

***Civil Aviation Authority***

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**CAA Monthly Statistics**  
(up to and including April 1976)

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# Foreword

## 1 CONTENT

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

## 2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

## 3 ENQUIRIES

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

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

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

The series comprise:

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

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

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# Civil Aviation Statistics—April 1976

## Activity at UK Airports

Just over 60 000 UK air transport movements were recorded during the month of April 1976, a growth of 6.4 per cent on 1975. This overall growth rate comprises an increase of 3.5 per cent in London area movements and 9.6 per cent elsewhere. A comparison of movements recorded during the period February–April 1976 against the corresponding months in 1975 shows a growth of 7.5 per cent in total UK air transport movements. At London area airports the growth was 2.3 per cent whilst over the rest of the UK it stood at 13.5 per cent. Of the London area airports, only Gatwick reported a substantial increase in actual movements (592 additional movements per month; 12.1 per cent growth). Heathrow reported a marginal increase (83 additional movements per month). Luton showed a marginal decline (3 movements less per month) and Stansted a 2.2 per cent decline (5 fewer movements). At Southend, both the rate of decline and the decline in movements was more substantial (44 fewer movements per month; 5.1 per cent decline). Aberdeen and Glasgow again achieved the greatest increase in actual movements (1119 additional movements per month; 52.4 per cent growth and 1023 additional movements; 56.1 per cent growth respectively. The large increase at Glasgow reflected the low March and April 1975 figures which were due to industrial action. They were followed, outside the London area, by Sumburgh with 250 additional movements per month; 28.1 per cent growth. The one-fold increase reported at Swansea was again the heaviest growth rate. Coventry reported the heaviest rate of decline (–82.6 per cent) and Prestwick the heaviest fall in movements (158 fewer per month; 22.6 per cent decline). During this period, scheduled movements grew by 5.8 per cent and charter movements by 14.4 per cent. The UK operators' share of scheduled movements increased marginally to stand at 72.9 per cent, and their share of charter movements increased by 1.1 percentage points to stand at 90.5 per cent. Their share of the total traffic was 76.6 per cent, an increase of 1.0 percentage point.

More than 3.5 million terminal passengers used UK airports during April (14.1 per cent more than in 1975). Over 2.5 million of these were reported in the London area (14.8 per cent growth). During the period February to April 1976, a total 9.3 per cent growth was reported –8.1 per cent in the London area and 12.2 per cent elsewhere in the UK. With the exception of Luton, all the airports in the London area reported some growth. At Heathrow there were 127 459 additional passengers per month (8.6 per cent growth); at Gatwick 27 663 additional passengers (8.8 per cent growth); at Stansted 2812 additional passengers (19.7 per cent growth) and at Southend a marginal increase of 102 passengers per month. Luton handled 711 fewer passengers (a marginal decline). Over the remainder of the UK, Glasgow again reported both the greatest increase in actual passengers and the heaviest rate of growth (65 413 additional passengers per month; 86.7 per cent growth). As reported above, industrial action affected the March and April 1975 figures at Glasgow. Manchester reported an additional

29 010 passengers per month (20.3 per cent growth) and Aberdeen an additional 16 387 (38.0 per cent growth). Prestwick reported both the largest decline in passengers handled and the heaviest rate of decline (9003 fewer passengers per month; 41.4 per cent decline). The 9.3 per cent growth in passenger traffic comprised a 9.3 per cent increase in those travelling on scheduled services and a 9.4 per cent increase in those travelling on charter services. The UK operators share of passengers carried on scheduled services increased marginally against 1975 to stand at 65.9 per cent. Their share of total passengers carried and those carried by charter services fell marginally to 70.3 per cent and 87.0 per cent respectively.

On a monthly average, almost 3 million passengers used UK airports between February and April 1976. 2.1 million travelled on international services (6.0 per cent growth) and 0.9 million on domestic services (17.0 per cent growth). International scheduled passengers increased by 7.0 per cent. Services to France which carried 12.9 per cent of the total scheduled traffic achieved a 1.6 per cent growth, those to the USA which carried 11.1 per cent achieved 11.2 per cent growth and those to the Netherlands, carrying 8.8 per cent, achieved 11.0 per cent growth. Total international charter passengers increased by 8.0 per cent, services to Spain carrying 34.9 per cent of the traffic (4.7 per cent decline), those to Italy carrying 11.0 per cent (21.1 per cent growth) and those to West Germany carrying 9.3 per cent (5.6 per cent decline). Domestic passenger traffic within the period February to April 1976 showed an overall growth of 15.0 per cent against 1975. London services carried 21.3 per cent more traffic. Glasgow 85.8 per cent more (again due to the poor 1975 results) and Belfast 1.3 per cent more. Routes to the Channel Islands were used by 8.8 per cent fewer passengers, to the Isle of Man by 7.5 per cent fewer and to Edinburgh by 3.6 per cent fewer.

The amount of air freight tonnage handled in the UK during April 1976 was just over 53 000 tonnes, an overall decline of 2.9 per cent against 1975. For the period February to April 1976 a decline of 4.3 per cent was reported as compared with the corresponding months in 1975. London area tonnage fell by 5.8 per cent during this period. Only Gatwick in the London area reported a growth in tonnage (an additional 990 tonnes per month; 16.9 per cent growth). Freight handled at Heathrow fell by 2631 tonnes per month (7.2 per cent decline), that at Luton by 24 tonnes (15.1 per cent decline), at Southend by 624 tonnes (37.4 per cent decline) and at Stansted by 370 tonnes (23.3 per cent decline). Over the rest of the UK, tonnage fell by an aggregate of 2.2 per cent. Glasgow, Aberdeen and Bournemouth reported the heaviest increases in tonnage (525 additional tonnes per month; 60.2 per cent growth, 226 tonnes; 87.3 per cent growth and 137 tonnes; 29.2 per cent growth respectively). The rate of growth recorded at Aberdeen was the heaviest throughout the UK. Manston reported both the largest fall in tonnage and the heaviest rate of decline (287 tonnes and –95.0 per cent). Freight carried on scheduled services fell by 5.9 per cent whilst that



carried on charter services grew by 3.1 per cent. The UK operators share of total and scheduled cargo fell by 2.5 percentage points to 51.0 per cent and by 4.7 percentage points to 43.9 per cent respectively but their share of charter service cargo increased 4.9 percentage points to 80.7 per cent.

### **Output of UK Airlines**

The output of UK airlines for all services in April 1976 was 768 million available tonne-kilometres, an increase of 20.3 per cent on April 1975.

The scheduled service output of 532 million available tonne-kilometres was 24.6 per cent higher than a year earlier. The overall load factor was 53.7 per cent compared with 53.9 per cent the previous year. Seat kilometres used were 56.8 per cent of those available.

Seat factors on domestic and international scheduled services were 58.7 and 56.6 per cent respectively compared with 60.5 and 56.0 per cent a year earlier.

The non-scheduled output of 236 million available tonne-kilometres was 11.7 per cent higher than in April 1975. Advance Booking Charters and Inclusive Tour Charters accounted for 24.1 and 89.4 million available tonne-kilometres respectively compared with 15.2 and 70.7 million a year earlier.

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

# Size Structure of UK Airports and Airlines Year ended 31 March 1976

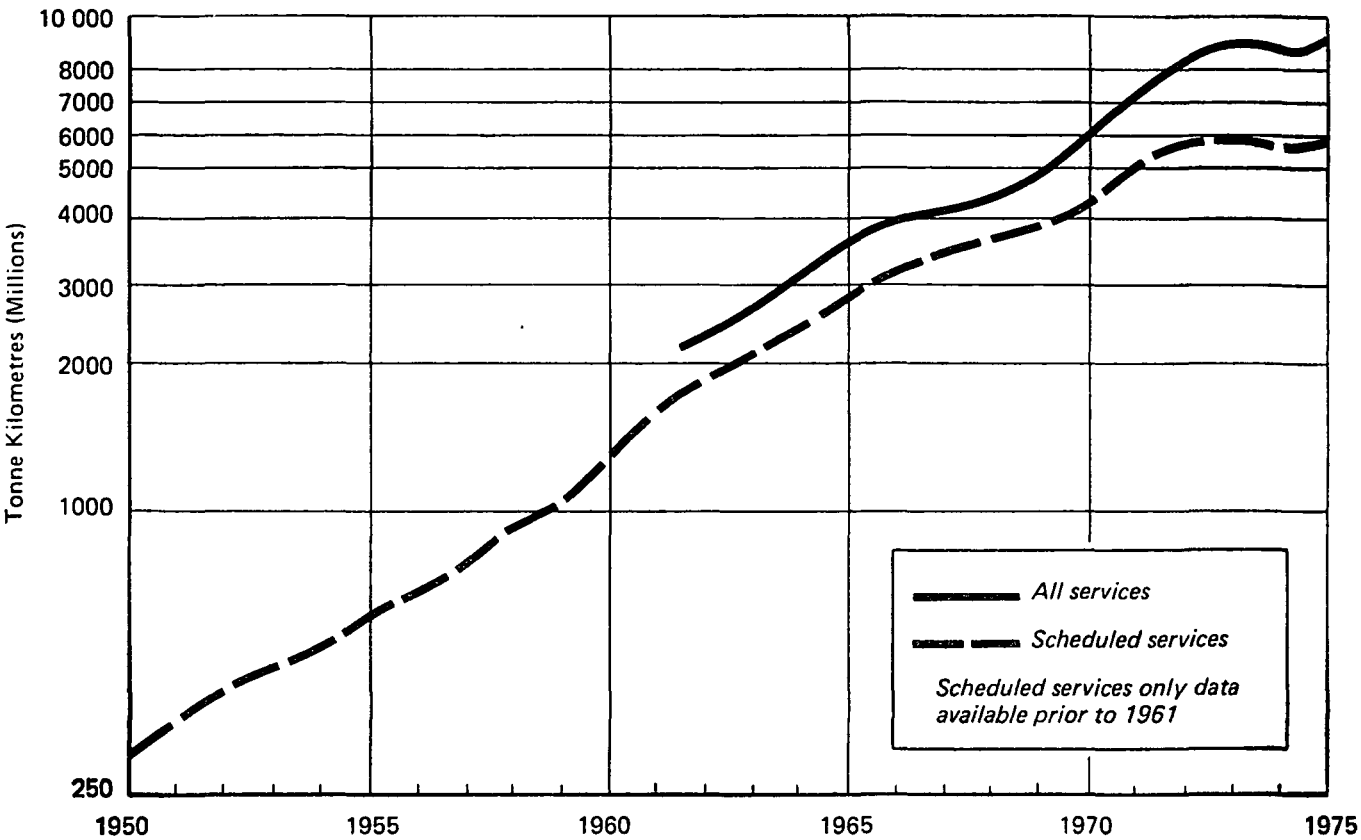
**Table 1**

<b>Airports</b>	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	21 622	51.03	100	100.00
Gatwick	5 341	21.61	98	48.97
Manchester	2 648	6.25	95	36.36
Glasgow	1 946	4.59	93	30.11
Luton	1 857	4.38	91	25.52
Belfast	1 172	2.77	88	21.13
Birmingham	1 080	2.55	86	18.37
Edinburgh	854	2.02	84	15.82
Aberdeen	685	1.62	81	13.80
Newcastle	609	1.44	79	12.19
East Midlands	546	1.29	77	10.75
Liverpool	408	0.96	74	9.46
Isle of Man	388	0.92	72	8.50
Prestwick	367	0.87	70	7.58
Southampton	319	0.75	67	6.71
Leeds/Bradford	279	0.66	65	5.96
Stansted	241	0.57	63	5.30
Glamorgan	205	0.48	60	4.73
Southend	199	0.47	58	4.25
Bristol	195	0.46	56	3.78
Sumburgh	185	0.44	53	3.32
Tees-side	174	0.41	51	2.88
Others (21 reporting airports)	1 047	2.47	49	2.47

<b>Airlines</b>	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of a.t. – km of UK airlines this size and smaller
British Airways Overseas Division	4 664	51.36	100	100.00
British Airways European Division	1 114	12.27	98	48.64
British Caledonian Airways	814	8.94	96	36.37
Dan-Air Services	386	4.35	93	27.41
Laker Airways	350	3.85	91	23.16
Britannia Airways	325	3.53	89	19.31
Trans-Meridian Air Cargo	234	2.58	87	15.73
British Airtours	221	2.33	84	13.15
International Aviation Services	197	2.17	82	10.72
Tradewinds Airways	168	1.85	80	8.55
Monarch Airlines	150	1.65	78	6.70
British Midland Airways	130	1.33	76	5.05
British Airways—Northeast Airlines	62	0.68	73	3.62
British Airways—Channel Islands Airways	49	0.54	71	2.94
Invicta International Airlines	47	0.52	69	2.40
British Airways—Cambrian Airways	40	0.44	67	1.88
British Airways—Scottish Airways	33	0.36	64	1.44
British Island Airways	26	0.29	62	1.08
British Air Ferries	11	0.12	60	0.79
Others (26 airlines)	57	0.67	58	0.67

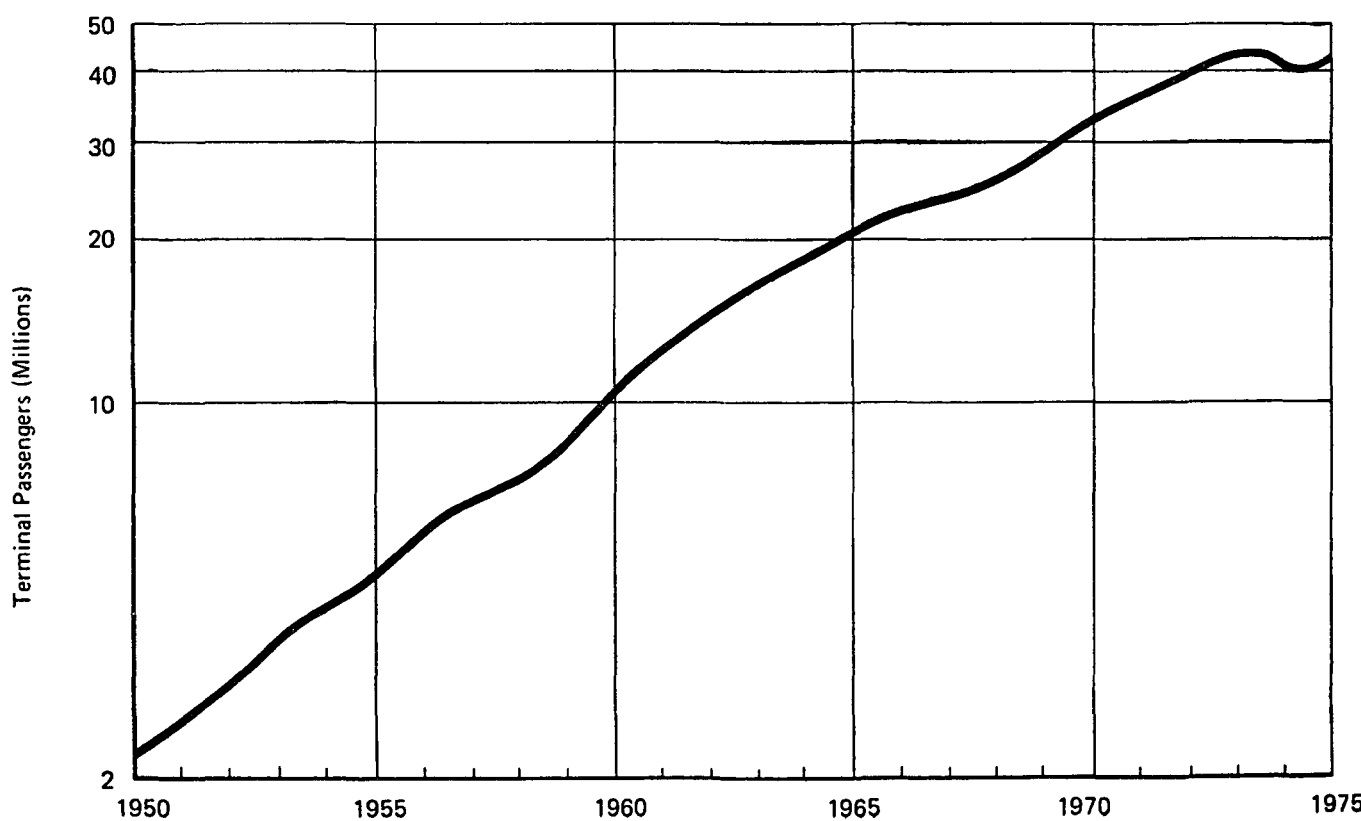
# Output of UK Airlines

Tonne-kilometres made available



# UK Airports

Terminal Passengers arriving or departing



# Main Outputs of UK Airports and Airlines 1950-1976

**Table 2**

	<b>Airports</b>			<b>Airlines</b>		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	29 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
1975	1 911	701	41 846	8 928	5 984	2 944
<b>Year ended</b>						
April 1975	1 881	711	39 934	8 325	5 777	2 548
April 1976	1 915	712	42 804	9 237	6 244	2 993
<b>Latest year's growth (percentages)</b>						
	1.8	—	7.2	11.0	8.1	17.5
<b>Mean rates of growth (percentages) to 1975</b>						
20 years	6.6	4.7	11.8	..	13.0	..
10 years	6.7	3.3	8.1	11.6	9.2	18.1
5 years	4.1	2.8	4.0	5.1	6.1	3.1

# Use of UK Airports

Table 3

## Main Categories of Operator and Service

### Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1974	59.2	3 340	35.1	1 699	10.2	666	12.4	844	1.5	131
1975	58.4	3 487	33.2	1 721	11.3	711	12.2	900	1.7	154
1974 1st quarter	47.0	2 523	27.7	1 351	8.0	473	10.5	640	0.8	59
2nd quarter	64.2	3 512	38.3	1 777	11.1	722	13.1	876	1.7	137
3rd quarter	71.7	4 482	42.2	2 168	13.2	1 011	13.9	1 066	2.4	237
4th quarter	53.7	2 844	32.1	1 502	8.5	459	12.0	794	1.1	89
1975 1st quarter	48.4	2 532	28.4	1 338	8.1	431	11.1	703	0.9	59
2nd quarter	61.6	3 611	35.3	1 763	11.9	763	12.6	920	1.8	165
3rd quarter	69.8	4 766	38.6	2 209	14.8	1 110	13.7	1 157	2.6	290
4th quarter	53.6	3 039	30.4	1 575	10.4	541	11.5	820	1.3	103
1976 1st quarter	50.9	2 706	29.6	1 451	9.2	443	11.3	751	0.9	60
1974 October	60.4	3 412	36.0	1 736	9.7	599	13.1	936	1.6	141
November	51.1	2 574	30.5	1 392	8.2	398	11.5	719	0.9	64
December	49.7	2 547	29.8	1 377	7.8	381	11.3	727	0.9	63
1975 January	51.0	2 506	30.9	1 375	7.8	369	11.5	706	0.8	56
February	44.3	2 186	26.5	1 178	7.0	352	10.3	617	0.6	38
March	50.0	2 904	27.8	1 460	9.6	572	11.4	787	1.2	84
April	56.6	3 100	33.4	1 624	9.9	577	12.0	814	1.3	84
October	61.8	3 765	34.6	1 904	12.4	744	12.8	941	2.0	176
November	49.6	2 679	28.4	1 423	9.5	453	10.8	734	1.0	69
December	49.4	2 674	28.3	1 399	9.2	426	11.0	785	1.0	64
1976 January	50.8	2 703	29.3	1 436	9.1	436	11.5	770	0.9	61
February	47.6	2 419	27.8	1 305	8.5	402	10.7	671	0.7	41
March	54.4	2 995	31.7	1 613	9.9	490	11.8	813	1.1	78
April	60.2	3 536	34.2	1 748	12.3	732	12.2	932	1.5	124

# Movements at UK Airports by Purpose

Table 4

## Monthly Averages or Calendar Months

	Total	Commercial			Non-commercial			Other
	(000)	Total (000)	Air transport (000)	Other (000)	Total (000)	Aero club and private (000)	Test and training (000)	
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1974	154.1	66.0	59.2	6.9	88.1	65.2	15.0	7.9
1975	159.2	65.1	58.4	6.7	94.2	70.2	15.6	8.4
1974 1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
2nd quarter	174.4	71.7	64.3	7.5	102.7	76.4	16.6	9.6
3rd quarter	184.1	81.4	71.7	9.7	102.7	80.6	14.6	7.6
4th quarter	135.0	59.6	53.7	5.8	75.4	54.9	12.7	7.8
1975 1st quarter	134.2	53.5	48.4	5.0	80.7	55.1	17.9	7.7
2nd quarter	178.0	68.8	61.6	7.2	109.2	81.6	17.9	9.7
3rd quarter	185.7	78.5	69.8	8.7	107.2	84.6	15.2	7.4
4th quarter	138.9	59.4	53.6	5.8	79.5	59.3	11.5	8.7
1976 1st quarter	130.2	55.9	50.9	5.0	74.3	51.8	13.4	9.1
1974 October	153.9	67.6	60.4	7.2	86.3	64.0	13.6	8.8
November	131.1	56.8	51.1	5.8	74.2	53.3	13.2	7.7
December	120.1	54.3	49.7	4.5	65.8	47.3	11.5	7.0
1975 January	128.5	55.5	51.0	4.4	73.0	48.6	16.9	7.5
February	116.3	48.5	44.3	4.2	67.8	44.5	16.7	6.6
March	157.8	56.4	50.0	6.4	101.4	72.2	20.1	9.1
April	163.3	62.0	56.6	5.4	101.3	72.6	19.4	9.4
October	160.0	69.4	61.8	7.6	90.6	67.9	13.7	9.0
November	135.2	54.9	49.6	5.3	80.2	59.8	11.0	9.4
December	121.6	54.0	49.4	4.5	67.6	50.2	9.7	7.8
1976 January	122.4	55.4	50.8	4.6	67.1	46.0	12.5	8.6
February	121.3	52.1	47.6	4.4	69.3	48.8	12.1	8.3
March	146.9	60.3	54.4	5.9	86.6	60.5	15.7	10.4
April	179.7	67.2	60.2	7.0	112.5	84.5	18.5	9.5

# Air Transport Movements by Airports

Table 5

## Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1974	31 110	5 793	2 609	1 422	1 176	4 080	5 623	4 380	2 982	7 952
1975	30 062	5 606	2 622	1 430	1 153	4 094	5 242	5 472	2 696	8 007
1974 1st quarter	25 752	4 776	1 814	1 145	835	2 538	4 576	3 473	2 104	4 956
2nd quarter	33 689	6 168	2 876	1 516	1 355	4 880	6 025	4 483	3 238	9 053
3rd quarter	36 786	6 801	3 398	1 740	1 478	5 578	6 924	5 043	3 961	11 103
4th quarter	28 212	5 427	2 347	1 286	1 036	3 324	4 966	4 519	2 624	6 697
1975 1st quarter	26 019	4 738	1 951	1 195	1 011	2 919	3 860	4 570	2 200	5 880
2nd quarter	31 315	5 979	2 888	1 487	1 350	4 795	5 675	5 260	2 862	8 919
3rd quarter	35 491	6 689	3 288	1 661	1 369	5 451	6 474	5 895	3 490	10 728
4th quarter	27 421	5 016	2 360	1 375	881	3 211	4 960	6 164	2 231	6 501
1976 1st quarter	26 318	4 661	2 079	1 387	777	2 770	4 677	6 041	2 131	5 500
1974 October	31 279	5 943	2 859	1 510	1 103	4 221	5 903	4 928	2 678	8 209
November	26 697	5 400	2 196	1 240	1 018	2 890	4 614	4 341	2 665	5 924
December	26 660	4 938	1 986	1 109	986	2 862	4 380	4 289	2 530	5 958
1975 January	26 821	5 174	1 907	1 286	1 047	2 755	4 770	4 838	2 420	5 485
February	23 496	4 333	1 748	1 095	878	2 541	3 996	4 257	1 983	5 052
March	27 739	4 707	2 199	1 205	1 109	3 456	2 814	4 616	2 198	7 104
April	29 564	5 156	2 545	1 340	1 136	4 186	5 189	5 012	2 441	7 658
October	31 464	5 976	2 984	1 525	1 060	4 093	5 698	6 513	2 493	8 228
November	25 044	4 739	2 094	1 308	813	2 900	4 641	6 031	2 070	5 536
December	25 754	4 334	2 001	1 292	769	2 639	4 541	5 948	2 130	5 738
1976 January	26 882	4 606	1 985	1 332	833	2 570	4 689	5 701	2 175	5 060
February	24 553	4 386	1 958	1 350	737	2 472	4 402	5 760	2 030	4 652
March	27 520	4 992	2 325	1 480	1 061	3 267	4 941	6 661	2 188	6 788
April	30 598	5 227	2 652	1 498	1 060	4 316	5 223	7 206	2 421	8 317

# Terminal Passengers by Airports

**Table 6**

## Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1974	2 306	259	122	64	35	84	256	78	138	163
1975	2 412	275	136	65	34	86	253	96	131	168
1974 1st quarter	1 760	197	78	51	26	40	213	59	99	72
2nd quarter	2 435	271	128	67	37	98	259	75	141	198
3rd quarter	3 043	351	180	86	50	133	338	96	204	262
4th quarter	1 986	215	103	53	26	62	212	80	108	122
1975 1st quarter	1 810	180	85	50	24	49	165	76	94	89
2nd quarter	2 469	296	149	68	37	101	264	92	135	192
3rd quarter	3 250	389	198	84	51	128	352	116	197	267
4th quarter	2 120	233	111	56	23	66	230	100	99	123
1976 1st quarter	1 914	193	84	52	23	46	210	94	88	82
1974 October	2 351	265	140	64	31	92	259	90	120	182
November	1 790	201	95	50	25	49	196	74	93	97
December	1 815	180	72	44	21	45	182	76	112	88
1975 January	1 782	181	64	48	22	39	192	78	100	67
February	1 535	161	76	44	20	41	162	69	78	74
March	2 112	197	114	58	30	67	141	80	105	125
April	2 183	223	116	56	28	82	212	86	114	140
October	2 591	305	159	72	31	93	283	116	114	187
November	1 854	211	96	51	21	58	212	92	84	95
December	1 914	184	79	45	18	47	195	91	100	87
1976 January	1 947	188	71	48	18	38	211	89	94	65
February	1 698	177	80	49	20	41	186	87	80	67
March	2 097	215	102	60	30	59	232	107	91	115
April	2 506	254	127	62	31	90	240	114	113	157



# Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months										Tonnes
	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967	26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968	30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969	34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970	34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971	34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972	40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973	45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1974	46 745	4 917	941	178	82	1 445	3 513	462	1 774	1 879
1975	42 767	3 871	839	118	66	1 188	2 571	539	1 182	1 662
1974 1st quarter	46 527	5 038	794	286	72	1 593	3 630	371	1 467	2 256
2nd quarter	48 460	5 128	980	151	90	1 587	3 511	453	1 618	1 906
3rd quarter	45 066	4 678	926	128	86	1 314	3 313	518	1 646	1 893
4th quarter	46 926	4 824	1 066	148	81	1 288	3 599	505	2 366	1 461
1975 1st quarter	45 025	4 197	783	138	67	1 284	2 327	429	1 227	1 825
2nd quarter	43 039	3 807	904	122	59	1 260	2 611	563	1 215	1 686
3rd quarter	40 959	3 460	826	112	76	1 102	2 515	537	1 163	1 728
4th quarter	42 045	4 020	844	101	62	1 105	2 832	628	1 121	1 408
1976 1st quarter	42 131	3 878	734	106	47	1 095	2 513	686	1 174	1 655
1974 October	49 110	4 885	947	176	80	1 462	3 586	528	1 894	1 668
November	48 607	5 389	1 492	146	76	1 201	3 873	511	3 824	1 335
December	43 061	4 199	759	123	87	1 199	3 339	476	1 381	1 381
1975 January	42 296	4 257	815	127	63	1 256	2 511	437	1 212	1 796
February	43 036	3 979	769	161	74	1 217	2 246	376	1 145	1 850
March	49 744	4 355	765	126	64	1 380	2 223	475	1 325	1 829
April	44 145	4 028	858	125	59	1 296	2 577	592	1 230	1 708
October	42 465	4 001	900	120	67	1 177	2 976	660	1 280	1 535
November	41 910	4 238	838	90	65	1 036	2 809	599	1 080	1 345
December	41 761	3 822	795	93	65	1 101	2 711	625	1 002	1 344
1976 January	40 051	3 649	641	83	44	864	2 337	551	1 104	1 228
February	40 483	3 782	623	72	46	1 026	2 383	656	1 203	1 527
March	45 860	4 203	937	162	52	1 396	2 819	850	1 215	2 209
April	42 604	3 966	824	93	70	1 332	2 571	708	1 145	2 128

# Scheduled Services by UK Airlines

**Table 8.1**

## All Services

### Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965		221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966		249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967		262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968		271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969		312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970		344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971		382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972		449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973		496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1974		478.9	263.9	9.9	65.5	188.5	55.1	3 684.7	2 117.4	57.5
1975		498.0	275.9	11.0	60.3	204.5	55.4	3 824.0	2 292.7	60.0
1974	1st quarter	417.4	228.2	9.0	65.4	153.8	54.7	3 116.4	1 718.1	55.1
	2nd quarter	455.1	238.0	8.2	58.9	170.9	52.3	3 578.2	1 928.6	53.9
	3rd quarter	572.8	328.2	9.8	69.3	249.2	57.3	4 454.6	2 820.1	63.3
	4th quarter	470.2	261.0	12.5	68.4	180.1	55.5	3 589.5	2 002.9	55.8
1975	1st quarter	439.3	241.6	10.8	63.2	167.7	55.0	3 315.6	1 868.7	56.4
	2nd quarter	496.6	264.9	10.4	63.2	191.3	53.3	3 783.0	2 142.2	56.6
	3rd quarter	568.9	333.6	10.6	64.4	258.3	58.7	4 438.7	2 926.4	66.0
	4th quarter	487.0	263.5	12.2	50.4	200.8	54.1	3 758.7	2 233.5	59.4
1976	1st quarter	491.2	265.3	11.4	63.6	190.3	54.0	3 778.3	2 119.9	56.1
1974	October	488.8	267.2	10.0	66.0	191.2	54.7	3 794.2	2 125.2	56.0
	November	432.2	232.9	11.2	67.3	154.4	53.9	3 270.9	1 705.9	52.2
	December	489.7	283.0	16.4	71.9	194.6	57.8	3 703.5	2 177.7	58.8
1975	January	422.5	226.6	9.2	50.8	166.7	53.6	3 253.4	1 863.7	57.3
	February	392.3	209.0	10.3	59.3	139.4	53.3	2 957.6	1 543.7	52.2
	March	503.2	289.2	12.9	79.4	196.9	57.5	3 735.7	2 198.6	58.9
	April	426.9	230.2	9.4	59.1	161.7	53.9	3 221.4	1 816.0	56.4
	October	500.3	263.9	10.5	37.3	216.0	52.7	3 916.5	2 390.4	61.0
	November	448.5	230.3	10.2	47.4	172.6	51.3	3 434.4	1 914.5	55.7
	December	512.1	296.3	15.8	66.6	213.9	57.9	3 925.2	2 395.5	61.0
1976	January	454.9	248.7	10.0	49.2	189.5	54.7	3 542.4	2 124.6	60.0
	February	441.6	228.2	10.2	57.8	160.2	51.7	3 405.7	1 776.6	52.2
	March	577.0	319.0	14.0	83.9	221.1	55.3	4 386.8	2 458.4	56.0
	April	531.8	285.3	11.5	63.5	210.4	53.7	4 156.7	2 360.1	56.8

# Scheduled Services by UK Airlines

Table 8.2

## Domestic Services

### Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
1966	24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969	24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970	25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971	26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972	28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973	32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1974	30.8	17.8	0.2	1.9	15.7	57.8	298.2	188.0	63.0
1975	28.3	16.3	0.2	1.2	14.9	57.6	278.5	177.1	63.6
1974 1st quarter	24.3	14.8	0.2	1.8	12.7	60.9	228.1	152.2	66.7
2nd quarter	34.6	19.1	0.2	1.9	17.0	55.2	337.9	204.1	60.4
3rd quarter	37.6	22.5	0.2	1.9	20.4	59.8	374.2	243.4	65.0
4th quarter	26.7	14.8	0.3	1.8	12.8	55.4	252.7	152.2	60.2
1975 1st quarter	21.7	11.7	0.2	1.2	10.2	53.9	202.8	121.4	59.9
2nd quarter	29.4	16.9	0.2	1.2	15.4	57.5	292.2	183.6	62.8
3rd quarter	35.1	21.9	0.2	1.2	20.4	62.4	352.9	242.7	68.8
4th quarter	26.9	14.8	0.2	1.0	13.5	55.0	265.9	160.6	60.4
1976 1st quarter	27.2	14.1	0.2	1.1	12.7	51.8	264.9	151.1	57.1
1974 October	31.8	18.3	0.3	1.9	16.1	57.4	307.6	192.4	62.6
November	24.3	13.4	0.3	1.8	11.3	55.4	228.0	135.2	59.3
December	23.9	12.7	0.3	1.6	10.9	53.2	222.4	129.0	58.0
1975 January	25.0	12.6	0.3	1.5	10.8	50.4	232.8	128.3	55.1
February	21.0	10.6	0.2	1.1	9.3	50.7	195.8	110.5	56.4
March	19.1	11.9	0.2	1.1	10.6	62.4	179.8	125.4	69.7
April	27.5	15.0	0.2	1.3	13.5	54.6	264.8	160.2	60.5
October	30.7	18.1	0.2	1.1	16.7	58.8	305.7	198.4	64.9
November	24.9	13.4	0.2	0.9	12.2	53.8	246.1	145.2	59.0
December	25.1	13.0	0.3	1.0	11.7	51.5	245.8	138.1	56.2
1976 January	27.3	13.9	0.2	1.1	12.6	51.0	263.7	149.0	56.5
February	25.8	12.9	0.2	1.1	11.6	50.0	251.0	137.7	54.9
March	28.6	15.5	0.2	1.2	14.0	54.3	279.9	166.7	59.6
April	31.3	16.7	0.2	1.2	15.4	53.6	310.6	182.5	58.7

# Scheduled Services by UK Airlines

Table 8.3

## International Services

### Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965		201.7	102.8	4.5	24.1	74.2	51.0	1 472.1	894.8	60.8
1966		225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
1967		236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968		246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969		288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970		318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971		356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972		421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973		464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1974		448.1	246.1	9.6	63.7	172.8	54.9	3 386.5	1 929.4	57.0
1975		469.7	259.5	10.8	59.1	189.7	55.3	3 545.6	2 115.6	59.7
1974	1st quarter	393.2	213.4	8.8	63.5	141.0	54.3	2 888.2	1 565.8	54.2
	2nd quarter	420.6	218.9	7.9	57.1	153.9	52.0	3 240.2	1 724.4	53.2
	3rd quarter	535.2	305.8	9.5	67.4	228.9	57.1	4 080.5	2 576.6	63.1
	4th quarter	443.5	246.2	12.3	66.6	167.3	55.5	3 336.9	1 850.7	55.5
1975	1st quarter	417.6	229.8	10.6	61.9	157.5	55.0	3 112.7	1 747.2	56.1
	2nd quarter	467.2	248.0	10.1	62.0	175.9	53.1	3 490.9	1 958.5	56.1
	3rd quarter	533.7	311.6	10.4	63.1	238.1	58.4	4 085.8	2 683.7	65.7
	4th quarter	460.1	248.7	12.0	49.4	187.3	54.1	3 492.9	2 072.9	59.4
1976	1st quarter	463.9	251.2	11.2	62.5	177.5	54.2	3 513.4	1 968.7	56.0
1974	October	456.9	248.9	9.8	64.0	175.1	54.5	3 486.6	1 932.8	55.4
	November	407.9	219.5	10.9	65.5	143.1	53.8	3 043.0	1 570.7	51.6
	December	465.8	270.3	16.2	70.4	183.8	58.0	3 481.1	2 048.7	58.8
1975	January	397.4	214.0	9.0	49.3	155.8	53.9	3 020.6	1 735.4	57.5
	February	371.3	198.3	10.1	58.1	130.2	53.4	2 761.8	1 433.2	51.9
	March	484.1	277.2	12.6	78.2	186.4	57.3	3 555.8	2 073.1	58.3
	April	399.4	215.2	9.1	57.8	148.3	53.9	2 956.6	1 655.8	56.0
	October	469.6	245.8	10.3	36.1	199.4	52.3	3 610.8	2 192.0	60.7
	November	423.6	216.9	10.0	46.5	160.4	51.2	3 188.3	1 769.3	55.5
	December	487.0	283.4	15.6	65.6	202.2	58.2	3 679.4	2 257.4	61.4
1976	January	427.6	234.7	9.7	48.2	176.9	54.9	3 278.6	1 975.5	60.3
	February	415.7	215.3	10.0	56.7	148.6	51.8	3 154.7	1 638.9	51.9
	March	548.5	303.5	13.8	82.6	207.1	55.3	4 106.9	2 291.7	55.8
	April	500.5	268.6	11.3	62.3	195.0	53.7	3 846.1	2 177.6	56.6

# Non-scheduled Services by UK Airlines

Table 9.1

## By Main Type of Service

### Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1965	55.0	19.8	11.9	4.3	7.4	2.6	35.7	12.9
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1974	211.7	30.4	86.3	12.4	44.5	6.1	81.1	12.0
1975	245.2	33.0	85.9	11.6	48.0	6.5	111.3	15.0
1974 1st quarter	174.5	29.5	69.4	11.7	20.5	3.5	54.6	14.3
2nd quarter	221.6	32.7	101.2	15.0	44.1	6.5	76.3	11.3
3rd quarter	281.0	32.9	116.9	13.7	85.2	10.0	78.8	9.2
4th quarter	169.7	26.5	57.7	9.0	27.4	4.2	84.6	13.3
1975 1st quarter	175.4	28.5	48.9	7.9	23.8	3.8	102.7	16.8
2nd quarter	245.7	33.1	95.8	12.9	48.7	6.6	101.3	13.6
3rd quarter	329.1	36.7	128.1	14.3	88.5	9.9	112.5	12.5
4th quarter	230.4	32.1	70.8	9.9	31.0	4.3	128.5	17.9
1976 1st quarter	183.5	27.2	54.2	8.0	20.4	3.0	109.0	16.2
1974 October	190.8	28.1	77.4	11.4	38.1	5.6	75.3	11.1
November	144.9	25.1	51.9	9.0	13.7	2.4	79.3	13.7
December	173.4	26.2	43.9	6.6	30.3	4.6	99.2	15.0
1975 January	183.4	30.3	41.5	6.9	27.8	4.6	114.1	18.8
February	146.8	27.2	41.1	7.6	13.8	2.6	91.9	17.1
March	196.1	28.0	64.1	9.1	29.8	4.3	102.2	14.6
April	211.2	33.1	70.7	11.1	29.5	4.6	111.0	17.4
October	263.4	34.5	98.3	12.9	45.6	6.0	119.5	15.6
November	212.6	32.2	61.9	9.4	15.3	2.3	135.4	20.5
December	215.2	29.6	52.3	7.2	32.2	4.4	130.7	18.0
1976 January	192.6	29.9	53.1	8.2	27.3	4.2	112.2	17.4
February	160.8	26.7	50.4	8.4	13.7	2.3	96.7	16.1
March	197.2	25.5	59.0	7.6	20.1	2.6	118.1	15.3
April	235.8	30.7	89.4	11.6	39.9	5.2	106.5	13.9

# Non-scheduled Services by UK Airlines

Table 9.2

**Load Factors and Distances: Inclusive Tours**  
**Monthly Averages or Calendar Months**

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	137.3	115.9	84.4	99.4	1 569	1 580	1 007	1 166
1966	239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1974	991.5	794.9	80.1	519.5	5 124	7 493	1 462	1 530
1975	981.0	844.3	86.1	558.3	5 158	7 587	1 471	1 512
1974 1st quarter	787.6	600.0	76.2	380.7	4 023	6 007	1 493	1 576
2nd quarter	1 168.2	874.9	74.9	579.6	6 025	8 606	1 428	1 509
3rd quarter	1 346.4	1 152.9	85.6	764.0	6 996	10 161	1 453	1 509
4th quarter	663.8	551.7	83.0	353.8	3 450	5 199	1 507	1 559
1975 1st quarter	559.8	486.7	86.9	328.8	3 048	4 376	1 436	1 480
2nd quarter	1 088.5	908.8	83.5	622.4	5 809	8 367	1 440	1 460
3rd quarter	1 466.5	1 325.2	90.4	868.0	7 649	11 281	1 475	1 527
4th quarter	809.2	656.4	81.1	414.1	4 125	6 323	1 533	1 585
1976 1st quarter	615.9	520.6	84.5	338.2	3 234	4 806	1 486	1 539
1974 October	894.0	738.5	82.6	481.5	4 677	6 939	1 484	1 534
November	597.5	517.3	86.6	324.5	3 035	4 692	1 546	1 594
December	500.0	399.2	79.8	255.5	2 638	3 966	1 503	1 562
1975 January	475.3	390.0	82.0	259.4	2 539	3 742	1 474	1 504
February	469.9	423.1	90.1	285.8	2 616	3 711	1 419	1 480
March	734.2	647.0	88.1	441.4	3 990	5 676	1 423	1 466
April	807.9	675.7	83.6	453.6	4 362	6 216	1 425	1 489
October	1 123.7	932.0	82.9	597.9	5 743	8 669	1 510	1 559
November	709.4	581.7	82.0	358.4	3 580	5 597	1 563	1 623
December	594.4	455.4	76.6	285.9	3 053	4 702	1 540	1 593
1976 January	602.4	479.4	79.6	314.1	3 199	4 753	1 486	1 527
February	573.9	496.0	86.4	324.2	3 024	4 449	1 471	1 530
March	671.5	586.5	87.3	376.2	3 479	5 216	1 499	1 559
April	1 011.4	852.8	84.3	560.4	5 158	7 604	1 474	1 522

# Non-scheduled Services by UK Airlines

Table 9.3

## Load Factors and Distances: Other Separate Fare and Advance Booking Charters Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	72.7	61.1	84.1	21.9	562	722	1 285	2 790
1966	128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1974	436.1	352.7	80.9	104.8	1 523	2 483	1 630	3 366
1975	466.4	370.4	79.4	112.4	1 574	2 606	1 656	3 295
1974 1st quarter	192.5	149.5	77.7	43.7	959	1 220	1 272	3 421
2nd quarter	435.5	334.2	76.7	102.5	1 537	2 434	1 584	3 260
3rd quarter	840.4	710.5	84.5	211.0	2 540	4 751	1 883	3 391
4th quarter	276.0	216.6	78.5	61.8	1 055	1 525	1 446	3 505
1975 1st quarter	241.7	198.8	82.3	59.4	1 026	1 442	1 406	3 347
2nd quarter	446.9	355.6	76.2	108.6	1 558	2 505	1 608	3 274
3rd quarter	853.3	679.0	79.6	212.6	2 550	4 606	1 806	3 194
4th quarter	323.6	248.0	76.6	69.0	1 163	1 869	1 607	3 594
1976 1st quarter	217.8	174.9	80.3	52.7	1 007	1 397	1 387	3 319
1974 October	385.2	291.9	75.8	80.0	1 246	2 013	1 616	3 649
November	139.7	112.2	80.3	32.1	725	780	1 076	3 495
December	303.1	245.6	81.0	73.2	1 195	1 781	1 490	3 355
1975 January	275.2	227.9	82.8	64.0	1 062	1 653	1 556	3 561
February	140.1	113.0	80.7	31.5	718	840	1 170	3 587
March	309.9	255.5	82.5	82.8	1 297	1 832	1 413	3 086
April	289.1	225.0	77.8	77.7	1 237	1 686	1 363	2 896
October	467.2	348.8	74.7	93.3	1 412	2 403	1 702	3 739
November	162.3	124.2	76.5	35.4	816	1 050	1 287	3 508
December	341.4	271.0	79.4	78.2	1 261	2 153	1 707	3 465
1976 January	291.8	234.2	80.3	67.4	1 146	1 828	1 595	3 475
February	147.3	115.5	78.4	34.1	807	992	1 229	3 387
March	214.2	174.9	81.7	56.5	1 067	1 371	1 285	3 096
April	412.9	319.3	77.3	105.4	1 557	2 355	1 513	3 029

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

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages																		
European continent and Mediterranean Sea area(b)		Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Soviet Union and		Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
												Eastern Europe (000)						
1968		914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969		1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970		1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971		1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972		1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973		1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1974		1 648	72	40	223	187	45	148	67	135	23	36	36	403	23	86	27	96
1975		1 751	66	41	228	190	58	155	83	136	29	26	42	442	28	91	34	103
1974	2nd quarter	1 778	78	44	241	199	62	167	61	157	26	39	35	413	26	94	32	103
	3rd quarter	2 237	84	50	277	212	67	232	93	152	31	46	53	615	32	105	54	131
	4th quarter	1 361	68	34	196	157	24	103	67	129	20	26	27	320	21	70	16	84
1975	1st quarter	1 244	57	32	192	179	20	99	66	111	20	22	30	241	20	81	7	68
	2nd quarter	1 854	70	41	245	190	61	159	76	148	30	25	40	499	32	95	42	102
	3rd quarter	2 444	72	51	275	226	107	246	111	152	39	38	67	696	36	112	67	147
	4th quarter	1 461	63	39	201	164	43	116	80	134	28	18	31	330	24	77	20	92
Feb—April		1 370	53	33	203	184	27	114	69	123	21	23	31	296	22	83	12	76
1976	1st quarter	1 238	57	35	193	173	23	98	75	118	28	16	28	212	21	80	9	72
	Feb—April	1 445	62	37	215	187	37	121	81	136	31	20	32	273	25	88	13	87
Rest of World		Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)						
1968		270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969		327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970		392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971		433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972		512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1973		560.3	—	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2						
1974		551.1	21.4	21.5	108.6	11.5	23.2	10.5	19.3	243.8	11.3	80.0						
1975		600.8	27.3	23.0	117.2	12.5	28.9	15.1	24.1	244.9	13.1	94.6						
1974	2nd quarter	537.0	19.6	19.2	109.9	9.0	18.4	10.0	16.7	258.9	8.8	66.7						
	3rd quarter	794.3	24.5	28.4	200.5	15.0	24.8	12.2	21.8	355.7	17.0	94.5						
	4th quarter	488.9	23.2	20.7	76.9	10.4	28.5	11.5	20.9	203.4	10.5	82.9						
1975	1st quarter	425.0	21.0	19.4	56.1	11.7	27.7	14.4	21.4	158.9	10.0	84.4						
	2nd quarter	586.1	23.2	20.9	127.0	9.8	25.4	11.6	21.2	257.3	10.4	79.3						
	3rd quarter	843.5	35.5	28.0	203.8	16.7	29.7	19.4	27.6	348.6	18.8	115.3						
	4th quarter	548.4	29.7	23.6	23.0	12.0	32.8	14.7	26.2	215.0	13.1	99.4						
Feb—April		428.6	20.4	19.1	59.7	10.7	26.1	14.5	19.3	168.1	9.6	81.1						
1976	1st quarter	470.8	27.7	20.1	55.8	12.7	30.6	15.3	27.5	168.3	12.4	100.3						
	Feb—April	481.2	25.4	19.9	60.1	12.1	28.9	14.7	24.9	184.8	12.2	98.2						

The above figures are derived from airport statistics.

(a) Excluding passengers to and from the Irish Republic.

(b) Passengers to and from North Africa and Middle East countries have been attributed to the European continent and Mediterranean Sea area.

(c) Commonwealth countries only.

(d) Oil Rigs *not* included.



# Aircraft Movements April 1976

Table 11

	Total	Commercial Movements					Non-commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	9 368	6 733	—	728	—	376	36	—	1 442	—	53
+ Heathrow	22 705	20 942	—	68	—	140	263	—	1 211	6	75
+ Luton	6 189	1 677	196	309	25	40	10	2 261	1 603	—	68
+ Southend	5 720	981	112	—	—	176	—	2 821	1 610	20	—
+ Stansted	2 238	265	—	42	—	956	5	148	724	89	9
Total (London Area)	46 220	30 598	308	1 147	25	1 688	314	5 230	6 590	115	205
Westland Heliport (Battersea)	728	182	12	178	—	—	—	—	256	—	100
Other UK Airports											
+ Leeds/Bradford	4 278	805	6	23	95	118	35	2 247	921	6	22
+ Liverpool	5 786	901	4	171	64	90	6	3 205	1 271	11	63
+ Manchester	5 924	3 521	8	245	40	60	212	867	936	2	33
+ Birmingham	5 664	1 694	—	75	16	276	30	2 342	1 197	2	32
+ Coventry	6 516	—	—	—	222	1 266	41	3 355	1 621	—	11
+ East Midlands	4 823	958	5	162	37	534	73	2 069	905	11	69
+ Newcastle	3 538	1 024	32	46	440	113	1	1 575	259	—	48
+ Tees-side	4 911	474	744	30	—	836	—	2 429	357	2	39
+ Bristol	2 953	527	—	6	1	18	13	1 603	768	—	17
+ Glamorgan	6 213	489	—	51	—	294	—	5 056	305	4	14
Swansea	1 294	44	18	12	28	2	17	983	182	—	8
+ Blackpool	8 663	333	54	18	17	1 247	—	5 934	1 050	—	10
+ Bournemouth	5 485	554	24	153	—	1 131	—	1 881	1 669	16	57
+ Cambridge	5 097	58	—	16	30	742	2	1 794	473	—	1 982
+ Exeter	2 859	249	—	19	160	46	—	1 231	752	88	314
Gloucester/Cheltenham	5 209	58	6	—	44	2 134	—	2 380	549	2	36
Hawarden	2 083	—	—	—	—	72	—	1 718	268	—	25
Isles of Scilly	547	470	—	2	2	—	—	—	65	—	8
+ Lydd	3 187	386	—	—	—	56	—	1 162	1 501	—	82
+ Manston	365	100	—	8	62	140	—	—	55	—	—
+ Norwich	1 304	541	—	23	168	20	228	—	324	—	—
Penzance Heliport	422	382	—	—	—	6	—	—	34	—	—
+ Southampton	4 562	1 003	—	40	88	2 804	6	98	517	—	6
+ Edinburgh	6 519	1 569	—	4	—	269	38	3 170	699	8	762
+ Glasgow	7 645	3 042	—	62	—	67	102	2 055	1 126	—	1 191
+ Prestwick	4 413	612	—	16	—	2 615	2	664	199	—	305
+ Aberdeen	7 431	3 485	—	356	—	931	14	2 327	298	8	12
Benbecula	317	237	—	—	42	—	4	—	2	—	32
Inverness	1 782	603	—	1	237	442	—	411	74	—	14
Islay	122	78	—	4	20	—	—	4	16	—	—
+ Kirkwall	1 419	820	—	52	43	—	5	452	47	—	—
Stornoway	365	285	—	22	24	8	—	4	2	2	18
+ Sumburgh	2 035	1 269	—	117	554	81	—	—	6	—	8
Tiree	76	64	—	—	2	—	—	6	2	—	2
Wick	465	365	—	15	—	—	—	73	2	—	10
+ Belfast	6 606	1 724	—	74	12	—	—	1 893	387	—	2 516
+ Isle of Man	1 909	697	2	22	145	390	—	515	122	2	14
Total (Incl. London Area)	179 735	60 201	1 223	3 170	2 618	18 496	1 143	58 733	25 807	279	8 065
Channel Islands Airports											
Alderney	903	903	..	..	..	..	..	..	..	..	..
Guernsey	2 715	2 715	..	..	..	..	..	..	..	..	..
Jersey	4 699	4 699	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	8 317	8 317	..	..	..	..	..	..	..	..	..

# Air Transport Movements by Type and Nationality of Operator April 1976

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	6 733	37	2 801	376	424	2 715	380
+Heathrow	20 942	9 713	514	10 099	377	16	223
+Luton	1 677	—	13	—	—	1 509	155
+Southend	981	—	707	—	—	247	27
+Stansted	265	—	—	—	—	53	212
TOTAL (London Area)	30 598	9 750	4 035	10 475	801	4 540	997
Westland Heliport (Battersea)	182	—	—	—	4	178	—
Other UK Airports							
+Leeds/Bradford	805	348	392	26	4	31	4
+Liverpool	901	492	—	83	15	258	53
+Manchester	3 521	1 505	291	849	50	790	36
+Birmingham	1 694	653	476	117	43	365	40
+Coventry	—	—	—	—	—	—	—
+East Midlands	958	2	613	—	1	322	20
+Newcastle	1 024	308	619	—	—	94	3
+Tees-side	474	—	447	—	—	22	5
Bristol	527	278	109	44	29	64	3
Glamorgan	489	190	174	29	22	74	—
Swansea	44	—	—	—	—	36	8
+Blackpool	333	—	302	—	—	29	2
+Bournemouth	554	—	465	—	—	88	1
+Cambridge	58	—	—	—	—	30	28
Exeter	249	—	235	—	—	3	11
Gloucester/Cheltenham	58	—	18	—	—	40	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	470	382	88	—	—	—	—
+Lydd	386	—	382	—	—	4	—
Manston	100	—	—	—	—	75	25
Norwich	541	—	435	—	—	106	—
Penzance Heliport	382	382	—	—	—	—	—
+Southampton	1 003	189	773	—	—	37	4
+Edinburgh	1 569	798	680	44	23	7	17
+Glasgow	3 042	1 663	737	360	23	213	46
+Prestwick	612	355	4	161	2	48	42
+Aberdeen	3 485	844	438	—	316	1 782	105
Benbecula	237	53	184	—	—	—	—
Inverness	603	313	169	—	20	100	1
Islay	78	48	—	—	—	30	—
+Kirkwall	820	216	196	—	40	368	—
Stornoway	285	104	163	—	—	18	—
+Sumburgh	1 269	252	12	—	321	684	—
Tiree	64	—	54	—	—	10	—
Wick	365	54	288	—	—	23	—
+Belfast	1 724	1 174	402	34	—	101	13
+Isle of Man	697	430	267	—	—	—	—
TOTAL (Incl. London Area)	60 201	20 783	13 448	12 222	1 714	10 570	1 464
Channel Islands Airports							
Alderney	903	—	852	—	—	51	—
Guernsey	2 715	238	2 205	—	—	272	—
Jersey	4 699	846	3 338	82	3	398	32
TOTAL (Channel Islands Airports)	8 317	1 084	6 395	82	3	721	32

# Air Transport Movements

Table 13

## Comparison with a Year Earlier

### Monthly Averages

	February 1976 —April 1976	February 1975 —April 1975	Percentage Change
<b>London Area Airports</b>			
+Gatwick	5 472	4 880	12·1
+Heathrow	19 870	19 787	0·4
+Luton	1 183	1 186	−0·3
+Southend	811	855	−5·1
+Stansted	220	225	−2·2
TOTAL (London Area)	27 557	26 933	2·3
Westland Heliport (Battersea)	147	240	−38·7
<b>Other UK Airports</b>			
+Leeds/Bradford	718	634	13·2
+Liverpool	866	1 009	−14·2
+Manchester	3 285	3 089	6·3
+Birmingham	1 476	1 377	7·2
+Coventry	4	23	−82·6
+East Midlands	832	764	8·9
+Newcastle	958	827	15·8
+Tees-side	485	386	25·6
+Bristol	442	510	−13·3
+Glamorgan	467	509	−8·3
Swansea	44	22	100·0
+Blackpool	269	284	−5·3
+Bournemouth	498	494	0·8
+Cambridge	34	26	30·8
+Exeter	163	161	1·2
Gloucester/Cheltenham	37	31	19·4
Hawarden	—	—	—
Isles of Scilly	252	251	0·4
+Lydd	328	370	−11·4
+Manston	98	102	−3·9
+Norwich	536	458	17·0
Penzance Heliport	223	217	2·8
+Southampton	767	760	0·9
+Edinburgh	1 470	1 480	−0·7
+Glasgow	2 845	1 822	56·1
+Prestwick	540	698	−22·6
+Aberdeen	3 254	2 135	52·4
Benbecula	218	113	92·9
Inverness	583	437	33·4
Islay	65	68	−4·4
+Kirkwall	703	587	19·8
Stornoway	259	144	79·9
+Sumburgh	1 139	889	28·1
Tiree	65	50	30·0
Wick	257	206	24·8
+Belfast	1 614	1 578	2·3
+Isle of Man	599	629	−4·8
TOTAL (Incl. London Area)	54 095	50 313	7·5
<b>Channel Islands Airports</b>			
Alderney	648	636	1·9
Guernsey	2 287	2 347	−2·6
Jersey	3 651	3 622	0·8
TOTAL (Channel Islands Airports)	6 586	6 605	−0·3

Air Transport Landings Diverted to UK Reporting Airports   April 1976

Table 14

Airport of intended landing	Total number of diversions	Date of diversions																														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Gatwick	10											1He					1BI	3Ma 4He 1Em 1Ma														
Heathrow	1																															
Luton	18									4Bi 1St					2Em 1Ga				1Bi 1He 6Em	1Bi 1Ga												
Leeds/Bradford	5										1Em				2Em		2Te															
Manchester	8									2He 5Li 1BI																						
Birmingham	2																	1Ma							1Lu							
Newcastle	4																															
Bristol	1									1Gm																						
Edinburgh	5	1GI	4GI																													
Inverness	1																															
Sumburgh	2																															
Wick	1																															
Belfast	3				1Ki				1Ma		1Em				1Em																	
Other UK	5			1Pr				1Wi																								
Overseas	13													1Ma	1He				1Pr	1He		1Pr										
																						1Lu 1Em 1Ed	2Wi 1Lu	2He	1He		1He					
All Aerodromes	78	1	4	2	—	—	2	—	1	14	1	1	—	1	7	—	3	19	1	6	3	4	3	3	1	—	1	—	—	—	—	—

Aerodrome of actual landing: letter code

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

# Air Passengers by Type and Nationality of Operator

## April 1976

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators					
				British Airways		Others		British Airways		Others					
				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit				
London Area Airports															
+ Gatwick	471 335	468 464	2 871	1 099	—	113 745	68	5 077	179	62 517	393	244 256	486	41 770	1 745
+ Heathrow	1 849 831	1 821 407	28 424	871 492	—	18 082	—	868 494	26 962	40 697	—	208	—	22 434	1 462
+ Luton	174 517	174 262	255	—	—	299	132	—	—	—	—	160 951	123	13 012	—
+ Southend	18 658	18 658	—	—	—	18 367	—	—	—	—	—	259	—	32	—
+ Stansted	23 436	23 323	113	—	—	—	—	—	—	—	—	—	113	23 323	—
TOTAL (London Area)	2 537 777	2 506 114	31 663	872 591	—	150 493	200	873 571	27 141	103 214	393	405 674	722	100 571	3 207
Westland Heliport (Battersea)	469	469	—	—	—	—	—	—	—	8	—	461	—	—	—
Other UK Airports															
+ Leeds/Bradford	25 625	23 118	2 507	15 917	—	5 267	2 507	1 426	—	261	—	114	—	133	—
+ Liverpool	30 990	30 878	112	22 429	47	—	—	3 809	50	877	—	1 259	8	2 504	7
+ Manchester	207 639	199 665	7 974	91 547	482	5 721	1 207	28 160	3 045	4 570	201	67 275	2 880	2 392	159
+ Birmingham	89 400	85 784	3 616	33 066	97	8 476	2 840	6 359	291	2 771	—	31 663	388	3 449	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ East Midlands	40 861	40 780	81	91	—	19 485	77	—	—	189	—	19 786	4	1 229	—
+ Newcastle	51 681	47 816	3 865	22 593	—	14 746	3 865	—	—	—	—	10 172	—	305	—
+ Tees-side	16 286	14 629	1 657	—	—	12 637	1 657	—	—	—	—	1 541	—	451	—
+ Bristol	18 993	14 833	4 160	4 480	3 051	1 770	246	1 689	244	357	619	6 499	—	38	—
+ Glamorgan	18 092	16 013	2 079	5 443	16	1 681	1 215	569	464	1 258	—	7 062	384	—	—
Swansea	109	109	—	—	—	—	—	—	—	—	—	91	—	18	—
+ Blackpool	7 197	7 197	—	—	—	6 861	—	—	—	—	—	88	—	248	—
+ Bournemouth	9 614	9 561	53	—	—	6 887	53	—	—	—	—	2 555	—	119	—
+ Cambridge	492	492	—	—	—	—	—	—	—	—	—	337	—	155	—
+ Exeter	6 218	5 619	599	—	—	4 910	599	—	—	—	—	105	—	604	—
Gloucester/Cheltenham	460	460	—	—	—	205	—	—	—	—	—	255	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	9 885	9 885	—	9 490	—	395	—	—	—	—	—	—	—	—	—
+ Lydd	7 728	7 728	—	—	—	7 695	—	—	—	—	—	33	—	—	—
+ Manston	176	176	—	—	—	—	—	—	—	—	—	132	—	44	—
+ Norwich	11 382	11 382	—	—	—	10 353	—	—	—	—	—	1 029	—	—	—
Penzance Heliport	9 490	9 490	—	9 490	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	27 261	27 113	148	8 217	129	18 524	13	—	—	—	—	324	6	48	—
+ Edinburgh	75 790	72 812	2 978	50 965	798	17 287	1 984	2 052	—	521	196	360	—	1 627	—
+ Glasgow	151 503	148 600	2 903	91 337	287	22 795	—	11 432	2 614	915	—	17 193	—	4 928	2
+ Prestwick	33 239	18 418	14 821	10 834	6 118	103	—	1 978	4 061	378	—	3 345	3 399	1 780	1 243
+ Aberdeen	67 250	66 305	945	32 157	814	9 675	66	—	—	2 833	—	19 774	—	1 866	65
Benbecula	2 083	2 043	40	1 465	—	578	40	—	—	—	—	—	—	—	—
Inverness	11 849	10 774	1 075	9 383	1 061	989	—	—	—	96	14	294	14	12	—
Islay	845	830	15	768	15	—	—	—	—	—	—	62	—	—	—
+ Kirkwall	9 010	8 123	887	4 624	852	834	—	—	—	1 067	3	1 598	32	—	—
Stornoway	4 169	4 123	46	3 485	46	580	—	—	—	—	—	58	—	—	—
+ Sumburgh	20 034	19 407	627	6 802	—	42	—	—	—	3 821	—	8 742	627	—	—
Tiree	216	206	10	—	—	185	6	—	—	—	—	21	4	—	—
Wick	2 356	2 330	26	1 006	26	1 192	—	—	—	—	—	132	—	—	—
+ Belfast	89 628	89 619	9	75 992	—	10 489	7	630	—	—	—	1 248	1	1 260	1
+ Isle of Man	24 697	23 132	1 565	15 612	1 236	7 520	329	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	3 620 494	3 536 033	84 461	1 399 784	15 075	348 375	16 911	931 675	37 910	123 136	1 426	609 282	8 455	123 781	4 684
Channel Islands Airports															
Alderney	5 813	5 813	—	—	—	5 692	—	—	—	—	—	121	—	—	—
Guernsey	42 773	41 323	1 450	10 277	—	30 255	1 437	—	—	—	—	791	13	—	—
Jersey	111 923	110 236	1 687	45 291	100	60 112	1 575	3 215	—	—	—	1 462	12	156	—
TOTAL (Channel Is. Airports)	160 509	157 372	3 137	55 568	100	96 059	3 012	3 215	—	—	—	2 374	25	156	—

# Terminal Air Passengers

**Table 16**

## Comparison with a Year Earlier

### Monthly Averages

	February 1976 —April 1976	February 1975 —April 1975	Percentage change
<b>London Area Airports</b>			
+ Gatwick	340 517	312 854	8·8
+ Heathrow	1 612 961	1 485 502	8·6
+ Luton	117 329	118 040	-0·6
+ Southend	12 538	12 436	0·8
+ Stansted	17 104	14 292	19·7
TOTAL (London Area)	2 100 449	1 943 123	8·1
Westland Heliport (Battersea)	372	343	8·5
<b>Other UK Airports</b>			
+ Leeds/Bradford	18 154	17 209	5·5
+ Liverpool	25 157	33 404	-24·7
+ Manchester	172 041	143 031	20·3
+ Birmingham	70 708	69 134	2·3
+ Coventry	59	90	-34·4
+ East Midlands	32 306	32 932	-1·9
+ Newcastle	42 998	40 017	7·4
+ Tees-side	14 242	12 431	14·6
+ Bristol	10 890	9 757	11·6
+ Glamorgan	16 017	16 136	-0·7
Swansea	129	81	9·3
+ Blackpool	4 709	5 194	-9·3
+ Bournemouth	7 475	7 556	-1·1
+ Cambridge	296	206	43·7
+ Exeter	3 523	3 680	-4·3
Gloucester/Cheltenham	299	250	19·6
Hawarden	—	—	—
Isles of Scilly	5 257	5 017	4·8
+ Lydd	6 028	7 790	-22·6
+ Manston	231	373	-38·1
+ Norwich	10 222	8 505	20·2
Penzance Heliport	5 125	4 888	4·8
+ Southampton	19 748	19 318	2·2
+ Edinburgh	65 921	74 572	-11·6
+ Glasgow	140 826	75 413	86·7
+ Prestwick	12 768	21 771	-41·2
+ Aberdeen	59 475	43 088	38·0
Benbecula	1 906	1 608	18·5
Inverness	10 157	8 830	15·0
Islay	768	585	31·3
+ Kirkwall	7 333	6 412	14·4
Stornoway	3 873	3 176	21·9
+ Sumburgh	16 874	12 472	35·3
Tiree	169	160	5·6
Wick	2 100	2 113	-0·6
+ Belfast	77 510	80 861	-4·1
+ Isle of Man	17 128	18 172	-5·7
TOTAL (Incl. London Area)	2 983 243	2 729 698	9·3
<b>Channel Islands Airports</b>			
Alderney	3 879	3 895	-0·4
Guernsey	31 233	29 826	4·7
Jersey	78 252	79 177	-1·2
TOTAL (Channel Islands Airports)	113 363	112 899	0·4

# International and Domestic Passenger Traffic

Table 17

## Terminal Passengers

### Monthly Averages

	Total	International			Domestic		
	Feb-Apr 1976	Feb-Apr 1976	Feb-Apr 1975	Per- centage change	Feb-Apr 1976	Feb-Apr 1975	Per- centage change
<b>London Area Airports</b>							
+ Gatwick	340 517	289 634	270 619	7	50 882	42 235	20
+ Heathrow	1 612 961	1 337 120	1 258 257	6	275 842	227 244	21
+ Luton	117 329	115 499	117 556	-2	1 829	484	—
+ Southend	12 538	12 378	12 258(a)	1	160	178	-10
+ Stansted	17 104	16 777	14 242	18	327	49	-10
<b>TOTAL (London Area)</b>	<b>2 100 449</b>	<b>1 771 408</b>	<b>1 672 933</b>	<b>6</b>	<b>329 041</b>	<b>270 190</b>	<b>22</b>
Westland Heliport (Battersea)	372	1	2	-50	371	341	9
<b>Other UK Airports</b>							
+ Leeds/Bradford	18 154	3 055	2 670	14	15 099	14 539	4
+ Liverpool	25 157	7 205	10 704	-33	17 953	22 700	-21
+ Manchester	172 041	107 292	91 094	18	64 749	51 937	25
+ Birmingham	70 708	45 165	49 592	-9	25 543	19 543	31
+ Coventry	59	—	50	—	59	40	48
+ East Midlands	32 306	21 556	21 831	-1	10 757	11 101	-3
+ Newcastle	42 998	14 178	14 519	-2	28 820	25 497	13
+ Tees-side	14 242	1 967	2 326	-15	12 275	10 105	21
+ Bristol	10 890	8 164	6 901	18	2 726	2 856	-5
+ Glamorgan	16 017	11 665	9 896	18	4 353	6 240	-30
+ Swansea	129	42	18	133	87	64	36
+ Ashford	—	—	—	—	—	—	—
+ Blackpool	4 709	307	474	-35	4 402	4 720	-7
+ Bournemouth	7 475	1 953	1 984	-2	5 522	5 571	-1
+ Cambridge	296	214	164	30	82	42	95
+ Exeter	3 523	628	452	39	2 895	3 228	-10
+ Gloucester/Cheltenham	299	—	—	—	299	250	20
+ Hawarden	—	—	—	—	—	—	—
+ Isles of Scilly	5 257	—	—	—	5 257	5 017	5
+ Lydd	6 028	6 024	7 790	-23	3	—	—
+ Manston	231	231	373	-38	—	—	—
+ Norwich	10 222	5 392	4 817	12	4 830	3 688	31
+ Penzance	5 125	—	—	—	5 125	4 888	5
+ Southampton	19 748	450	527	-15	19 299	18 791	3
+ Edinburgh	65 921	4 609	5 402	-15	61 312	69 170	-11
+ Glasgow	140 826	28 950	15 544	86	111 875	59 869	87
+ Prestwick	12 768	10 982	18 275	-40	1 786	3 497	-49
+ Aberdeen	59 475	18 792	13 357	41	40 683	29 731	37
+ Benbecula	1 906	—	—	—	1 906	1 608	19
+ Inverness	10 157	30	3	—	10 127	8 827	15
+ Islay	768	—	—	—	768	585	31
+ Kirkwall	7 333	82	176	-53	7 251	6 237	16
+ Stornoway	3 873	—	—	—	3 873	3 176	22
+ Sumburgh	16 874	5 711	4 053	41	11 163	8 419	33
+ Tiree	169	—	—	—	169	160	6
+ Wick	2 100	—	—	—	2 100	2 113	-1
+ Belfast	77 510	2 383	1 945	23	75 127	78 916	-5
+ Isle of Man	17 128	518	456	14	16 610	17 716	-6
<b>TOTAL (Incl. London Area)</b>	<b>2 983 243</b>	<b>2 078 953</b>	<b>1 958 327</b>	<b>6</b>	<b>904 291</b>	<b>771 371</b>	<b>17</b>

(a) Includes Channel Islands Traffic.

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

# International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages

	February —April 1976			February —April 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
<b>Austria</b>	13.3	8.6	4.7	10.6	7.7	2.8	26
London – Vienna	11.2	8.4	2.8	9.8	7.7	2.1	14
Other Routes	2.1	0.2	1.9	0.7	—	0.7	191
<b>Belgium</b>	62.8	60.2	2.5	60.5	58.8	1.6	4
London – Brussels	43.9	43.5	0.4	43.2	43.2	—	2
Other S.E. England – Belgium	12.7	12.4	0.4	12.5	11.8	0.6	2
Other Routes	6.1	4.4	1.7	4.8	3.8	1.0	27
<b>Denmark</b>	37.4	29.1	8.3	32.8	26.3	6.6	14
London – Copenhagen	32.3	24.8	7.5	27.8	22.3	5.4	16
Other Routes	5.1	4.3	0.8	5.1	4.0	1.1	1
<b>Finland</b>	8.0	6.9	1.0	6.3	5.3	1.0	25
<b>France</b>	217.0	193.3	23.7	211.8	190.2	21.6	2
London – Nice	10.6	8.6	2.0	9.1	8.3	0.8	17
– Paris	147.6	141.3	6.3	146.7	140.2	6.5	1
– N. France (a)	10.3	8.1	2.1	9.8	8.4	1.4	5
– Other France	18.0	13.7	4.3	17.5	12.2	5.3	2
Manchester – Paris	5.9	5.8	—	5.0	5.0	—	17
Other UK – Paris	9.8	7.5	2.3	7.5	6.6	0.9	29
Luton – Other France	2.5	—	2.5	2.8	—	2.8	–14
Other S.E. England – France	7.5	7.5	—	9.1	9.0	—	–17
Other Routes	5.0	0.7	4.3	4.3	0.4	4.0	16
<b>Germany (Fed. Republic)</b>	176.3	122.2	54.1	170.9	113.7	57.3	3
London – Dusseldorf	23.5	21.8	1.7	22.5	19.1	3.4	5
– Frankfurt	41.2	36.9	4.3	40.2	33.9	6.3	2
– Hamburg	19.1	17.1	2.0	16.7	15.7	1.0	15
– Munich	33.2	12.0	21.2	35.6	11.7	23.9	–7
– Other Germany	29.0	26.6	2.4	28.6	26.0	2.6	2
Luton – Germany	13.2	—	13.2	11.3	—	11.3	16
Manchester – Germany	9.1	5.5	3.6	7.0	4.8	2.2	30
Other Routes	7.9	2.2	5.7	9.1	2.6	6.5	–13
<b>Gibraltar</b>	5.5	5.5	—	7.2	7.0	0.1	–23
<b>Greece</b>	37.6	20.6	17.0	27.0	17.0	10.0	40
<b>Iceland</b>	1.6	1.6	—	1.9	1.8	0.1	–18
London – Reykjavik	0.7	0.7	—	1.1	1.1	—	–41
Glasgow – Reykjavik	0.9	0.9	—	0.7	0.7	—	32
Other Routes	—	—	—	0.1	—	0.1	—



Table 18 cont.

	February —April 1976			February —April 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Irish Republic</b>	116.3	113.5	2.8	109.7	108.1	1.6	6
London – Cork	9.2	9.1	0.1	8.6	8.4	0.2	8
– Dublin	58.0	57.6	0.3	55.2	55.1	0.1	5
– Shannon	7.0	6.8	0.3	6.1	6.0	0.1	15
Manchester – Dublin	10.8	10.7	—	10.0	10.0	—	7
Birmingham – Dublin	8.9	8.5	0.4	8.4	8.0	0.4	6
Glasgow – Dublin	4.9	4.9	—	2.5	2.5	—	92
Liverpool – Dublin	5.1	4.9	0.2	5.1	5.0	—	1
Leeds/Bradford – Dublin	1.8	1.8	—	2.0	1.9	0.1	–9
Edinburgh – Dublin	1.7	1.5	0.2	3.3	3.2	—	–49
Bristol – Dublin	1.9	1.8	—	1.8	1.7	0.1	5
Other Routes	7.1	5.8	1.3	6.8	6.2	0.6	4
<b>Italy</b>	122.8	59.2	63.6	114.5	62.0	52.5	7
London – Genoa (g)	0.6	—	0.6	0.4	—	0.4	53
– Milan	33.9	21.6	12.3	30.9	22.4	8.5	10
– Rimini (g)	—	—	—	0.2	—	0.2	—
– Rome	28.7	23.0	5.8	32.6	26.0	6.6	–12
– Venice	8.5	2.7	5.8	5.9	2.3	3.5	45
– Other Italy	22.4	10.5	11.8	17.6	9.4	8.2	27
Luton – Rimini	1.0	—	1.0	1.2	—	1.2	–13
– Other Italy	21.6	—	21.6	20.7	—	20.7	4
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	3.0	—	3.0	2.0	—	2.0	56
Other Routes	3.0	1.5	1.6	3.1	1.8	1.3	–3
<b>Luxembourg</b>	4.4	4.1	0.2	4.6	3.8	0.8	–5
London – Luxembourg	4.2	4.1	0.1	4.0	3.8	0.2	6
Other Routes	0.2	—	0.2	0.6	—	0.6	–75
<b>Netherlands</b>	137.0	132.9	4.2	126.2	119.7	6.5	9
London – Amsterdam	80.4	79.0	1.4	75.7	74.0	1.7	6
– Rotterdam	18.9	18.2	0.7	17.8	17.1	0.7	6
Other S.E. England – Netherlands	6.5	5.1	1.4	6.0	4.5	1.6	7
Manchester – Amsterdam	9.1	9.0	—	7.8	7.8	0.1	16
Other Routes	22.2	21.4	0.7	18.8	16.4	2.5	18
<b>Norway</b>	31.0	23.0	8.0	21.3	17.5	3.8	46
London – Oslo	18.0	12.6	5.4	12.7	10.6	2.1	42
Other Routes	13.1	10.4	2.6	8.6	6.9	1.7	52
<b>Portugal</b>	20.4	13.2	7.1	22.9	12.9	10.0	–11
London – Lisbon	11.3	8.4	2.9	10.8	8.5	2.4	4
Other Routes	9.1	4.9	4.2	12.1	4.4	7.7	–25
<b>Soviet Union and Eastern Europe (b)</b>	25.0	15.1	9.9	25.3	15.9	9.4	–1
London – Moscow	6.2	4.8	1.5	6.8	5.1	1.7	–8
– Prague	1.9	1.9	—	2.1	2.1	—	–10
Other Routes	16.9	8.4	8.4	16.4	8.7	7.7	3

Table 18 cont.

	February —April 1976			February —April 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Spain</b>	276.0	73.8	202.2	296.0	84.1	212.0	-7
London — Barcelona	14.9	11.3	3.6	20.4	13.7	6.8	-27
— Ibiza	3.5	0.7	2.8	5.1	0.9	4.2	-30
— Madrid	28.4	23.2	5.3	29.1	25.1	4.1	-2
— Malaga	19.2	11.6	7.7	22.2	14.7	7.5	-13
— Palma	35.5	11.7	23.9	39.5	13.0	26.5	-10
— Other Spain	33.4	14.1	19.3	30.7	15.2	15.5	9
Luton — Alicante	6.5	—	6.5	8.9	—	8.9	-28
— Barcelona	0.5	—	0.5	8.0	—	8.0	-93
— Gerona	4.9	—	4.9	—	—	—	—
— Ibiza	4.1	—	4.1	5.1	—	5.1	-19
— Palma	11.9	—	11.9	14.9	—	14.9	-20
— Other Spain	9.4	—	9.3	6.7	—	6.7	39
Other S.E. England — Spain	0.1	—	0.1	0.2	—	0.2	-38
Manchester — Barcelona	0.4	—	0.4	2.8	—	2.8	-85
— Palma	13.3	—	13.3	13.1	—	13.1	—
Other N. England — Spain	29.3	0.9	28.4	27.8	0.9	26.9	5
Scotland — Spain	15.3	0.1	15.2	12.5	0.5	12.0	23
Other Routes	45.2	0.2	45.0	49.0	0.3	48.7	-8
<b>Sweden</b>	25.3	14.7	10.6	22.3	13.6	8.7	13
London — Stockholm	15.4	9.5	5.9	14.7	9.0	5.8	4
Other Routes	9.9	5.2	4.8	7.6	4.6	3.0	31
<b>Switzerland</b>	88.6	65.5	23.1	83.5	62.8	20.6	6
London — Basle	5.7	5.2	0.5	6.1	5.2	0.9	-6
— Geneva	37.0	26.5	10.5	35.6	26.3	9.3	4
— Zurich	39.2	29.2	10.0	35.1	27.9	7.2	11
Luton — Switzerland	1.6	—	1.6	3.0	—	3.0	-46
Other Routes	5.1	4.6	0.5	3.7	3.4	0.3	39
<b>Yugoslavia</b>	13.3	7.9	5.4	11.8	7.0	4.8	13
London — Dubrovnic	3.3	—	3.2	2.2	0.2	2.1	46
— Ljubljana	1.7	1.7	—	1.4	1.4	—	18
Luton — Yugoslavia	0.4	—	0.4	0.4	—	0.4	11
Other Routes	7.9	6.2	1.7	7.7	5.4	2.4	2
<b>Other Europe</b>	54.0	33.8	20.1	47.4	29.9	17.5	14
<b>WESTERN HEMISPHERE</b>							
<b>Canada</b>	60.6	46.7	13.9	59.7	46.5	13.2	2
London — Montreal	9.8	9.2	0.6	11.6	10.6	0.9	-15
— Toronto	25.0	18.2	6.7	24.9	17.6	7.4	—
— Other Canada	15.7	10.7	5.0	13.1	9.2	3.9	20
Other UK — Montreal	1.9	1.9	—	1.6	1.6	—	14
— Toronto	7.0	5.5	1.5	7.0	6.2	0.8	—
Other Routes	1.3	1.2	0.1	1.5	1.3	0.2	-11

Table 18 cont.

	February —April 1976			February —April 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>United States</b>	186.9	167.5	19.4	168.1	150.5	17.6	11
London — New York	74.6	65.3	9.3	67.3	60.6	6.7	11
— Other East Coast USA	51.9	48.3	3.6	47.7	44.9	2.8	9
— Chicago and Detroit	18.8	17.4	1.5	16.3	14.2	2.0	16
— West Coast USA	28.5	26.8	1.6	27.0	25.1	1.9	5
— Other USA	6.2	4.7	1.6	2.8	0.9	1.8	124
Other UK — New York	5.7	4.9	0.7	5.6	4.7	0.9	1
Other Routes	1.2	0.1	1.1	1.5	0.1	1.4	-18
<b>West Atlantic and Caribbean Islands</b>	20.2	20.2	—	19.0	19.0	0.1	6
<b>Central and South America</b>	8.1	7.8	0.3	7.1	7.0	0.2	15
REST OF THE WORLD							
<b>Canary Islands</b>	42.0	4.7	37.3	31.1	5.7	25.4	35
<b>North Africa (c)</b>	22.6	10.4	12.2	16.9	9.3	7.6	33
<b>East Africa (d)</b>	12.3	11.0	1.3	10.7	9.6	1.2	15
<b>Central Africa (e)</b>	5.0	5.0	—	5.9	5.9	—	-14
<b>West Africa (d)</b>	12.3	11.8	0.5	9.6	9.4	0.1	29
<b>South Africa</b>	25.2	25.2	—	19.3	19.1	0.2	30
<b>Middle East (f)</b>	82.2	80.6	1.6	69.2	67.9	1.2	19
<b>India</b>	17.8	17.8	—	16.3	16.3	—	10
<b>Pakistan</b>	7.9	7.5	0.4	6.7	6.7	—	17
<b>Far East</b>	51.4	48.1	3.2	43.7	39.7	4.0	18
<b>Australia and New Zealand</b>	25.8	25.7	—	20.4	20.2	0.2	26
<b>Other Routes n.e.i.</b>	29.5	8.3	21.2	23.9	8.0	15.9	23
<b>ALL ROUTES</b>	2 083.1	1 502.9	580.1	1 942.2	1 406.1	536.1	7

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

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

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

**Glasgow** includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

# Domestic Passengers by Main Routes

Table 19

## Monthly Averages

Origin/Destination		February 1976 —April 1976 (000)	February 1975 —April 1975 (000)	Percentage change
London (a)	Aberdeen	16.1	12.7	27
	Belfast	36.1	40.6	-11
	Birmingham	7.2	2.5	—
	Channel Islands	37.7	37.0	2
	Edinburgh	46.0	52.9	-13
	Glasgow	70.5	37.9	86
	Isle of Man	1.1	1.3	-15
	Leeds/Bradford	9.0	8.8	2
	Liverpool	8.2	10.3	-20
	Manchester	35.9	28.8	25
	Newcastle	22.9	20.3	13
	Tees-side	10.8	9.1	19
	Other airports	25.6	7.5	—
	Birmingham	5.3	5.6	-5
	East Midlands	2.7	3.8	-28
Belfast	Edinburgh	1.9	2.5	-24
	Glasgow	7.8	4.3	84
	Isle of Man	1.2	1.3	-7
	Leeds/Bradford	2.1	2.6	-18
	Liverpool	2.2	3.2	-32
	Manchester	10.5	9.3	13
	Newcastle	1.5	1.6	-6
	Other airports	3.7	4.2	-12
	Bournemouth	4.0	4.2	-5
	Birmingham	3.9	4.5	-13
	Bristol/Glamorgan	3.7	4.2	-10
	East Midlands	2.7	3.6	-23
	Glasgow	0.3	0.1	—
	Leeds/Bradford	0.2	0.3	-27
	Liverpool	0.1	—	—
Channel Islands	Manchester	2.2	2.7	-21
	Newcastle	—	0.1	-86
	Southampton	17.5	17.9	-3
	Other airports	3.6	4.3	-16
	Birmingham	1.2	2.0	-37
	Glasgow	—	—	-94
	Manchester	4.0	2.8	44
	Other airports	8.1	9.0	-10
	Birmingham	4.4	2.6	72
	East Midlands	3.7	2.1	76
	Isle of Man	0.7	0.5	42
	Leeds/Bradford	1.3	0.8	76
	Liverpool	—	0.4	-95
	Manchester	6.0	2.4	—
	Southampton	1.1	0.3	—
Edinburgh	Other Scottish airports	13.5	7.3	85
	Other airports	2.0	1.2	67
	Blackpool	2.9	3.1	-6
	Liverpool	7.3	8.1	-10
	Manchester	2.7	2.5	9
	Newcastle	—	0.1	-51
	Other airports	0.7	0.9	-22
	Penzance	5.1	4.9	5
	Other Routes	25.0	24.5	2
	TOTAL	490.1	425.2	15

(a) Heathrow, Gatwick and Stansted

Traffic counted in either direction

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

# Cargo by Type and Nationality of Operator April 1976

Table 20

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others		Set down	Picked up	British Airways		Others		Set down	Picked up
		Set down	Picked up	Set down	Picked up			Set down	Picked up	Set down	Picked up		
London Area Airports													
+Gatwick	7 211.6	—	0.9	491.3	1 076.1	21.9	27.7	87.5	—	1 773.4	3 532.8	106.1	93.9
+Heathrow	33 176.3	4 583.9	5 928.9	83.2	128.9	9 920.0	11 594.7	77.3	83.6	65.4	216.4	246.1	247.9
+Luton	202.2	—	—	—	—	—	—	—	—	16.3	59.0	85.1	41.8
+Southend	1 098.0	—	—	599.0	464.0	—	—	—	—	4.0	21.0	—	10.0
+Stansted	916.0	—	—	—	—	—	—	—	—	213.9	642.8	12.5	46.8
TOTAL (London Area)	42 604.1	4 583.9	5 929.8	1 173.5	1 669.0	9 941.9	11 622.4	164.8	83.6	2 073.0	4 472.0	449.8	440.4
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+Leeds/Bradford	35.2	8.8	5.9	4.6	3.1	6.1	6.6	—	—	0.1	—	—	—
+Liverpool	1 139.0	35.1	154.8	—	—	97.1	28.6	—	—	7.8	543.8	39.2	232.6
+Manchester	2 792.0	303.6	266.9	9.2	3.3	987.1	1 117.8	—	—	0.5	59.1	—	48.5
+Birmingham	220.9	69.3	50.8	9.6	2.9	35.9	43.6	0.1	—	8.7	—	—	—
+Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—
+East Midlands	603.2	—	—	292.9	246.0	—	—	—	—	9.8	32.3	—	22.2
+Newcastle	76.1	10.5	21.5	20.1	24.0	—	—	—	—	—	—	—	—
+Tees-side	17.1	—	—	9.4	7.7	—	—	—	—	—	—	—	—
+Bristol	47.2	6.8	4.3	3.1	0.6	15.1	14.0	—	—	3.3	—	—	—
+Glamorgan	20.1	3.5	12.7	2.0	0.9	—	0.9	—	—	—	0.1	—	—
Swansea	1.6	—	—	—	—	—	—	—	—	0.5	1.1	—	—
+Blackpool	54.9	—	—	5.2	44.5	—	—	—	—	0.2	5.0	—	—
+Bournemouth	671.3	—	—	448.7	222.6	—	—	—	—	—	—	—	—
+Cambridge	81.9	—	—	—	—	—	—	—	—	—	7.3	37.5	37.1
+Exeter	28.8	—	—	4.4	13.9	—	—	—	—	—	—	—	10.5
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	13.9	7.1	6.8	—	—	—	—	—	—	—	—	—	—
+Lydd	338.8	—	—	128.3	210.5	—	—	—	—	—	—	—	—
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+Norwich	33.0	—	—	14.9	18.1	—	—	—	—	—	—	—	—
Penzance Heliport	13.9	6.8	7.1	—	—	—	—	—	—	—	—	—	—
+Southampton	96.6	3.2	10.7	23.8	58.9	—	—	—	—	—	—	—	—
+Edinburgh	107.8	25.9	28.1	19.8	29.8	2.0	2.2	—	—	—	—	—	—
+Glasgow	1 454.6	605.9	294.6	57.6	26.6	178.9	281.8	—	1.4	—	—	—	7.7
+Prestwick	1 008.1	406.5	184.2	—	—	193.3	76.1	—	—	—	39.5	44.1	64.4
+Aberdeen	431.1	38.5	68.5	18.9	25.1	—	—	12.8	20.0	60.0	178.0	6.3	2.8
Benbecula	17.3	13.4	3.1	0.8	0.2	—	—	—	—	—	—	—	—
Inverness	31.9	2.9	29.0	0.1	—	—	—	—	—	—	—	—	—
Islay	4.4	2.0	2.4	—	—	—	—	—	—	—	—	—	—
+Kirkwall	42.9	30.2	6.1	0.2	0.5	—	—	3.0	0.9	0.5	1.5	—	—
Stornoway	36.2	32.4	2.2	0.1	0.9	—	—	—	—	0.3	0.3	—	—
+Sumburgh	138.8	35.3	7.5	—	—	—	—	15.1	27.8	39.0	14.1	—	—
Tiree	1.2	—	—	1.1	0.1	—	—	—	—	—	—	—	—
Wick	3.7	2.1	0.7	0.5	0.4	—	—	—	—	—	—	—	—
+Belfast	890.7	85.5	123.0	83.6	26.0	3.9	2.4	—	—	565.0	1.3	—	—
+Isle of Man	254.1	163.7	41.7	42.2	6.5	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	53 311.6	6 482.9	7 262.5	2 374.5	2 641.1	11 461.3	13 196.4	195.8	133.7	2 768.9	5 355.4	576.9	862.2
Channel Islands Airports													
Alderney	22.0	—	—	18.1	2.7	—	—	—	—	1.2	—	—	—
Guernsey	948.3	7.9	3.4	169.2	82.5	—	—	—	—	180.0	505.3	—	—
Jersey	1 157.5	53.9	64.7	560.4	421.7	4.4	0.3	12.8	3.7	17.2	18.4	—	—
TOTAL (Channel Islands Airports)	2 127.8	61.8	68.1	747.7	506.9	4.4	0.3	12.8	3.7	198.4	523.7	—	—

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	February 1976 —April 1976 (tonnes)	February 1975 —April 1975 (tonnes)	Percentage change
<b>London Area Airports</b>			
+Gatwick	6 834·9	5 844·8	16·9
+Heathrow	33 748·5	36 379·6	−7·2
+Luton	136·7	161·0	−15·1
+Southend	1 044·0	1 668·0	−37·4
+Stansted	1 218·1	1 588·2	−23·3
TOTAL (London Area)	42 982·3	45 641·5	−5·8
Westland Heliport (Battersea)	—	—	—
<b>Other UK Airports</b>			
+Leeds/Bradford	31·9	42·9	−25·6
+Liverpool	1 150·7	1 055·6	9·0
+Manchester	2 800·9	3 022·4	−7·3
+Birmingham	184·0	230·9	−20·3
+Coventry	11·5	15·3	−24·8
+East Midlands	599·4	551·2	8·7
+Newcastle	86·0	102·0	−15·7
+Tees-side	23·0	35·1	−34·5
+Bristol	38·8	44·9	−13·6
+Glamorgan	16·0	20·6	−22·3
Swansea	1·0	—	
+Blackpool	54·3	42·7	27·2
+Bournemouth	603·6	467·1	29·2
+Cambridge	42·3	30·0	41·0
+Exeter	47·2	15·0	
Gloucester/Cheltenham	—	—	
Hawarden	—	—	
Isles of Scilly	9·9	8·2	20·7
+Lydd	316·7	331·7	−4·5
+Manston	15·2	302·5	−95·0
+Norwich	60·5	20·9	
Penzance Heliport	9·9	8·2	20·7
+Southampton	92·0	71·6	28·5
+Edinburgh	156·0	373·9	−58·3
+Glasgow	1 398·1	872·7	60·2
+Prestwick	1 036·7	1 102·0	−5·9
+Aberdeen	485·2	259·1	87·3
Benbecula	14·3	15·0	−4·7
Inverness	18·5	23·2	−20·3
Islay	3·6	2·1	71·4
+Kirkwall	44·2	41·9	5·5
Stornoway	33·3	20·6	61·7
+Sumburgh	132·7	114·1	16·3
Tiree	1·0	0·3	
Wick	5·2	4·8	8·3
+Belfast	937·9	982·5	−4·5
+Isle of Man	249·7	250·6	−0·4
TOTAL (Incl. London Area)	53 693·3	56 123·0	−4·3
<b>Channel Islands Airports</b>			
Alderney	20·5	17·5	17·1
Guernsey	858·5	854·6	0·5
Jersey	1 075·2	923·8	16·4
TOTAL (Channel Islands Airports)	1 954·3	1 795·9	8·8

# All Scheduled Services April 1976

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	11 242	3 158	14 981	241 085	2 904 156	1 615 626	55.6	6 705	367 955	196 402	9 650	41 146	145 607	53.4
British Airways European Division	6 200	8 814	11 668	685 302	813 778	504 104	61.9	3 228	86 173	46 794	966	1 908	43 916	54.3
British Airways Regional Division	1 515	4 876	4 449	210 074	124 199	72 780	58.6	819	11 258	6 284	37	198	6 048	55.8
British Airways Helicopters	23	382	130	9 305	746	568	76.1	12	50	44	—	1	44	88.1
British Caledonian Airways	2 003	2 465	3 615	95 189	224 005	119 772	53.5	1 106	25 606	13 297	481	2 060	10 756	51.9
Air Anglia	532	1 354	1 701	20 463	22 413	9 950	44.4	57	2 257	1 005	—	25	979	44.5
Aurigny Air Services	124	2 119	694	20 027	1 763	1 107	62.8	68	169	93	—	4	89	54.7
British Air Ferries	125	630	524	15 202	5 381	2 834	52.7	1 067	695	481	—	223	258	69.3
British Island Airways	277	1 543	1 090	44 402	13 848	8 508	61.4	187	1 274	757	—	34	723	59.4
British Midland Airways	403	1 302	1 356	40 620	27 019	14 606	54.1	100	2 203	1 166	—	40	1 126	53.0
Brymon Airways	59	314	306	1 569	597	311	52.0	1	55	26	—	—	25	46.3
Dan-Air Services	295	1 059	1 004	26 908	16 964	8 977	52.9	—	1 385	733	—	—	733	52.9
Intra Airways	23	170	119	3 136	945	536	56.8	2	78	40	—	—	40	51.9
Loganair	85	727	423	3 159	903	401	44.4	—	82	37	—	—	37	44.5
TOTAL Passenger Services	22 906	28 913	42 058	1 416 441	4 156 716	2 360 080	56.8	13 352	499 239	267 158	11 134	45 639	210 381	53.5
Cargo Services														
British Airways Overseas Division	777	231	1 059					2 101	25 421	14 585	266	14 319		57.4
British Airways European Division	303	393	471					2 280	3 965	1 688	45	1 643		42.6
British Caledonian Airways	71	23	97					236	2 209	1 313	9	1 305		59.4
Air Freight	28	136	146					328	96	69	—	69		72.0
Air-Bridge Carriers	38	140	141					898	330	257	—	257		77.9
British Island Airways	89	293	319					645	409	201	23	178		49.1
Intra Airways	22	145	121					316	82	53	—	53		64.3
TOTAL Cargo Services	1 329	1 361	2 353					6 803	32 512	18 165	343	17 822		55.9
GRAND TOTAL	24 235	30 274	44 410	1 416 441	4 156 716	2 360 080	56.8	20 155	531 751	285 323	11 477	63 461	201 381	53.7

International Scheduled Services    April 1976

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	Percentage of available
Passenger Services														
British Airways Overseas Division	11 242	3 158	14 981	241 085	2 904 156	1 615 626	55·6	6 705	367 955	196 402	9 650	41 146	145 607	53·4
British Airways European Division	5 194	6 584	9 448	510 889	683 095	423 544	62·0	2 835	72 515	39 769	927	1 764	37 074	54·8
British Airways Regional Division	255	613	672	25 950	22 944	13 323	58·1	115	2 258	1 143	2	56	1 085	50·6
British Caledonian Airways	1 589	1 570	2 647	58 046	190 956	102 754	53·8	702	22 192	11 651	365	1 973	9 314	52·5
Air Anglia	372	726	1 146	13 497	16 005	6 568	41·0	57	1 605	667	—	25	641	41·5
Aurigny Air Services	16	156	80	1 099	214	109	51·1	1	21	9	—	—	9	41·4
British Air Ferries	125	630	524	15 202	5 381	2 834	52·7	1 067	695	481	—	223	258	69·3
British Island Airways	111	542	434	17 275	5 536	3 616	65·3	35	509	317	—	9	307	62·2
British Midland Airways	112	308	363	8 163	7 930	3 797	47·9	40	635	302	—	19	283	47·6
Brymon Airways	27	110	135	450	246	113	46·2	—	23	9	—	—	9	41·2
Dan-Air Services	157	405	502	13 117	8 929	4 897	54·8	—	729	400	—	—	400	54·8
Intra Airways	16	146	86	2 763	687	425	61·9	2	56	32	—	—	32	57·2
TOTAL Passenger Services	19 216	14 948	31 017	907 536	3 846 079	2 177 606	56·6	11 559	469 191	251 182	10 944	45 216	195 019	53·5
Cargo Services														
British Airways Overseas Division	777	231	1 059					2 101	25 421	14 585	266	14 319		57·4
British Airways European Division	274	340	403					1 676	3 418	1 357	44	1 313		39·7
British Caledonian Airways	71	23	97					236	2 209	1 313	9	1 305		59·4
Air Freight	28	136	146					328	96	69	—	69		72·0
British Island Airways	35	75	118					115	163	68	—	68		41·8
TOTAL Cargo Services	1 186	805	1 822					4 456	31 307	17 392	318	17 074		55·6
GRAND TOTAL	20 402	15 753	32 839	907 536	3 846 079	2 177 606	56·6	16 015	500 498	268 574	11 262	62 289	195 019	53·7



# Domestic Scheduled Services April 1976

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways European Division	1 006	2 230	2 220	174 413	130 684	80 560	61.6	393	13 658	7 025	38	144	6 842	51.4
British Airways Regional Division	1 260	4 263	3 777	184 124	101 254	59 457	58.7	704	9 000	5 141	35	142	4 963	57.1
British Airways Helicopters	23	382	130	9 305	746	568	76.1	12	50	44	—	1	44	88.1
British Caledonian Airways	413	895	968	37 143	33 049	17 018	51.5	404	3 414	1 645	116	87	1 443	48.2
Air Anglia	160	628	555	6 966	6 408	3 382	52.8	—	653	338	—	—	338	51.8
Aurigny Air Services	108	1 963	614	18 928	1 549	998	64.4	67	148	84	—	4	80	56.6
British Island Airways	166	1 001	656	27 127	8 311	4 892	58.9	152	765	441	—	25	416	57.6
British Midland Airways	290	994	993	32 457	19 089	10 810	56.6	60	1 568	864	—	21	843	55.1
Brymon Airways	32	204	171	1 119	352	197	56.0	1	33	16	—	—	16	49.8
Dan-Air Services	138	654	502	13 791	8 035	4 080	50.8	—	656	333	—	—	333	50.8
Intra Airways	7	24	32	373	257	111	43.2	—	22	8	—	—	8	38.3
Loganair	85	727	423	3 159	903	401	44.4	—	82	37	—	—	37	44.5
TOTAL Passenger Services	3 690	13 965	11 041	508 905	310 637	182 474	58.7	1 793	30 048	15 976	190	423	15 362	53.2
Cargo Services														
British Airways European Division	29	53	68					604	548	331	1	330		60.4
Air-Bridge Carriers	38	140	141					898	330	257	—	257		77.9
British Island Airways	54	218	201					530	246	133	23	109		53.9
Intra Airways	22	145	121					316	82	53	—	53		64.3
TOTAL Cargo Services	143	556	531					2 348	1 205	773	24	749		64.1
GRAND TOTAL	3 833	14 521	11 571	508 905	310 637	182 474	58.7	4 140	31 254	16 749	215	1 172	15 362	53.6

# All Non-scheduled Services April 1976

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	366	72	483	9 202	75 278	62 574	83.1	—	8 515	5 923	—	5 923	69.6
British Airways European Division	382	374	720	19 779	31 107	23 539	75.7	1 064	5 942	3 371	1 318	2 054	56.7
British Airtours	926	498	1 392	73 184	175 376	134 217	76.5	—	15 941	11 444	—	11 444	71.8
British Airways Regional Division	178	205	320	11 931	15 968	11 857	74.3	—	1 501	966	—	966	64.3
British Airways Helicopters	223	1 760	1 111	13 672	4 552	1 851	40.7	67	442	158	10	148	35.7
British Caledonian Airways	1 686	822	2 472	57 606	125 990	107 675	85.5	3 872	40 199	27 476	17 981	9 495	68.3
Air Anglia	52	156	144	372	362	126	34.8	—	36	13	—	13	34.8
Air Freight	33	97	162	994	453	303	66.8	18	94	59	36	23	62.6
Air-Bridge Carriers	49	133	172	—	—	—	—	125	406	189	189	—	46.5
Alidair	144	520	432	13 817	8 042	3 577	44.5	119	908	378	88	290	41.6
Beecham Imperial	3	5	5	20	25	16	63.4	—	2	1	—	1	64.1
Bristow Helicopters	431	2 990	2 693	22 652	7 281	3 726	51.2	207	610	371	38	333	60.8
Britannia Airways	2 329	1 532	3 703	183 655	302 596	280 518	92.7	—	25 731	23 845	—	23 845	92.7
British Air Ferries	80	147	273	2 078	2 913	922	31.7	29	397	152	70	82	38.2
British Executive Air Services	44	448	240	1 546	616	152	24.7	7	78	11	1	10	14.1
British Island Airways	59	142	201	1 760	646	515	79.8	60	276	136	92	44	49.2
British Midland Airways	859	683	1 432	55 968	128 470	89 850	69.9	73	11 980	7 777	968	6 809	64.9
Dan-Air Services	3 404	2 601	5 962	214 595	399 989	318 364	79.6	305	32 311	25 606	134	25 472	79.2
Fairflight Charters	80	146	297	719	456	335	73.5	19	59	43	16	27	72.9
Fitair	9	16	28	70	53	41	77.4	—	11	3	—	3	27.3
Green Shield Stamp	36	48	59	138	321	117	36.6	—	32	9	—	9	28.4
IDS Aircraft	31	63	72	197	178	100	56.2	—	18	7	—	7	38.9
International Aviation Service	594	258	1 009	—	—	—	—	2 394	18 907	13 480	13 480	—	71.3
Intra Airways	41	144	170	4 738	1 984	1 373	69.2	—	165	103	—	103	62.6
Laker Airways	1 497	622	3 323	68 557	284 788	218 483	76.7	—	28 433	21 647	—	21 647	76.1
Loganair	84	715	386	2 252	803	339	42.3	—	74	31	—	31	42.6
Lowland Aero Service	16	50	55	182	4 739	2 984	63.0	—	355	223	—	223	62.8
MAM Aviation	42	44	63	156	377	145	38.5	—	37	15	—	15	40.5
Management Aviation	9	36	37	271	104	56	53.8	—	8	4	—	4	50.0
McAlpine Aviation	200	344	324	861	1 468	449	30.6	—	116	34	—	34	29.3
Merlot International Airlines	19	40	45	96	130	67	51.4	—	11	5	—	5	44.2
Monarch Airlines	902	627	1 501	69 727	129 585	107 076	82.6	—	12 664	9 706	—	9 706	76.6
Moseley Aviation	5	22	19	70	33	27	81.8	—	3	2	—	2	66.7
Northern Air Taxis	18	44	59	143	122	58	47.5	—	10	5	—	5	50.0
Northern Executive Aviation	12	54	53	178	73	46	63.0	14	11	5	2	3	45.5
Peters Aviation	44	95	149	911	611	432	70.7	—	47	37	1	36	78.9
Ryburn Air	5	55	27	26	27	5	20.2	7	3	1	1	—	35.3
Thurston Aviation	42	160	153	240	241	58	24.1	8	101	40	36	4	39.6
Tradewinds Airways	470	157	913	—	—	—	—	1 153	12 153	7 441	7 441	—	61.2
Trans-Meridian Air Cargo	649	211	1 371	—	—	—	—	1 401	17 150	10 602	10 602	—	61.8
Vernair Transport	46	92	160	436	320	225	70.1	—	27	18	—	18	65.6
TOTAL	16 098	17 228	32 188	832 799	1 706 076	1 372 200	80.4	10 950	235 763	171 336	52 502	118 834	72.7
Class 5A Licence TOTAL	367	457	755	24 141	52 425	39 243	74.9	..	4 737	3 419	3	3 416	72.2
TOTAL Excludes 5A Licence	15 731	16 771	31 433	808 658	1 653 651	1 332 957	80.6	10 950	231 026	167 917	52 499	115 418	72.7

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

# International Non-scheduled Services April 1976

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	366	72	483	9 202	75 278	62 574	83.1	—	8 515	5 923	—	5 923	69.6
British Airways European Division	380	371	717	19 546	30 993	23 445	75.6	1 053	5 925	3 360	1 314	2 046	56.7
British Airtours	926	498	1 392	73 184	175 376	134 217	76.5	—	15 941	11 444	—	11 444	71.8
British Airways Regional Division	163	155	276	10 443	14 943	11 411	76.4	—	1 412	930	—	930	65.8
British Airways Helicopters	208	1 660	1 039	13 460	4 421	1 816	41.1	62	430	154	9	145	35.8
British Caledonian Airways	1 686	822	2 472	57 606	125 990	107 675	85.5	3 872	40 199	27 476	17 981	9 495	68.3
Air Anglia	5	16	19	32	36	9	24.0	—	4	1	—	1	24.0
Air Freight	15	35	69	12	6	6	100.0	9	49	34	33	1	68.9
Air-Bridge Carriers	24	32	76	—	—	—	—	55	182	74	74	—	40.6
Alidair	94	377	282	12 141	6 432	2 977	46.3	—	609	272	32	240	44.7
Beecham Imperial	3	5	5	20	25	16	63.4	—	2	1	—	1	64.1
Bristow Helicopters	431	2 990	2 693	22 652	7 281	3 726	51.2	207	610	371	38	333	60.8
Britannia Airways	2 329	1 532	3 703	183 655	302 596	280 518	92.7	—	25 731	23 845	—	23 845	92.7
British Air Ferries	80	147	273	2 078	2 913	922	31.7	29	397	152	70	82	38.2
British Executive Air Services	44	448	240	1 546	616	152	24.7	7	78	11	1	10	14.1
British Island Airways	30	85	109	1 084	444	393	88.6	—	146	91	58	33	62.6
British Midland Airways	770	524	1 176	50 471	121 951	86 763	71.1	2	11 500	7 497	928	6 568	65.2
Dan-Air Services	3 322	2 381	5 678	211 481	397 640	317 423	79.8	157	31 940	25 446	51	25 395	79.7
Fairflight Charters	65	116	244	523	332	247	74.4	18	47	36	15	21	76.6
Fitair	3	6	8	10	11	5	45.5	—	3	—	—	—	45.0
Green Shield Stamp	33	33	51	108	294	105	35.9	—	29	8	—	8	27.9
I D S Aircraft	31	63	72	197	178	100	56.2	—	18	7	—	7	38.9
International Aviation Service	594	258	1 009	—	—	—	—	2 394	18 907	13 480	13 480	—	71.3
Intra Airways	29	96	112	3 596	1 505	1 105	73.4	—	118	83	—	83	70.5
Laker Airways	1 496	620	3 319	68 388	284 686	218 386	76.7	—	28 424	21 639	—	21 639	76.1
MAM Aviation	38	38	58	126	345	127	36.8	—	34	13	—	13	38.2
McAlpine Aviation	151	205	227	584	1 128	337	29.9	—	88	26	—	26	29.5
Merlot International Airlines	19	40	45	96	130	67	51.4	—	11	5	—	5	44.2
Monarch Airlines	902	627	1 501	69 727	129 585	107 076	82.6	—	12 664	9 706	—	9 706	76.6
Moseley Aviation	2	2	7	10	12	10	83.3	—	1	1	—	1	100.0
Northern Air Taxis	4	7	12	27	25	14	56.0	—	2	1	—	1	50.0
Northern Executive Aviation	1	2	4	8	9	5	55.6	—	1	—	—	—	55.0
Peters Aviation	37	69	115	641	517	360	69.5	—	39	31	1	30	79.2
Thurstons Aviation	21	70	76	92	88	24	27.3	5	79	27	25	2	34.2
Tradewinds Airways	470	157	913	—	—	—	—	1 153	12 153	7 441	7 441	—	61.2
Trans-Meridian Air Cargo	649	211	1 371	—	—	—	—	1 401	17 150	10 602	10 602	—	61.8
Vernair Transport	3	4	9	20	19	13	71.4	—	2	1	—	1	66.7
TOTAL	15 423	14 774	29 854	812 766	1 685 806	1 362 020	80.8	10 430	233 441	170 188	52 152	118 035	72.9
Class 5A Licence TOTAL	365	455	753	23 908	52 311	39 149	74.8	..	4 725	3 411	3	3 408	73.4
TOTAL Excludes 5A Licence	15 058	14 319	29 101	788 858	1 633 495	1 322 876	81.0	10 430	228 716	116 777	52 149	114 627	72.9

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

# Domestic Non-scheduled Services April 1976

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	2	3	3	233	114	94	82.5	11	16	11	3	8	68.7
British Airways Regional Division	14	50	44	1 488	1 025	446	43.5	—	89	36	—	36	40.2
British Airways Helicopters	15	100	72	212	131	35	26.7	5	12	4	1	3	33.3
Air Anglia	46	140	125	340	326	117	36.0	—	33	12	—	12	36.0
Air Freight	19	62	93	982	447	297	66.4	9	45	25	3	22	55.7
Air-Bridge Carriers	25	101	96	—	—	—	—	70	224	115	115	—	51.4
Alidair	50	143	150	1 676	1 610	600	37.3	119	299	106	56	50	35.5
British Island Airways	28	57	92	676	202	122	60.5	60	130	44	34	11	34.3
British Midland Airways	89	159	256	5 497	6 518	3 087	47.4	71	480	281	40	241	58.5
Dan-Air Services	81	220	284	3 114	2 348	940	40.0	147	371	160	83	77	43.0
Fairflight Charters	15	30	53	196	124	88	71.0	1	12	7	1	6	58.3
Fitair	6	10	20	60	42	36	85.7	—	8	3	—	3	37.5
Green Shield Stamp	4	15	7	30	27	12	44.5	—	3	1	—	1	34.1
Intra Airways	12	48	58	1 142	479	268	56.1	—	47	20	—	20	42.5
Laker Airways	1	2	5	169	102	97	94.9	—	9	9	—	9	95.0
Loganair	84	715	386	2 252	803	339	42.3	—	74	31	—	31	42.6
Lowland Aero Service	16	50	55	182	4 739	2 984	63.0	—	355	223	—	223	62.8
MAM Aviation	4	6	5	30	32	18	56.3	—	3	2	—	2	66.7
Management Aviation	9	36	37	271	104	56	53.8	—	8	4	—	4	50.0
McAlpine Aviation	49	139	97	277	340	112	32.9	—	28	8	—	8	28.6
Moseley Aviation	3	20	12	60	21	17	81.0	—	2	1	—	1	50.0
Northern Air Taxis	14	37	46	116	97	44	45.4	—	8	4	—	4	50.0
Northern Executive Aviation	11	52	49	170	64	41	64.1	14	10	5	2	3	50.0
Peters Aviation	7	26	33	270	94	72	76.9	—	8	6	—	6	77.1
Ryburn Air	5	55	27	26	27	5	20.2	7	3	1	1	—	35.3
Thurston Aviation	21	90	77	148	153	34	22.2	3	22	13	11	2	59.1
Vernair Transport	43	88	151	416	301	211	70.1	—	26	17	—	17	65.5
<b>TOTAL</b>	<b>675</b>	<b>2 454</b>	<b>2 333</b>	<b>20 033</b>	<b>20 271</b>	<b>10 174</b>	<b>50.2</b>	<b>520</b>	<b>2 322</b>	<b>1 148</b>	<b>349</b>	<b>799</b>	<b>49.4</b>
Class 5A Licence TOTAL	2	2	2	233	114	94	82.5	..	12	8	—	8	66.7
TOTAL Excludes 5A Licence	673	2 452	2 331	19 800	20 157	10 080	50.0	520	2 310	1 140	349	791	49.4

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

## Class 2 Licence Operations April 1976

Table 24

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
<b>International Services</b>											
British Airways Overseas Division	144	26	186	4 905	—	36 244	27 398	75.6	4 423	2 725	61.6
British Caledonian Airways	177	30	227	4 164	—	33 135	25 740	77.7	3 249	2 315	71.2
Dan-Air Services	20	4	26	341	—	3 828	1 727	45.1	306	138	45.2
Laker Airways	538	132	710	19 934	—	158 568	117 792	74.3	16 155	11 953	74.0
TOTAL	880	192	1 149	29 344	—	231 776	172 657	74.5	24 133	17 130	71.0

## Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers April 1976

Table 25

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat-km Used (000)	Percentage of available	Tonne-km		Percentage of available	Number of IT passengers uplifted	
								Available (000)	Used (000)		Class 2	Class 4
<b>International Services</b>												
British Airways Overseas Division	72	13	98	1 982	12 633	10 972	86.9	1 454	970	66.7	—	—
British Airways European Division	188	167	318	17 360	26 025	21 186	81.4	2 642	1 844	69.8	—	—
British Airtours	743	439	1 133	64 416	140 383	106 486	75.9	12 776	9 009	70.5	—	—
British Airways Regional Division	154	137	251	9 276	14 300	10 824	75.7	1 357	883	65.1	—	—
British Caledonian Airways	518	457	900	43 491	60 331	53 151	88.1	5 724	4 611	80.6	—	—
Britannia Airways	2 209	1 378	3 491	166 660	287 076	267 821	93.3	24 412	22 765	93.3	—	—
Dan-Air Services	2 306	1 678	3 948	160 983	275 617	224 589	81.5	22 072	17 969	81.4	—	—
Intra Airways	13	40	48	1 602	823	561	68.2	63	42	67.2	—	—
Laker Airways	635	332	1 878	35 953	83 874	64 995	77.5	8 076	6 185	76.6	—	—
Monarch Airlines	764	517	1 230	58 633	110 381	92 220	83.5	10 783	8 365	77.6	—	—
TOTAL International Services	7 604	5 158	13 296	560 356	1 011 445	852 804	84.3	89 356	72 641	81.3	—	—
<b>Domestic Services—NIL</b>												
GRAND TOTAL	7 604	5 158	13 296	560 356	1 011 445	852 804	84.3	89 356	72 641	81.3	—	—

# All Class 4 Licence Operations April 1976

Table 26.1

	Aircraft –km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat–km		Percentage of available	Tonne–km		Percentage of available
				IT	Other		Used (000)			Available (000)	Used (000)	
British Airways Overseas Division	150	33	199	—	2 315	26 401	24 204	91·7		2 638	2 228	84·5
British Airways European Division	9	12	17	—	351	911	391	42·9		96	33	34·2
British Caledonian Airways	121	71	175	—	7 354	18 785	18 080	96·2		1 823	1 610	88·3
Alidair	1	2	2	—	130	53	53	100·0		5	5	91·7
Britannia Airways	45	29	72	—	2 606	5 849	4 209	72·0		498	358	72·0
British Island Airways	3	8	9	—	378	131	123	93·9		12	11	87·4
British Midland Airways	1	2	3	—	142	74	72	97·3		6	6	91·0
Dan-Air Services	878	571	1 467	—	45 116	103 402	79 534	76·9		8 272	6 363	76·9
Intra Airways	17	70	71	—	2 586	777	636	81·9		63	48	75·7
Laker Airways	152	102	481	—	7 082	13 568	10 115	74·6		1 220	957	78·5
Loganair	12	396	61	—	1 265	93	47	50·9		9	4	51·0
Monarch Airlines	86	69	151	—	6 708	11 043	9 205	83·4		1 083	835	77·1
TOTAL	1 475	1 365	2 709	—	76 033	181 088	146 668	81·0		15 724	12 456	79·2

# International Class 4 Licence Operations April 1976

Table 26.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat-km		Percentage of available	Tonne-km		Percentage of available
				IT	Other		Used (000)	Available (000)		Used (000)		
British Airways Overseas Division	150	33	199	—	2 315	26 401	24 204	91·7	2 638	2 228	84·5	
British Airways European Division	9	12	17	—	351	911	391	42·9	96	33	34·2	
British Caledonian Airways	121	71	175	—	7 354	18 785	18 080	96·2	1 823	1 610	88·3	
Britannia Airways	45	29	72	—	2 606	5 849	4 209	72·0	498	358	72·0	
British Island Airways	2	6	8	—	278	111	103	92·8	10	9	85·7	
British Midland Airways	1	2	3	—	142	74	72	97·3	6	6	91·0	
Dan-Air Services	878	571	1 467	—	45 116	103 402	79 534	76·9	8 272	6 363	76·9	
Intra Airways	15	54	60	—	1 943	646	519	80·3	52	39	74·6	
Laker Airways	152	102	481	—	7 082	13 568	10 115	74·6	1 220	957	78·5	
Monarch Airlines	86	69	151	—	6 708	11 043	9 205	83·4	1 083	835	77·1	
TOTAL	1 460	949	2 633	—	73 895	180 791	146 430	81·0	15 698	12 437	79·2	

# Domestic Class 4 Licence Operations April 1976

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km		Percentage of available	Tonne—km		
				IT	Other		Used (000)	Available (000)		Used (000)	Percentage of available	
Alidair	1	2	2	—	130	53	53	100·0	5	5	91·7	
British Island Airways	—	2	2	—	100	20	20	100·0	2	2	96·7	
Intra Airways	3	16	12	—	643	131	118	90·0	11	9	80·9	
Loganair	12	396	61	—	1 265	93	47	50·9	9	4	51·0	
TOTAL	15	416	77	—	2 130	297	238	80·2	26	20	74·4	

## All Class 6 Licence Operations April 1976

**Table 27.1**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	7	16	18	107	101	53	52.4
British Caledonian Airways	616	178	829	2 845	21 578	14 454	67.0
Air-Bridge Carriers	23	89	87	61	208	112	53.7
Alidair	25	68	72	116	150	55	36.7
Dan-Air Services	52	120	170	305	287	134	46.5
International Aviation Service	306	110	486	1 342	10 501	8 906	84.8
Tradewinds Airways	309	109	600	719	7 896	5 402	68.4
Trans-Meridian Air Cargo	257	91	547	665	7 007	4 932	70.4
<b>TOTAL</b>	<b>1 596</b>	<b>781</b>	<b>2 809</b>	<b>6 161</b>	<b>47 728</b>	<b>34 047</b>	<b>71.3</b>

## International Class 6 Licence Operations April 1976

**Table 27.2**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	7	16	18	107	101	53	52.4
British Caledonian Airways	616	178	829	2 845	21 578	14 454	67.0
Dan-Air Services	19	62	70	158	109	51	46.9
International Aviation Service	306	110	486	1 342	10 501	8 906	84.8
Tradewinds Airways	309	109	600	719	7 896	5 402	68.4
Trans-Meridian Air Cargo	257	91	547	665	7 007	4 932	70.4
<b>TOTAL</b>	<b>1 515</b>	<b>566</b>	<b>2 550</b>	<b>5 837</b>	<b>47 192</b>	<b>33 797</b>	<b>71.6</b>

## Domestic Class 6 Licence Operations April 1976

**Table 27.3**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Air-Bridge Carriers	23	89	87	61	208	112	53.7
Alidair	25	68	72	116	150	55	36.7
Dan-Air Services	33	58	100	147	179	83	46.2
<b>TOTAL</b>	<b>81</b>	<b>215</b>	<b>259</b>	<b>324</b>	<b>537</b>	<b>249</b>	<b>46.4</b>

All Class 7 Licence Operations    April 1976

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	223	1 760	1 111	13 672	4 552	1 851	40·7	67	442	158	10	148	35·7
Bristow Helicopters	431	2 990	2 693	22 652	7 281	3 726	51·2	207	610	371	38	333	60·8
British Executive Air Services	44	448	240	1 546	616	152	24·7	8	78	11	1	10	14·1
TOTAL	698	5 198	4 044	37 870	12 449	5 729	46·0	282	1 130	540	49	492	47·8

International Class 7 Licence Operations    April 1976

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	208	1 660	1 039	13 460	4 421	1 816	41·1	62	430	154	9	145	35·8
Bristow Helicopters	431	2 990	2 693	22 652	7 281	3 726	51·2	207	610	371	38	333	60·8
British Executive Air Services	44	448	240	1 546	616	152	24·7	8	78	11	1	10	14·1
TOTAL	683	5 098	3 972	37 658	12 318	5 694	46·2	277	1 118	536	47	489	47·9

Domestic Class 7 Licence Operations    April 1976

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	15	100	72	212	131	35	26·7	5	12	4	1	3	33·3
TOTAL	15	100	72	212	131	35	26·7	5	12	4	1	3	33·3



# All Exempt Operations April 1976

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	172	173	361	1 569	3 760	1 662	44.2	957	3 063	1 417	1 265	152	46.3
British Airtours	9	5	13	848	1 630	1 501	92.1	—	148	131	—	131	88.3
British Airways Regional Division	23	68	69	2 655	1 668	1 033	62.0	—	144	83	—	83	57.2
British Caledonian Airways	227	74	302	2 383	13 382	10 548	78.8	1 027	6 885	4 184	3 238	946	60.8
Air Anglia	52	156	144	372	362	126	34.8	—	36	13	—	13	34.8
Air Freight	22	68	111	994	453	303	66.8	19	57	32	9	23	55.8
Air-Bridge Carriers	26	44	85	—	—	—	—	65	198	77	77	—	39.0
Alidair	33	93	101	2 421	2 130	915	43.0	3	197	78	1	77	39.5
Beecham Imperial	3	5	5	20	25	16	63.4	—	2	1	—	1	64.1
Britannia Airways	74	125	139	14 389	9 671	8 489	87.8	—	822	721	—	721	87.8
British Air Ferries	24	22	87	97	273	67	24.7	29	177	72	67	5	40.4
British Island Airways	32	64	106	998	390	296	76.0	61	147	59	34	25	40.3
British Midland Airways	91	162	263	5 642	6 638	3 149	47.4	74	490	289	43	246	59.0
Dan-Air Services	99	208	285	5 785	8 284	4 678	56.5	—	667	376	—	376	56.4
Fairflight Charters	80	146	297	719	456	335	73.5	20	59	43	16	27	72.9
Fitair	9	16	28	70	53	41	77.4	—	11	3	—	3	27.3
Green Shield Stamp	36	48	59	138	321	117	36.6	—	32	9	—	9	28.4
IDS Aircraft	31	63	72	197	178	100	56.2	—	18	7	—	7	38.9
International Aviation Service	276	144	504	—	—	—	—	1 053	7 895	4 227	4 227	—	53.5
Intra Airways	10	32	46	499	348	151	43.3	—	36	11	—	11	30.7
Laker Airways	171	56	254	5 588	28 777	25 581	88.9	—	2 982	2 553	—	2 553	85.6
Loganair	72	319	325	987	710	292	41.1	—	65	27	—	27	41.5
Lowland Aero Service	16	50	55	182	4 739	2 984	63.0	—	355	223	—	223	62.8
MAM Aviation	42	44	63	156	377	145	38.5	—	37	15	—	15	40.5
Management Aviation	9	36	37	271	104	56	53.8	—	8	4	—	4	50.0
McAlpine Aviation	200	344	324	861	1 468	449	30.6	—	116	34	—	34	29.3
Merlot International Airlines	19	40	45	96	130	67	51.4	—	11	5	—	5	44.2
Monarch Airlines	6	4	10	85	877	228	26.0	—	91	15	—	15	16.5
Moseley Aviation	5	22	19	70	33	27	81.8	—	3	2	—	2	66.7
Northern Air Taxis	18	44	59	143	122	58	47.5	—	10	5	—	5	50.0
Northern Executive Aviation	12	54	53	178	73	46	63.0	14	11	5	2	3	45.5
Peters Aviation	44	95	149	911	611	432	70.7	1	47	37	1	36	78.9
Ryburn Air	5	55	27	26	27	5	20.2	7	3	1	1	—	35.3
Thurston Aviation	42	160	153	240	241	58	24.1	9	101	40	36	4	39.6
Tradewinds Airways	145	42	281	—	—	—	—	434	3 855	1 915	1 915	—	49.7
Trans-Meridian Air Cargo	392	120	824	—	—	—	—	736	10 143	5 670	5 670	—	55.9
Vernair Transport	46	92	160	436	320	225	70.1	—	27	18	—	18	65.6
<b>TOTAL</b>	<b>2 574</b>	<b>3 293</b>	<b>5 913</b>	<b>50 026</b>	<b>88 631</b>	<b>64 180</b>	<b>72.4</b>	<b>4 508</b>	<b>38 948</b>	<b>22 401</b>	<b>16 602</b>	<b>5 800</b>	<b>57.5</b>

# International Exempt Operations April 1976

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	172	172	360	1 569	3 760	1 662	44.2	946	3 058	1 413	1 262	152	46.2
British Airtours	9	5	13	848	1 630	1 501	92.1	—	148	131	—	131	88.3
British Airways Regional Division	9	18	25	1 167	643	587	91.3	—	56	47	—	47	84.5
British Caledonian Airways	227	74	302	2 383	13 382	10 548	78.8	1 027	6 885	4 184	3 238	946	60.8
Air Anglia	5	16	19	32	36	9	24.0	—	4	1	—	1	24.0
Air Freight	4	6	18	12	6	6	100.0	10	12	7	6	1	56.1
Air-Bridge Carriers	24	32	76	—	—	—	—	55	182	74	74	—	40.6
Alidair	9	20	25	875	573	368	64.3	—	53	31	—	31	58.5
Beecham Imperial	3	5	5	20	25	16	63.4	—	2	1	—	1	64.1
Britannia Airways	74	125	139	14 389	9 671	8 489	87.8	—	822	721	—	721	87.8
British Air Ferries	24	22	87	97	273	67	24.7	29	177	72	67	5	40.4
British Island Airways	4	9	16	422	208	194	93.4	—	19	17	—	17	86.9
British Midland Airways	2	3	6	145	120	62	51.8	3	9	8	3	5	85.4
Dan-Air Services	50	46	102	2 671	5 936	3 737	63.0	—	475	299	—	299	62.9
Fairflight Charters	65	116	244	523	332	247	74.4	19	47	36	15	21	76.6
Fitair	3	6	8	10	11	5	45.5	—	3	—	—	—	45.0
Green Shield Stamp	33	33	51	108	294	105	35.9	—	29	8	—	8	27.9
IDS Aircraft	31	63	72	197	178	100	56.2	—	18	7	—	7	38.9
International Aviation Service	276	144	504	—	—	—	—	1 053	7 895	4 227	4 227	—	53.5
Laker Airways	170	54	249	5 419	28 675	25 484	88.9	—	2 973	2 544	—	2 544	85.6
MAM Aviation	38	38	58	126	345	127	36.8	—	34	13	—	13	38.2
McAlpine Aviation	151	205	227	584	1 128	337	29.9	—	88	26	—	26	29.5
Merlot International Airlines	19	40	45	96	130	67	51.4	—	11	5	—	5	44.2
Monarch Airlines	6	4	10	85	877	228	26.0	—	91	15	—	15	16.5
Moseley Aviation	2	2	7	10	12	10	83.3	—	1	1	—	1	100.0
Northern Air Taxis	4	7	12	27	25	14	56.0	—	2	1	—	1	50.0
Northern Executive Aviation	1	2	4	8	9	5	55.6	—	1	—	—	—	55.0
Peters Aviation	37	69	115	641	517	360	69.5	1	39	31	1	30	79.2
Thurston Aviation	21	70	76	92	88	24	27.3	5	79	27	25	2	34.2
Tradewinds Airways	145	42	281	—	—	—	—	434	3 855	1 915	1 915	—	49.7
Trans-Meridian Air Cargo	392	120	824	—	—	—	—	736	10 143	5 670	5 670	—	55.9
Vernair Transport	3	4	9	20	19	13	71.4	—	2	1	—	1	66.7
TOTAL	2 012	1 572	3 990	32 576	68 903	54 374	78.9	4 317	37 212	21 534	16 503	5 031	57.9

# Domestic Exempt Operations April 1976

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	—	1	1	—	—	—	—	11	4	3	3	—	74.7
British Airways Regional Division	14	50	44	1 488	1 025	446	43.5	—	89	36	—	36	40.2
Air Anglia	46	140	125	340	326	117	36.0	—	33	12	—	12	36.0
Air Freight	19	62	93	982	447	297	66.4	9	45	25	3	22	55.7
Air-Bridge Carriers	2	12	9	—	—	—	—	10	16	3	3	—	20.1
Alidair	24	73	76	1 546	1 557	547	35.1	3	144	47	1	46	32.5
British Island Airways	28	55	90	576	182	102	56.1	61	128	43	34	9	33.4
British Midland Airways	89	159	256	5 497	6 518	3 087	47.4	71	480	281	40	241	58.5
Dan-Air Services	49	162	184	3 114	2 348	940	40.0	—	192	77	—	77	40.1
Fairflight Charters	15	30	53	196	124	88	71.0	1	12	7	1	6	58.3
Fitair	6	10	20	60	42	36	85.7	—	8	3	—	3	37.5
Green Shield Stamp	4	15	7	30	27	12	44.5	—	3	1	—	1	34.1
Intra Airways	10	32	46	499	348	151	43.3	—	36	11	—	11	30.7
Laker Airways	1	2	5	169	102	97	94.9	—	9	9	—	9	95.0
Loganair	72	319	325	987	710	292	41.1	—	65	27	—	27	41.5
Lowland Aero Service	16	50	55	182	4 739	2 984	63.0	—	355	223	—	223	62.8
MAM Aviation	4	6	5	30	32	18	56.3	—	3	2	—	2	66.7
Management Aviation	9	36	37	271	104	56	53.8	—	8	4	—	4	50.0
McAlpine Aviation	49	139	97	277	340	112	32.9	—	28	8	—	8	28.6
Moseley Aviation	3	20	12	60	21	17	81.0	—	2	1	—	1	50.0
Northern Air Taxis	14	37	46	116	97	44	45.4	—	8	4	—	4	50.0
Northern Executive Aviation	11	52	49	170	64	41	64.1	14	10	5	2	3	50.0
Peters Aviation	7	26	33	270	94	72	76.9	—	8	6	—	6	77.1
Ryburn Air	5	55	27	26	27	5	20.2	7	3	1	1	—	35.3
Thurston Aviation	21	90	77	148	153	34	22.2	4	22	13	11	2	59.1
Vernair Transport	43	88	151	416	301	211	70.1	—	26	17	—	17	65.5
TOTAL	562	1 721	1 924	17 450	19 729	9 807	49.7	192	1 735	867	99	769	50.0

Class 5 Operations for UK Operators    April 1976

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	5	6	7	499	410	301	73.4	..	41	26	—	—	26	63.4
British Airways Airtours	175	54	245	7 920	33 363	26 230	78.6	..	3 017	2 304	—	—	2 304	76.4
British Caledonian Airways	3	6	7	210	336	149	44.3	..	32	13	—	—	13	40.6
Alidair	40	199	131	6 953	2 561	1 376	53.7	..	240	117	—	—	117	48.8
British Air Ferries	56	125	186	1 981	2 640	855	32.4	..	220	80	—	3	77	36.4
British Island Airways	2	10	10	384	125	96	76.8	..	11	8	—	—	8	72.7
British Midland Airways	8	4	12	390	1 120	938	83.8	..	110	73	—	—	73	66.4
Dan-Air Services	35	16	48	1 622	4 988	4 123	82.7	..	398	329	—	—	329	82.7
Intra Airways	1	2	4	51	36	25	69.4	..	3	2	—	—	2	66.7
Monarch Airlines	42	35	105	4 131	6 846	5 150	75.2	..	665	467	—	—	467	70.2
TOTAL	367	457	755	24 141	52 425	39 243	74.9	..	4 737	3 419	—	3	3 416	72.2

Class 5 Operations for Non-UK Operators    April 1975

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Caledonian Airways	24	6	33	—	—	—	—	..	909	289	—	289	—	31.8
Air Freight	11	29	51	—	—	—	—	..	37	27	—	27	—	73.0
Alidair	45	158	126	4 313	3 298	1 233	37.4	..	316	124	—	32	92	39.2
British Island Airways	22	60	75	—	—	—	—	..	106	58	—	58	—	54.7
British Midland Airways	759	515	1 155	49 794	120 638	85 691	71.0	..	11 374	7 410	—	925	6 485	65.1
Dan-Air Services	13	4	17	748	3 868	3 714	96.0	..	309	297	—	—	297	96.1
International Aviation Service	12	4	19	—	—	—	—	..	511	347	—	347	—	67.9
Monarch Airlines	3	2	5	170	439	273	62.2	..	43	25	—	—	25	58.1
Tradewinds Airways	16	6	33	—	—	—	—	..	402	124	—	124	—	30.8
TOTAL	905	784	1 512	55 025	128 243	90 911	70.9	..	14 007	8 701	—	1 802	6 899	62.1

# Aircraft Type and Utilisation—All Airlines April 1976

Table 31.1

	Aircraft—km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended March 1976	Daily utilisation per aircraft (hrs) Quarter ended March 1976
Aviation Traders Carvair	93	370	—	405	—	7 465	1 340	3	3.5
Aviation Traders Merchantman	445	—	548	—	786	—	—	6	4.6
AW650 Argosy	79	—	255	—	287	—	—	3	1.2
BAC 111-200	761	1 562	3	1 679	3	65 653	35 961	9	5.1
BAC 111-300/400	1 768	1 971	1	4 094	1	111 710	114 213	16	5.4
BAC 111-500	3 648	5 632	2	7 281	2	394 090	271 985	38	5.0
BAC Britannia-300	152	—	91	—	329	—	—	2	5.9
BAC VC10 Standard	—	—	—	—	—	—	—	5	—
BAC VC10 Super	3 623	1 177	—	4 853	—	56 777	312 269	15	10.4
BAC Viscount-700	81	164	68	177	72	5 795	2 040	6	2.9
BAC Viscount-700D/800/810	1 294	4 526	18	4 219	26	164 787	49 305	37	3.6
BAC/Aerospatiale Concorde	87	17	—	72	—	640	3 257	2	1.4
Beagle 206	34	94	—	114	—	325	3 042	3	0.4
Beechcraft B80 Queen-Air	46	92	—	160	—	436	225	4	1.4
Bell 206 Jetranger	11	82	—	52	—	134	17	1	1.5
Bell 212 Twin	61	750	—	343	—	3 589	285	6	1.3
Boeing 707-120/120B	380	106	—	630	—	11 076	49 301	2	9.5
Boeing 707-320C/336	5 037	1 134	490	4 560	2 229	73 764	343 655	29	8.0
Boeing 707-420	1 423	606	—	2 075	—	83 823	200 664	14	4.8
Boeing 720/720B	441	276	—	708	—	36 683	61 937	3	2.8
Boeing 727-100	778	427	—	1 158	—	45 937	83 971	5	5.8
Boeing 737-200	2 329	1 532	—	3 703	—	183 655	280 518	14	6.9
Boeing 747	5 102	1 274	—	6 587	—	141 466	1 036 606	17	11.3
Britten-Norman Islander	156	1 503	10	773	10	5 160	539	12	1.7
Britten-Norman Trislander	191	2 332	—	1 002	—	21 494	1 555	11	1.8
Canadair CL 44	1 120	—	368	—	2 284	—	—	13	5.9
Cessna 340	5	55	—	27	—	26	5	1	0.9
Cessna 401/421	11	12	—	10	—	21	6	2	0.2
Cessna 500 Citation	19	32	—	32	—	121	72	2	0.8
DC10	1 032	226	—	818	—	43 706	214 127	5	6.0
DC3 Dakota/Pionair	126	308	315	311	333	5 624	1 141	13	1.6
DC8-54/55F Jet Trader	338	—	119	—	467	—	—	2	6.5
DH 104 Dove	45	46	38	78	91	322	141	3	1.9
DH 106 Comet 4B/C	956	645	—	1 636	—	56 155	93 746	12	2.3
DH 114 Heron	61	118	4	199	22	1 141	553	5	1.2
DHC 6 Twin-Otter	11	56	—	50	—	463	93	1	1.7
Fokker Friendship 100/600	446	1 136	—	1 407	—	18 744	9 190	5	7.1
HP Herald 100/200	632	2 380	396	1 912	470	65 762	14 169	19	2.9
HS 121 Trident 1C	280	478	—	577	—	28 435	16 199	10	2.7
HS 121 Trident 1E	282	477	—	566	—	36 192	21 691	3	3.6
HS 121 Trident 2E	1 543	1 374	—	2 530	—	89 127	97 224	15	5.3
HS 121 Trident 3B	2 406	3 136	—	4 519	—	271 190	207 945	26	5.9
HS 125	273	414	—	431	—	1 159	776	20	0.8
HS 748	394	1 202	114	1 217	164	26 600	8 835	10	4.5
Lockheed L1011 Tristar	691	507	—	1 092	—	88 584	120 323	7	2.3
PA23 Aztec/Apache	38	134	12	119	15	260	51	3	1.2
PA31 Navajo	147	408	42	458	42	1 159	424	15	0.7
Riley Dove	12	17	4	23	12	119	51	1	1.2
Sikorsky 58T	76	741	—	465	—	4 021	419	10	1.4
Sikorsky S61N	542	3 237	—	3 062	—	36 069	5 452	31	3.2
Westland Wessex	40	806	—	289	—	3 633	180	4	1.7
TOTAL	39 541	43 572	2 898	66 473	7 645	2 193 092	3 665 495	501	4.3

# Aircraft Type and Utilisation—Individual Airlines Table 31.2

## April 1976

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1976	Daily utilisation per aircraft (hrs) Quarter ended March 1976
<b>British Airways Overseas Division</b>									
DC10	543	62	—	—	—	9 931	86 926	2	13.5
BAC VC10 Standard	—	—	—	—	—	—	—	5	—
BAC VC10 Super	3 623	1 177	—	4 853	—	56 777	312 269	15	10.4
Lockheed L1011 Tristar	125	52	—	161	—	2 511	15 340	2	—
Boeing 707-320C/336	2 410	540	231	2 207	1 059	28 323	157 356	11	9.4
Boeing 707-420	496	108	—	683	—	10 639	66 447	5	7.9
Boeing 747	5 102	1 274	—	6 587	—	141 466	1 036 606	17	11.3
BAC/Aerospatiale Concorde	87	17	—	72	—	640	3 257	2	1.4
<b>TOTAL</b>	<b>12 385</b>	<b>3 230</b>	<b>231</b>	<b>14 563</b>	<b>1 059</b>	<b>250 287</b>	<b>1 678 201</b>	<b>59</b>	<b>9.0</b>
<b>British Airways European Division</b>									
BAC 111-500	1 621	3 510	—	3 523	—	225 583	99 966	18	5.7
HS 121 Trident 2E	1 543	1 374	—	2 530	—	89 127	97 224	15	5.3
Aviation Traders Merchantman	445	—	548	—	786	—	—	6	4.6
HS 121 Trident 1C	280	478	—	577	—	28 435	16 199	10	2.7
HS 121 Trident 3B	2 406	3 136	—	4 519	—	271 190	207 945	26	5.9
Lockheed L1011 Tristar	566	455	—	931	—	86 073	104 982	5	2.8
<b>TOTAL</b>	<b>6 861</b>	<b>8 953</b>	<b>548</b>	<b>12 080</b>	<b>786</b>	<b>700 408</b>	<b>526 316</b>	<b>80</b>	<b>5.0</b>
<b>British Airways Airtours</b>									
Boeing 707-420	926	498	—	1 392	—	73 184	134 217	9	2.9
<b>British Airways Regional Division</b>									
HS 748	81	300	—	256	—	7 576	2 023	2	3.6
BAC Viscount-700D/800/810	801	3 094	—	2 721	—	116 858	31 591	27	3.5
BAC 111-300/400	513	1 201	—	1 133	—	60 246	28 140	6	5.3
HS 121 Trident 1E	282	477	—	566	—	36 192	21 691	3	3.6
BAC Viscount-700	—	—	—	—	—	—	—	2	2.3
<b>TOTAL</b>	<b>1 677</b>	<b>5 072</b>	<b>—</b>	<b>4 676</b>	<b>—</b>	<b>220 872</b>	<b>83 445</b>	<b>40</b>	<b>3.7</b>
<b>British Airways Helicopters</b>									
Sikorsky S61N	216	1 653	—	1 087	—	20 805	2 311	13	2.5
Bell 206 Jetranger	11	82	—	52	—	134	17	1	1.5
Sikorsky 58T	13	209	—	71	—	964	60	2	1.0
Bell 212 Twin	6	198	—	31	—	1 074	31	1	2.0
<b>TOTAL</b>	<b>246</b>	<b>2 142</b>	<b>—</b>	<b>1 241</b>	<b>—</b>	<b>22 977</b>	<b>2 419</b>	<b>17</b>	<b>2.2</b>
<b>British Caledonian Airways</b>									
BAC 111-200	576	1 330	—	1 319	—	52 137	24 459	7	5.2
BAC 111-500	932	1 208	—	1 796	—	74 149	65 116	12	4.5
Boeing 707-320C/336	2 218	393	259	1 761	1 170	23 198	136 932	10	10.1
<b>TOTAL</b>	<b>3 726</b>	<b>2 931</b>	<b>259</b>	<b>4 876</b>	<b>1 170</b>	<b>149 484</b>	<b>226 506</b>	<b>29</b>	<b>6.8</b>
<b>Air Anglia</b>									
Fokker Friendship 100/600	446	1 136	—	1 407	—	18 744	9 190	5	7.1
PA31 Navajo	89	270	—	293	—	756	269	4	1.5
HP Herald 100/200	—	—	—	—	—	—	—	1	—
<b>TOTAL</b>	<b>535</b>	<b>1 406</b>	<b>—</b>	<b>1 700</b>	<b>—</b>	<b>19 500</b>	<b>9 459</b>	<b>10</b>	<b>3.8</b>

**Table 31.2 cont.**

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1976	Daily utilisation per aircraft (hrs) Quarter ended March 1976
<b>Air Freight</b>									
DC3 Dakota/Pionair	62	63	170	96	212	994	303	7	1.5
<b>Air-Bridge Carriers</b>									
AW650 Argosy	79	—	255	—	287	—	—	3	1.6
BAC Viscount-700D/800/810	9	—	18	—	26	—	—	1	0.9
TOTAL	88	—	273	—	313	—	—	4	1.5
<b>Alidair</b>									
BAC Viscount-700	59	95	68	103	72	2 551	968	3	3.3
BAC Viscount-700D/800/810	85	357	—	257	—	11 266	2 609	1	3.1
TOTAL	144	452	68	360	72	13 817	3 577	4	3.3
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	118	2 026	—	663	—	19 607	1 082	6	2.5
Britten-Norman Islander	6	93	—	30	—	420	25	2	0.7
TOTAL	124	2 119	—	693	—	20 027	1 107	8	1.8
<b>Beecham Imperial</b>									
HS 125	3	5	—	5	—	20	16	2	0.3
<b>Bristow Helicopters</b>									
Sikorsky S61N	326	1 584	—	1 975	—	15 264	3 141	18	3.7
Westland Wessex	40	806	—	289	—	3 633	180	4	1.7
Sikorsky 58T	54	496	—	357	—	2 786	303	7	1.5
Bell 212 Twin	11	104	—	72	—	969	102	1	2.3
TOTAL	431	2 990	—	2 693	—	22 652	3 726	30	2.8
<b>Britannia Airways</b>									
Boeing 737-200	2 329	1 532	—	3 703	—	183 655	280 518	14	6.9
<b>British Air Ferries</b>									
HP Herald 100/200	112	407	—	391	—	9 815	2 416	3	2.2
Aviation Traders Carvair	93	370	—	405	—	7 465	1 340	3	3.5
TOTAL	205	777	—	796	—	17 280	3 756	6	2.8
<b>British Executive Air Services</b>									
Bell 212 Twin	44	448	—	240	—	1 546	152	4	1.0
<b>British Island Airways</b>									
HP Herald 100/200	424	1 580	396	1 138	470	46 068	8 994	12	3.3
<b>British Midland Airways</b>									
HP Herald 100/200	96	393	—	383	—	9 879	2 759	3	3.5
BAC Viscount-700D/800/810	400	1 075	—	1 241	—	36 663	15 105	8	4.0
Boeing 707-320/336	258	140	—	383	—	13 693	25 747	6	2.7
TOTAL	754	1 608	—	2 007	—	60 235	43 611	17	3.5

**Table 31.2 cont.**

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1976	Daily utilisation per aircraft (hrs) Quarter ended March 1976
<b>Brymon Airways</b>									
Britten-Norman Islander	48	258	—	256	—	1 106	218	2	2.0
DHC 6 Twin-Otter	11	56	—	50	—	463	93	1	1.7
TOTAL	59	314	—	306	—	1 569	311	3	1.9
<b>Dan-Air Services</b>									
HS 748	314	902	114	961	164	19 024	6 812	8	4.8
BAC 111-200	185	232	3	360	3	13 516	11 502	2	4.5
BAC 111-300/400	626	418	1	1 085	1	27 758	44 091	5	5.3
BAC 111-500	634	563	2	1 169	2	61 314	61 765	5	4.0
DH 106 Comet 4B/C	956	645	—	1 636	—	56 155	93 746	12	2.3
Boeing 727/100	778	427	—	1 158	—	45 937	83 971	5	5.8
Boeing 707-320C/336	151	61	—	209	—	8 550	23 620	2	4.4
TOTAL	3 643	3 248	120	6 578	170	232 254	325 507	39	4.2
<b>Fairflight Charters</b>									
DH 114 Heron	17	23	4	50	22	230	121	1	1.0
DH 104 Dove	45	46	38	78	91	322	141	3	1.9
PA23 Aztec/Apache	5	11	—	15	—	33	13	1	1.1
Riley Dove	12	17	4	23	12	119	51	1	1.2
PA31 Navajo	1	3	—	6	—	15	9	—	0.9
TOTAL	80	100	46	172	125	719	335	6	1.4
<b>Fitair</b>									
PA31 Navajo	9	14	2	26	3	70	41	1	0.7
<b>Green Shield Stamp</b>									
HS 125	36	48	—	59	—	138	117	1	1.2
<b>IDS Aircraft</b>									
Cessna 500 Citation	19	32	—	32	—	121	72	2	0.8
PA31 Navajo	12	31	—	39	—	76	28	2	0.6
TOTAL	31	63	—	71	—	197	100	4	0.7
<b>International Aviation Service</b>									
BAC Britannia-300	152	—	91	—	329	—	—	2	5.9
DC8-54/55F Jet Trader	338	—	119	—	467	—	—	2	6.5
TOTAL	490	—	210	—	796	—	—	4	6.2
<b>Intra Airways</b>									
DC3 Dakota/Pionair	64	245	145	215	121	4 630	838	6	1.6
BAC Viscount-700	22	69	—	74	—	3 244	1 072	1	1.4
TOTAL	86	314	145	289	121	7 874	1 910	7	1.6
<b>Laker Airways</b>									
BAC 111-300/400	628	352	—	1 876	—	23 706	41 981	5	5.5
DC10	489	164	—	818	—	33 775	127 201	3	1.8
Boeing 707-120/120B	380	106	—	630	—	11 076	49 301	2	9.5
TOTAL	1 497	622	—	3 324	—	68 557	218 483	10	5.1



**Table 31.2 cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1976	Daily utilisation per aircraft (hrs) Quarter ended March 1976
<b>Loganair</b>									
Britten-Norman Trislander	73	306	—	339	—	1 887	473	5	1.3
Britten-Norman Islander	96	1 136	—	469	—	3 524	268	7	1.9
TOTAL	169	1 442	—	808	—	5 411	740	12	1.7
<b>Lowland Aero Service</b>									
Beagle 206	16	50	—	55	—	182	2 984	1	0.9
<b>MAM Aviation</b>									
HS 125	42	44	—	63	—	156	145	1	1.8
<b>Management Aviation</b>									
Sikorsky 58T	9	36	—	37	—	271	56	1	1.4
<b>McAlpine Aviation</b>									
Cessna 401/421	11	12	—	10	—	21	6	2	0.2
HS 125	173	277	—	259	—	749	431	13	0.7
PA23 Aztec/Apache	16	55	—	55	—	91	12	2	0.5
TOTAL	200	344	—	324	—	861	449	17	0.6
<b>McDonald Aviation</b>									
DH 114 Heron	..	..	..	..	..	..	..	—	..
PA23 Aztec/Apache	..	..	..	..	..	..	..	1	..
TOTAL	..	..	..	..	..	..	..	1	..
<b>Merlot International Airlines</b>									
HS 125	19	40	—	45	—	96	67	3	0.9
<b>Monarch Airlines</b>									
BAC 111-500	461	351	—	793	—	33 044	45 139	3	4.3
Boeing 720/720B	441	276	—	708	—	36 683	61 937	3	2.8
TOTAL	902	627	—	1 501	—	69 727	107 076	6	3.6
<b>Moseley Aviation</b>									
PA31 Navajo	5	22	—	19	—	70	27	1	0.9
<b>Northern Air Taxis</b>									
Beagle 206	18	44	—	59	—	143	58	2	..
<b>Northern Executive Aviation</b>									
Britten-Norman Islander	6	16	10	18	10	110	28	1	0.4
PA31 Navajo	6	16	12	17	8	68	18	1	0.6
TOTAL	12	32	22	35	18	178	46	2	0.6
<b>Peters Aviation</b>									
DH 114 Heron	44	95	—	149	—	911	432	4	1.2

**Table 31.2 cont.**

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1976	Daily utilisation per aircraft (hrs) Quarter ended March 1976
<b>Ryburn Air</b>									
Cessna 340	5	55	—	27	—	26	5	1	0.9
<b>Thurston Aviation</b>									
PA23 Aztec/Apache	17	68	12	49	15	136	26	1	1.6
PA31 Navajo	25	52	28	58	31	104	32	4	0.5
TOTAL	42	120	40	107	46	240	58	5	0.7
<b>Tradewinds Airways</b>									
Canadair CL 44	470	—	157	—	913	—	—	5	6.6
<b>Trans-Meridian Air Cargo</b>									
Canadair CL 44	649	—	211	—	1 371	—	—	8	5.4
<b>Vernair Transport</b>									
Beechcraft B80 Queen-Air	46	92	—	160	—	436	225	4	1.4
GRAND TOTAL	39 541	43 572	2 898	66 473	7 645	2 193 092	3 665 495	501	4.3

## Operations Subject to Variable Charge by Type of Licence April 1976

**Table 32**

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
<b>Chargeable Operations (Own Aircraft)</b>					
Class 1	530 379	284 681	74 923	209 754	53.6
Class 2	24 133	17 130	—	17 130	70.9
Class 3	89 327	72 626	—	72 626	81.3
Class 4	15 699	12 439	—	12 439	79.2
Class 5A	4 737	3 419	3	3 416	72.2
Class 6	47 578	33 949	33 949	—	71.4
Class 7	1 032	515	47	468	49.9
<b>TOTAL</b>	<b>712 885</b>	<b>424 759</b>	<b>108 922</b>	<b>315 833</b>	<b>59.6</b>
<b>Non-Chargeable Operations</b>					
Aircraft hired from Foreign Operators	10 542	6 746	2 171	4 576	63.9
Exempt Services	36 235	20 871	15 386	5 485	57.6
Class 5B	6 393	3 648	1 289	2 359	57.1
Small Aircraft Operations	446	198	5	193	44.3
<b>TOTAL</b>	<b>53 616</b>	<b>31 463</b>	<b>18 851</b>	<b>12 613</b>	<b>58.4</b>
<b>GRAND TOTAL</b>	<b>766 501</b>	<b>456 222</b>	<b>127 773</b>	<b>328 446</b>	<b>59.5</b>

## Output by Type of Licence and Aircraft Ownership April 1976

**Table 33**

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	530 719	970	63	531 751
Class 2	24 133	—	—	24 133
Class 3	89 327	29	—	89 356
Class 4	15 708	14	2	15 724
Class 6	47 578	—	151	47 728
Class 7	1 130	—	—	1 130
Exempt Services	36 235	—	2 712	38 948
<b>TOTAL</b>	<b>744 829</b>	<b>1 013</b>	<b>2 928</b>	<b>748 770</b>
Class 5A	4 737	—	—	4 737
Class 5B	6 393	—	7 614	14 007
<b>TOTAL</b>	<b>11 130</b>	<b>—</b>	<b>7 614</b>	<b>18 744</b>
<b>GRAND TOTAL</b>	<b>755 959</b>	<b>1 013</b>	<b>10 542</b>	<b>767 514</b>

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# 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.

**CLASSES OF LICENCE**

**Class 1** authorises scheduled service flights;

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

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

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

**Class 5** authorises substitute charter flights;

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

**Class 7** authorises sole-use charter flights.

**NB**

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

**Exempt operations**

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

**Cargo**

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

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

## Appendix B Measures and their Computation

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

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

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



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

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

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

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

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

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

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