than air transportation. This item shall also include *gross* revenues from passengers paying less than 25% of the normal applicable fare; commissions received on sales of transportation on other carriers; 'no-show' and cancellation fees; providing aircraft to other airlines or parties for operations under their control, such as in leasing, chartering or interchange agreements; revenues from capacity equalisation payments arising from pooled services; from the sale of blocked-space to other carriers on aircraft operated by the reporting carrier (such revenues should be identified separately by footnote); and any other operating revenues not classifiable in headings 1 to 6.
- 8 *Total operating revenues* The sum of headings 1 to 7.

#### EXPENSES

- 9 *Flight crew salaries and expenses* Shall include pay and allowances, pensions, insurance, travelling and other similar expenses, including crew equipment costs. Pay, allowances and other related expenses of purses, cabin attendants and passenger service personnel shall not be charged under this account, but included under 'Passenger services' (item 23 (a)). Training costs shall not be included in this item (see 14 and 20).
- 10 *Aircraft fuel and oil* Shall include non-refundable duties and taxes.
- 11 *Flight equipment insurance* Shall include: insurance against accidental damage to flight equipment while in flight and on the ground and insurance against liability occurring from operation of aircraft.

- 12 *Uninsured losses* Shall include the expenses incurred but not covered by insurance for which the airline is liable in respect of accidental damage to flight equipment while in flight and on the ground, and liability which has occurred from the operation of aircraft.
- 13 *Rental of flight equipment* Shall include expenses incurred for the rental of aircraft and crews from other carriers such as in leasing, chartering and interchange agreements and payments made for capacity equalisation arising from pooled services. This item shall also include payments for the purchase of blocked-space on aircraft operated by other carriers, identifying the total amount of such payments separately by footnote.
- 14 *Flight crew training (when not amortised)* Shall include the cost of training flight crew, when separately identifiable, if this cost is not to be amortised over two or more years (see also item 20).
- 15 *Flight expenses other than items 9 to 14* Shall include expenses pertaining to inflight operation and related standby time of aircraft, which are not classifiable under items 9 to 14 inclusive.
- 16 *Maintenance and overhaul* Shall include not only the cost of current maintenance of aircraft, engines, components and spares in an operative condition, but also the cost of repair and overhaul, including certificate of airworthiness overhaul where such is carried out under Government mandatory requirements. Expenditure grouped under this account refers to the cost of engineering labour, not only hourly rated or costed labour, but engineering supervision, planning, inspection, etc., which can be determined as relating solely to engineering work in the particular type of aircraft, or to the particular unit within the airline's organisation. It shall include also the cost of materials used in maintaining the flight equipment in an operative condition. The cost can be determined according to the airline's internal methods.

Indirect expenditure arising under the above heading shall also be charged, whether by direct allocation or by pro-rating or apportionment. This will include items such as: pay of supervisory personnel at maintenance and overhaul shops; pay of engineers and other employees at the maintenance and overhaul shops, including stores and supplies personnel, accounting personnel, timekeepers, etc; travel, training and other expenses of maintenance and overhaul employees; maintenance and insurance of equipment used at the maintenance and overhaul shops, where separately assessed; accommodation costs; office supplies and expenses, telephone and cable costs, transportation costs.

The cost of repair, overhaul and maintenance of the flight equipment by outside contractors and manufacturers, or by specialist units within the airline's organisation, shall also be included.

If the airline's organisation permits the separate cost of engineering staff at out-stations to be ascertained, then such costs should normally be included under this account. When this is not possible, such costs should be included in item 22 with a note to this effect.

Where direct and related indirect maintenance of ground facilities cannot be segregated for inclusion under 'Station and other ground expenses' it shall be included under item 16.

- 17 *Depreciation of aircraft fleet including spares* The historic cost depreciation appropriate to the quarter included in heading 1 of CAA Form No Stats 253 Airline Balance Sheet.
- 18 *Depreciation of ground property and equipment* The historic cost depreciation appropriate to the quarter included in heading 1 of CAA Form No Stats 252 Airline Balance Sheet.

Note: Normal depreciation of an asset shall be the proportion of the historical cost of the asset which is charged against the operating expenses in a particular year. The accrued normal depreciation of an asset shall never exceed the historical cost of that asset.

- 19 *Amortisation of development and pre-operating costs* This item shall include charges for the amortisation of capitalised development and pre-operating costs and other intangible assets applicable to air transport.
- 20 *Flight crew training (when amortised)* Shall include charges for the training of flight crew, when separately identifiable, and amortised over two or more years (see also item 14).
- 21 (a) *Landing and departure fees* Shall include, exclusively, fees levied against the airline for landings and departures of its aircraft.
- (b) *Aerodrome en route and other navigation service charges*
- 22<sup>c</sup> *Station and ground expenses other than heading 21* Shall include such items as: housing, mooring, parking and picketing charges at all airports; pay; allowances and expenses of all station staff engaged in handling and servicing aircraft and load, including flight supervisors, dispatchers and ground radio operators; station accommodation costs; maintenance and insurance of airport facilities, where separately assessed; representation and traffic handling fees charged by third parties for handling the air services of the airline; station stores charges, including local duties on equipment, transport, packing and materials, rental of stores, storekeepers' pay, allowances and expenses, etc.

The cost of providing services to third parties shall be credited to this account.

When the cost of maintenance expenditures at outstations cannot be segregated for reporting in item 16, it should be reported in item 22 and identified separately with a footnote.

- 23 *Passenger services* Shall include:
- (a) Pay, allowances and expenses of cabin attendants and passenger service personnel, including pensions, uniforms, insurance, etc; premiums for passenger liability insurance and passenger accident insurance paid by the airline; meals and accommodation, including costs of supplies and personal services furnished to passengers.
- (b) Expenses of handling passengers incurred because of interrupted flights, including hotels, meals, taxi fares and other expenses items; costs of other services provided for passengers, such as pay, allowances and expenses of room reservation personnel, and all other services provided for the comfort of passengers in transit.



- 24 *Ticketing, sales and promotion* Shall include items such as: pay, allowances and related expenses of all staff engaged in ticketing, sales and promotion activities; accommodation costs; commissions on tickets sales; agency fees for outside services; advertising and publicity through various media and expenses related thereto.
- 25 *General and administrative* Shall include expenses incurred in performing the general and administrative functions of the airline and those expenses relating to matters of a general corporate nature, whether separately assessed or apportioned in conformity with the airline's accounting practices.  
  
Note: Overhead costs directly related to operating expense items 9 to 16, 21, 22, 23 and 24 should be included in the expense items to which they are related and not in this item 25.
- 26 *Other operating expenses* Shall include operating expenses which cannot be assigned to headings 9 to 25.
- 27 *Total operating expenses* The sum of items 9 to 26.
- 28 *Operating result* The difference between heading 8 and 27.
- 29 *Profits/losses* On disposal of fixed assets.
- 30 *Interest payable less receivable (net)* Should include all such interest whether on long or short-term borrowings or lendings/advances, including transactions with other companies within the same group.
- 31 *Direct subsidies* From public funds.
- 32 *Other payments* From public funds: other payments made by Government bodies, not accounted for elsewhere.
- 33 *Dividends receivable* Should include dividends from all sources, ie, other Companies in the same group, associated companies, trade or other investments.
- 34 *Other non-operating items* Should include any items not appropriate for inclusion elsewhere.
- 35 *Non-operating items balance* The net balance of items 29 to 34.
- 36 *Profit and loss before taxation* The difference between item 28 and item 35.

#### CAA FORM NO STATS 251 – ANNUAL AIRLINE APPROPRIATION ACCOUNT

This return has been designed to accord with the accounting practices of United Kingdom airlines; significant departures from these practices, that might impair the comparison of figures provided under some heads with those of other airlines, should be explained in the 'remarks' section.

- 1 The opening item is the Profit (or Loss) before Taxation for the year as shown in the airlines' annual accounts.

- 5 All movements on reserves (other than movements on capital reserves not available for  
and distribution, eg share premium account and self-insurance notional premiums charged to  
8 operating costs) should be included in this account. Accumulated balances of profit  
should be treated as reserves and only the movement (increase or decrease) in the year  
included in this account.

#### **CAA FORM NO STATS 252 – AIRLINE BALANCE SHEET**

This return has been designed to accord with the accounting practices of UK airlines; significant departures from these practices, that might impair comparison of figures provided under some heads with those of other airlines, should be explained in the 'remarks' section.

- 1 Spare engines and other spares having a service life relative to that of the aircraft fleet should be included here together with the amounts provided for their amortisation and depreciation (including consumption provisions where appropriate).
- 2 'Group Companies' embraces parent, subsidiary and fellow subsidiary companies.

# Civil Aviation Authority

COMMERCIAL IN CONFIDENCE

(when wholly or partly completed)

## QUARTERLY/ANNUAL AIRLINE PROFIT AND LOSS STATEMENT

### PAGE HEADER

AIRLINE	YY	Q
S	O	

CAA Form No. Stat 250

### COLS 1-5 ALL CARDS

AIRLINE
S

Airline \_\_\_\_\_

Quarter/Year ended \_\_\_\_\_ 197\_\_\_\_\_

Description	Amount (£000)
<b>REVENUES</b>	
1 Scheduled Passenger (individually booked seats direct to passenger)	
2 Scheduled Passenger (all block-booked seats, including part-charter)	
3 Scheduled Excess baggage	
4 Scheduled Freight and diplomatic bags	
5 Scheduled Mail	
6 Non-scheduled flights (a) Inclusive tours	
(b) ABC other than part-charter	
(c) Affinity groups	
(d) Cargo	
(e) Other	
7 Incidental revenue	
8 TOTAL OPERATING REVENUES	
<b>EXPENSES</b>	
9 Flight crew salaries and expenses	
10 Aircraft fuel and oil	
11 Flight equipment insurance	
12 Uninsured losses	
13 Rental of flight equipment	
14 Flight crew training (when not amortised)	
15 Flight expenses other than Items 9 to 14	
16 Maintenance and overhaul	
17 Depreciation of aircraft fleet (including spares)	
18 Depreciation of ground property and equipment	
19 Amortisation of development and pre-operating costs	
20 Flight crew training (when amortised)	
21a Landing and departure fees	
21b Aerodrome, En route, and other Navigation service charges	
22 Station and ground expenses other than item 21	
23a Passenger services — cabin staff and other flight expenses	
23b Passenger services — other passenger service costs	
24 Ticketing, sales and promotion	
25 General and administrative	
26 Other operating expenses	
27 TOTAL OPERATING EXPENSES	
27a (of which services bought in under 16, 24 and 25 above)	
28 OPERATING PROFIT (OR LOSS)	
29 Profit or loss on disposal of fixed assets	
30 Interest payable less receivable (Net)	
31 Direct subsidies from public funds	
32 Other payments from public funds	
33 Dividends receivable	
34 Other non-operating items	
35 NON-OPERATING ITEMS (balance)	
36 PROFIT OR LOSS ( - ) BEFORE TAXATION	

### REMARKS

Address the completed return to: Civil Aviation Authority  
Ec/S Division, Room T423  
Space House, 43-59 Kingsway  
London WC2B 6TE

For enquiries telephone: 01-379 7311, ext. 2677

Signature of compiler \_\_\_\_\_

Compiler's name (CAPS) \_\_\_\_\_

Full address \_\_\_\_\_

Telephone Number \_\_\_\_\_ Ext \_\_\_\_\_

Civil Aviation Authority

COMMERCIAL IN CONFIDENCE  
(when wholly or partly completed)

ANNUAL AIRLINE APPROPRIATION ACCOUNT

Airline \_\_\_\_\_

PAGE HEADER

	AIRLINE NO	YY
A		

CAA Form No. Stat 2

COLS 1-5 ALL CARDS

	AIRLINE NO
A	

Year ended \_\_\_\_\_ 197\_\_\_\_\_

DESCRIPTION	AMOUNT (£000)	AMOUNT (£000)
1 Profit (or Loss) before Taxation		1
2 Taxation		
3 Profit (or Loss) after Taxation		
4 Exceptional items and prior year adjustments (SPECIFY) _____		
_____		
_____		
_____		
5 Transfers from reserves (SPECIFY) _____		
_____		
_____		
_____		
6 Available for appropriation		
7 Dividends		
8 Transfers to reserves (SPECIFY) _____		
_____		
_____		
_____		

REMARKS

Address the completed return to: Civil Aviation Authority  
Ec/S Division, Room T423  
Space House, 43-59 Kingsway  
London WC2B 6TE

For enquiries telephone: 01-379 7311, ext. 2677

Signature of compiler \_\_\_\_\_

Compiler's name (CAPS) \_\_\_\_\_

Full address \_\_\_\_\_

\_\_\_\_\_

Telephone Number \_\_\_\_\_ Ext \_\_\_\_\_

SEE BOOKLET FOR GUIDANCE ON COMPILATION

# Civil Aviation Authority

COMMERCIAL IN CONFIDENCE  
(when wholly or partly completed)

PAGE HEADER

AIRLINE				YY	
B				0	

CAA Form No. Stats 252

COLS 1-5 ALL CARDS

AIRLINE			
B			

## AIRLINE BALANCE SHEET

AIRLINE \_\_\_\_\_

As at \_\_\_\_\_ 197 \_\_\_\_\_

Parent Company \_\_\_\_\_

Ultimate holding company (where applicable) \_\_\_\_\_

Based on Audited/Draft Accounts (delete as appropriate)

	£000		£000
<b>ASSETS EMPLOYED</b>			
<b>1 OPERATING EQUIPMENT AND PROPERTY</b>		<b>6 UNAMORTISED COSTS</b>	
Aircraft fleet (including spares)	1	Pre-operational training and development	4
Less: provision for amortisation and depreciation		Other items (specify) (£000)	
Aircraft fleet after depreciation			
Property and other equipment			
Less: provisions for amortisation and depreciation			
Property and other equipment after depreciation		<b>7 OTHER ASSETS (specify) (£000)</b>	
Payments on account of aircraft under construction.			
<b>2 INTERESTS IN GROUP COMPANIES</b>		<b>TOTAL ASSETS</b>	
Shares		<b>FINANCED BY:-</b>	
Advances and debts not currently receivable			
		<b>8 SHAREHOLDERS FUND</b>	
<b>3 TRADE INVESTMENTS</b>		Share capital	5
Shares		Share premium account	
Advances and debts not currently receivable.		Reserves: Capital	
		Self-insurance	
<b>4 CURRENT ASSETS</b>		Revenue	
Stores and work in progress	2	Other	
Debtors and prepayments		<b>9 BORROWINGS ETC. (repayable more than one year ahead)</b>	
Short term loans and deposits		Advances from other Group companies	6
Bank balance and cash		Bank loans	
Group companies' advances and debts currently receivable (£000)		Other loans	
Other items (specify)		Hire purchase liabilities	
<b>TOTAL CURRENT ASSETS</b>		<b>10 DEFERRED LIABILITIES (£000)</b>	
<b>5 LESS: CURRENT LIABILITIES</b>		Taxation	
Creditors and accruals	3	Other (specify)	
Traffic revenue received in advance			
Taxation		<b>TOTAL LIABILITIES</b>	
Dividends			
Bank overdrafts			
Instalments of borrowings and hire purchase liabilities repayable within one year			
Group companies advances and debts currently payable			
Other items (specify) (£000)			
<b>TOTAL CURRENT LIABILITIES</b>			
<b>TOTAL NET CURRENT ASSETS</b>			

REMARKS

Address the completed return to:

Civil Aviation Authority  
Ec/S Division, Room T423  
Space House, 43-59 Kingsway  
London WC2B 6TE

For enquiries telephone:

01-379 7311, ext. 2677

Signature of compiler \_\_\_\_\_

Compiler's name (CAPS) \_\_\_\_\_

Full address \_\_\_\_\_

Telephone Number \_\_\_\_\_

Ext \_\_\_\_\_