

**Civil Aviation Authority**

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

# **CAA Monthly Statistics**

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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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**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—September 1976

## Activity at UK Airports

Air transport movements reached a level of 71 000 in September 1976, a growth of 6.0 per cent against September 1975. London area movements accounted for 35 000 (2.0 per cent growth), whilst over the rest of the UK there was an increase of 10.1 per cent (a total of 36 000 movements). The number of diversions was unusually high due to the weather conditions in the last week of September. In the period July to September 1976 an aggregate growth of 5.7 per cent was reported as compared with the same period in 1975. This comprised 2.2 per cent growth in the London area and an increase of 9.3 per cent over the rest of the UK. Within the London area, only Luton recorded a fall in traffic (−1.2 per cent, an average of 27 fewer movements per month). Gatwick reported 7.2 per cent growth (an average of 585 additional movements per month), Southend 6.5 per cent growth (73 additional movements per month) and Stansted 6.2 per cent growth (20 additional movements per month); Heathrow reported only marginal growth (129 additional movements per month). Outside the London area, Aberdeen again reported the highest increase in actual movements (1062 additional movements; 37.4 per cent growth) followed by Edinburgh (246 additional movements; 14.4 per cent growth) and Birmingham (208 additional movements; 9.9 per cent growth). Wick reported the heaviest growth rate (80.4 per cent) whilst Manston reported the heaviest rate of decline (−31.7 per cent) and outside the London area, the heaviest fall in movements (32 fewer movements per month). Scheduled movements in the period July to September 1976, as compared with the previous year, grew by 3.0 per cent and charter movements by 13.9 per cent. The UK operators' share of total and scheduled traffic fell marginally to stand at 76.3 per cent and 73.6 per cent respectively; their share of charter traffic fell 1.1 percentage points to 83.7 per cent.

The number of terminal passengers reported by UK airports in September 1976 was 4.8 million, an increase of 5.3 per cent over the previous year. London area passengers grew by 6.7 per cent to 3.3 million and those over the rest of the UK by 2.3 per cent to 1.5 million. During the three months July to September there was an aggregate growth of 4.6 per cent, 5.8 per cent in the London area and 1.9 per cent elsewhere in the UK. With the exception of Luton, all the London area airports reported growth. Gatwick reported an average of 39 828 additional passengers per month (5.8 per cent growth), Heathrow 167 871 additional passengers (7.4 per cent growth), Southend 1608 additional passengers (6.6 per cent growth) and Stansted a marginal increase (110 additional passengers per month). Luton reported 19 832 fewer passengers per month (8.1 per cent decline). Outside the London area, Manchester and Edinburgh reported the greatest increase in passengers handled (22 631 additional passengers per month; 7.3 per cent growth and 20 624 additional passengers; 23.6 per cent growth respectively), followed by Aberdeen with an additional 14 376 passengers per month (21.9 per cent growth). Belfast, East Midlands and Isle of Man reported the heaviest

falls (15 276 fewer passengers; 11.0 per cent decline, 10 046 fewer passengers; 15.1 per cent decline and 7546 fewer passengers; 12.8 per cent decline respectively). Manston reported the heaviest rate of decline (−78.1 per cent) and Cambridge the heaviest growth rate (78.3 per cent). Passengers travelling on scheduled services increased by 4.3 per cent and those on charter services by 5.3 per cent. The UK operators' share of scheduled passengers fell 1.9 percentage points to 63.7 per cent and their share of charter passengers fell by 1.7 percentage points to 77.6 per cent.

In the period July to September 1976, a monthly average of nearly 5 million terminal passengers used UK airports; 3.7 million travelled on international services (6.1 per cent growth) and 1.2 million on domestic services (a marginal increase). International scheduled services carried 7.0 per cent more passengers than a year earlier and international charter services 4.4 per cent more. The most heavily used scheduled services were those to USA with 13.3 per cent of the total (14.5 per cent growth), followed by those to France and the Irish Republic with 11.2 per cent of the total (1.5 per cent growth) and 8.7 per cent of the total (2.5 per cent growth) respectively. Services to Spain carried 34.9 per cent of the total charter passengers (12.9 per cent decline) followed by services to Italy with 12.3 per cent of the total (12.5 per cent growth) and those to USA with 8.6 per cent of the total (49.9 per cent growth). Of the passengers travelling on the main domestic routes, only those carried on London services increased (2.8 per cent growth). Routes to the Isle of Man showed a 14.6 per cent decline, followed by those to Belfast, Channel Islands, Edinburgh and Glasgow with 11.2 per cent, 10.8 per cent, 3.6 per cent and 3.4 per cent declines respectively.

During September 1976 the level of air freight handled at UK airports rose to almost 59 000 tonnes, a growth of 14.1 per cent compared with 1975. London area tonnage rose by 12.4 per cent whilst over the rest of the UK the tonnage rose by 21.0 per cent. In the period July to September 1976, as compared with the same period in 1975, an overall growth of 8.6 per cent was reported (London area 8.3 per cent and the rest of the UK 9.9 per cent). All airports in the London area reported growth, Gatwick handled 92.9 additional tonnes per month (1.5 per cent growth), Heathrow handled 2543.8 additional tonnes (8.0 per cent growth) and Stansted 554.1 additional tonnes (39.3 per cent growth). There was marginal growth at Southend (4.7 additional tonnes per month) and Luton achieved almost two fold growth (214.9 additional tonnes). Outside the London area, Belfast reported the heaviest increase in tonnage handled (321.2 additional tonnes per month; 35.2 per cent growth), followed by East Midlands with 193.5 additional tonnes; 30.9 per cent growth) and Liverpool with 169.9 additional tonnes; 21.3 per cent growth. Edinburgh reported the heaviest fall in tonnage handled (29.0 fewer tonnes per month; 18.7 per cent decline) and Exeter the heaviest rate of decline (−51.0 per cent). In the three month period 5.6 per cent more freight than a year earlier was carried on scheduled



services and 22.2 per cent more on charter services. The UK operators' share of the total tonnage fell (3.6 percentage points to 49.4 per cent), as did their share of scheduled and charter tonnage (4.0 percentage points to 42.6 per cent and 5.9 percentage points to 75.4 per cent respectively).

**Output of UK Airlines**

The output of UK airlines for all services in September, 1976 was 995 million available tonne-kilometres, an increase of 5.5 per cent on September, 1975.

The scheduled service output of 667 million available tonne-kilometres was 6.5 per cent higher than a year earlier. The overall load factor was 60.9 per cent compared with 60.5 the previous year. Seat kilometres used were 67.0 per cent of those available. Seat factors on

domestic and international scheduled services were 65.6 and 67.2 per cent respectively compared with 68.7 and 67.3 per cent a year earlier.

The non-scheduled output of 328 million available tonne-kilometres was 3.5 per cent higher than in September, 1975. Advance Booking charters and Inclusive Tour charters accounted for 62.3 and 131.2 million available tonne-kilometres respectively compared with 55.9 and 122.3 million a year earlier.

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

# Size Structure of UK

**Table 1**

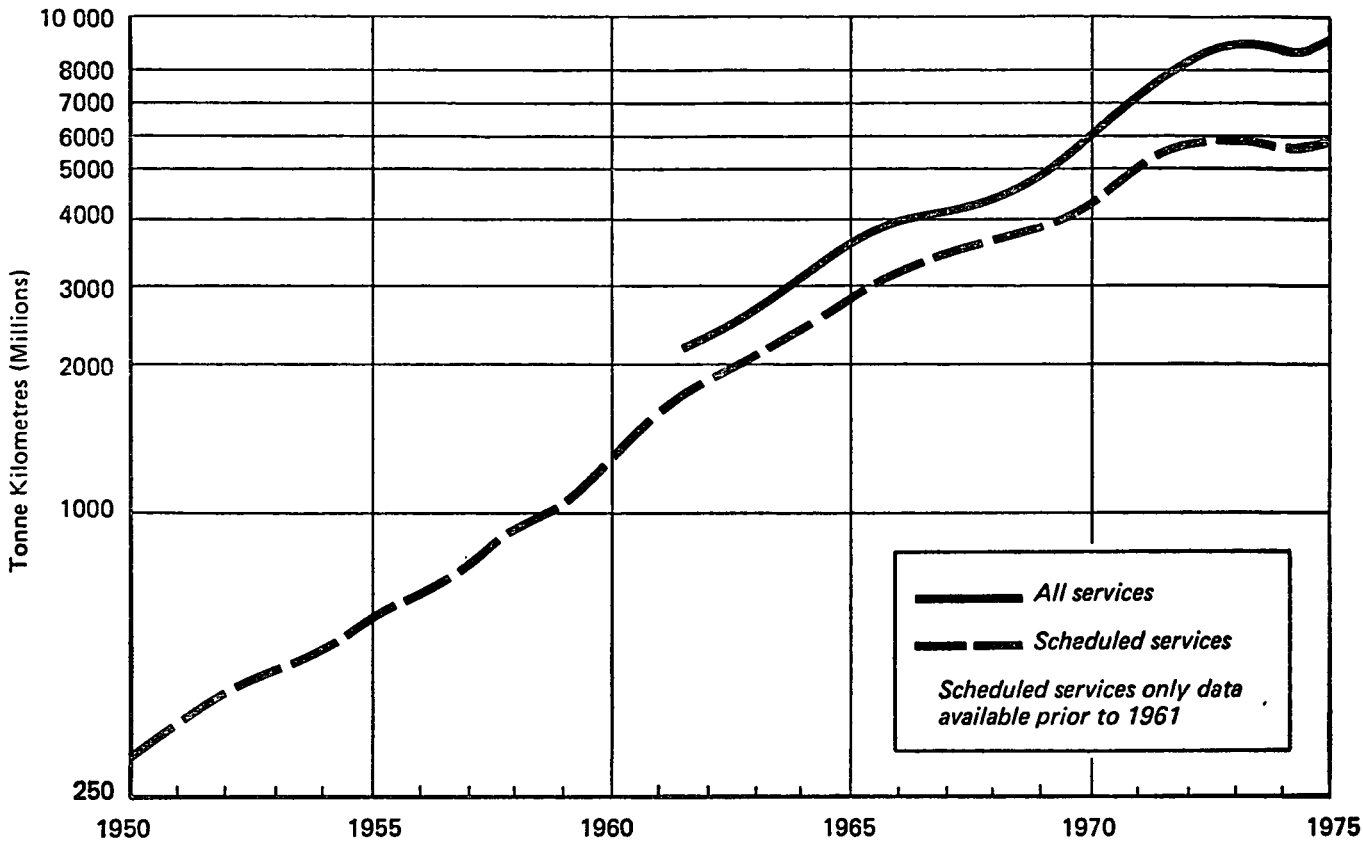
## Airports and Airlines Year ended 30 September 1976

<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	22 653	51.60	100	100.00
Gatwick	5 624	12.81	98	48.40
Manchester	2 774	6.32	95	35.59
Glasgow	1 975	4.50	93	29.27
Luton	1 806	4.11	90	24.77
Belfast	1 107	2.52	88	20.66
Birmingham	1 086	2.47	86	18.14
Edinburgh	955	2.17	83	15.67
Aberdeen	786	1.79	81	13.49
Newcastle	640	1.46	79	11.70
East Midlands	500	1.14	76	10.25
Prestwick	400	0.91	74	9.11
Liverpool	370	0.84	71	8.20
Isle of Man	351	0.80	69	7.35
Southampton	296	0.67	67	6.56
Leeds/Bradford	277	0.63	64	5.88
Stansted	243	0.55	62	5.25
Sumburgh	223	0.51	60	4.70
Southend	207	0.47	57	4.19
Bristol	203	0.46	55	3.72
Tees-side	196	0.45	52	3.25
Glamorgan	193	0.44	50	2.81
Others (20 reporting airports)	1 040	2.37	48	2.37

<b>Airlines</b>	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres available	Percentage of UK airlines this size and smaller	Percentage of a.t. – km of UK airlines this size and smaller
British Airways Overseas Division	4 965	52.24	100	100.00
British Airways European Division	1 133	11.92	98	47.76
British Caledonian Airways	833	8.76	95	35.84
Dan Air Services	440	4.63	93	27.08
Laker Airways	374	3.93	91	22.45
Britannia Airways	333	3.50	88	17.57
International Aviation Services	241	2.54	86	15.01
British Airtours	233	2.45	84	12.48
Trans-Meridian Air Cargo	230	2.42	81	10.03
British Midland Airways	160	1.68	79	7.61
Tradewinds Airways	159	1.67	77	5.92
British Airways Regional Division	154	1.62	74	4.25
Monarch Airlines	146	1.54	72	2.63
Air Anglia	25	0.26	70	1.09
British Island Airways	23	0.24	67	0.83
Alidair	12	0.13	65	0.59
British Air Ferries	11	0.12	63	0.46
Others (26 airlines)	33	0.35	60	0.35

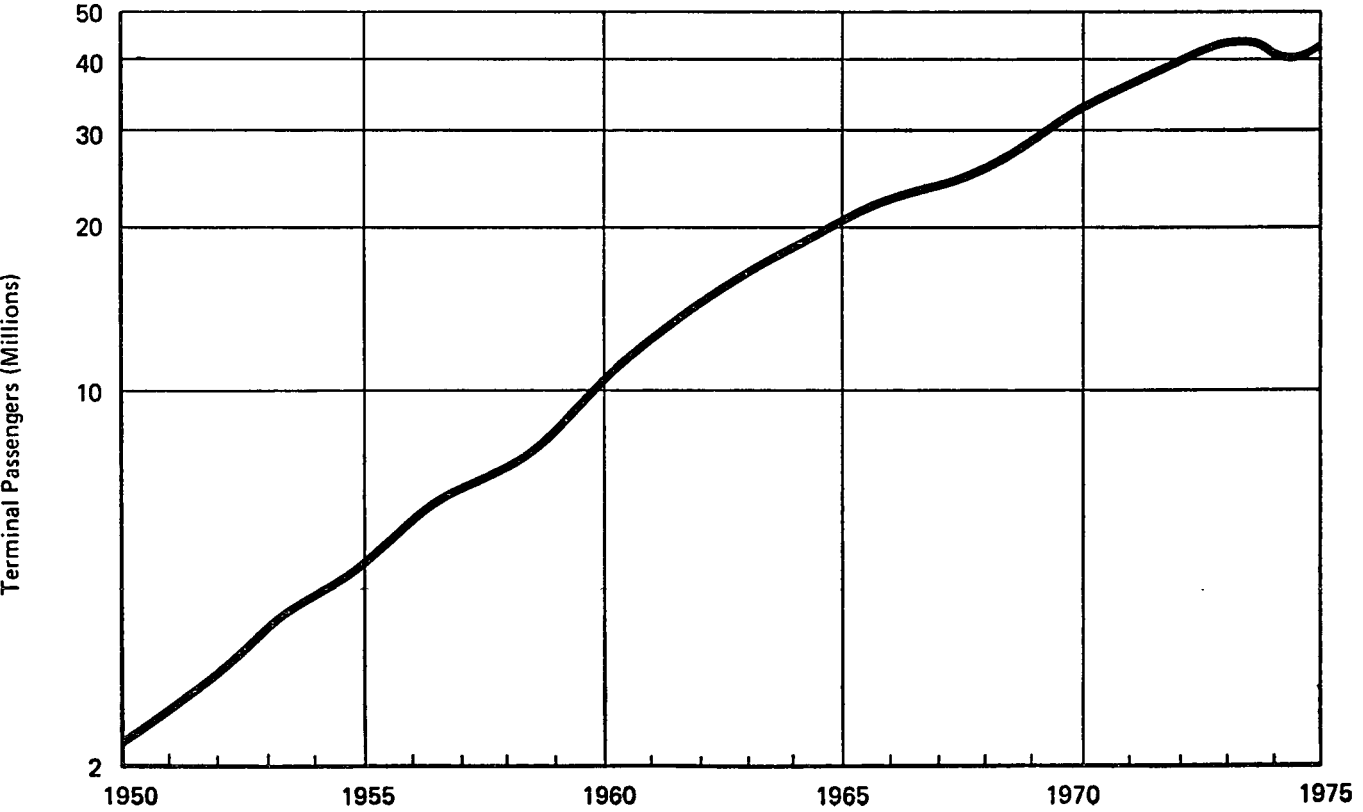
# Output of UK Airlines

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	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
1975	1 911	701	41 846	8 928	5 984	2 944
<b>Year ended</b>						
Sept. 1975	1 899	701	41 260	8 685	5 925	2 760
Sept. 1976	1 910	730	43 903	9 528	6 453	3 074
<b>Latest year's growth (percentages)</b>						
	0.6	4.2	6.4	9.7	8.9	11.4
<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)	A.T. movements (000)	Scheduled 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
2nd quarter	65.1	3 906	36.4	1 887	13.8	826	12.7	994	2.1	200
3rd quarter	73.8	4 984	39.7	2 236	16.6	1 144	14.2	1 274	3.2	331
1975 April	56.5	3 099	33.4	1 624	9.8	577	12.0	814	1.3	84
May	63.2	3 658	36.5	1 811	12.1	769	12.7	912	1.8	166
June	65.1	4 076	35.9	1 854	13.8	943	13.1	1 035	2.3	244
July	71.3	4 782	39.6	2 218	14.9	1 095	14.0	1 161	2.7	307
August	70.9	4 997	39.0	2 271	15.2	1 214	13.9	1 193	2.8	319
September	67.2	4 518	37.2	2 137	14.3	1 022	13.3	1 116	2.4	243
1976 April	60.2	3 536	34.2	1 748	12.3	732	12.2	932	1.5	124
May	65.9	3 906	36.8	1 896	13.8	796	13.1	995	2.2	219
June	69.2	4 275	38.2	2 016	15.4	949	12.9	1 054	2.7	256
July	75.6	5 054	40.4	2 277	17.2	1 151	14.6	1 282	3.3	345
August	74.6	5 139	40.1	2 249	16.7	1 233	14.4	1 306	3.3	352
September	71.2	4 758	38.5	2 181	15.9	1 047	13.7	1 233	3.1	297

# Movements at UK Airports by Purpose

**Table 4**

## Monthly Averages or Calendar Months

	Total (000)	Total (000)	Commercial Air transport (000)	Other (000)	Total (000)	Non-commercial Aero club and private (000)	Test and training (000)	Other (000)
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1974	154.1	66.0	59.2	6.9	88.1	65.2	15.0	7.9
1975	159.2	65.1	58.4	6.7	94.2	70.2	15.6	8.4
1974 1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
2nd quarter	174.4	71.7	64.3	7.5	102.7	76.4	16.6	9.6
3rd quarter	184.1	81.4	71.7	9.7	102.7	80.6	14.6	7.6
4th quarter	135.0	59.6	53.7	5.8	75.4	54.9	12.7	7.8
1975 1st quarter	134.2	53.5	48.4	5.0	80.7	55.1	17.9	7.7
2nd quarter	178.0	68.8	61.6	7.2	109.2	81.6	17.9	9.7
3rd quarter	185.7	78.5	69.8	8.7	107.2	84.6	15.2	7.4
4th quarter	138.9	59.4	53.6	5.8	79.5	59.3	11.5	8.7
1976 1st quarter	130.2	55.9	50.9	5.0	74.3	51.8	13.4	9.1
2nd quarter	181.2	73.1	65.1	8.0	108.1	82.6	15.8	9.6
3rd quarter	186.2	82.3	73.8	8.5	104.0	83.4	11.8	8.8
1975 April	163.3	62.0	56.6	5.4	101.3	72.6	19.4	9.4
May	183.0	70.8	63.2	7.6	112.2	82.2	19.3	10.7
June	187.8	73.7	65.1	8.6	114.1	90.0	15.0	9.1
July	193.3	80.3	71.3	9.0	112.9	87.9	17.4	7.6
August	188.3	80.0	70.9	9.1	108.2	88.9	13.4	6.0
September	175.6	75.1	67.2	7.9	100.5	77.0	14.7	8.7
1976 April	179.7	67.2	60.2	7.0	112.5	84.5	18.5	9.5
May	179.5	74.0	65.9	8.1	105.4	79.3	16.9	9.3
June	184.3	78.0	69.2	8.8	106.3	84.1	12.1	10.1
July	197.5	84.7	75.6	9.1	112.9	90.9	13.6	8.5
August	195.6	83.2	74.6	8.7	112.4	92.0	11.7	8.7
September	165.5	78.9	71.2	7.6	86.7	67.4	10.2	9.1

# 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	2 089	1 387	877	2 770	4 677	6 041	2 131	5 500
2nd quarter	32 305	6 015	3 053	1 696	1 230	4 715	5 868	7 423	2 817	9 202
3rd quarter	36 271	6 920	3 576	1 899	1 404	5 463	6 908	7 811	3 535	10 684
1975 April	29 564	5 156	2 545	1 340	1 136	4 186	5 189	5 012	2 441	7 658
May	31 959	6 300	2 981	1 548	1 346	4 923	5 837	5 433	2 863	9 782
June	32 421	6 481	3 139	1 574	1 567	5 275	6 000	5 336	3 282	9 318
July	36 019	6 750	3 357	1 682	1 426	5 700	6 764	5 939	3 656	10 446
August	36 220	6 862	3 360	1 686	1 389	5 496	6 582	5 698	3 601	11 811
September	34 235	6 454	3 148	1 616	1 293	5 157	6 077	6 049	3 212	9 928
1976 April	30 598	5 227	2 652	1 498	1 060	4 316	5 223	7 206	2 421	8 317
May	32 654	6 154	3 174	1 743	1 239	4 693	6 055	7 436	2 794	9 812
June	33 662	6 663	3 328	1 846	1 390	5 137	6 326	7 628	3 236	9 476
July	37 048	7 071	3 654	1 950	1 420	5 672	7 209	7 814	3 727	10 455
August	36 852	7 065	3 613	1 939	1 426	5 429	6 917	7 734	3 575	11 675
September	34 913	6 623	3 462	1 809	1 366	5 287	6 597	7 885	3 304	9 921

# Terminal Passengers by Airports

Table 6

## Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1974	2 306	259	122	64	35	84	256	78	138	163
1975	2 412	275	136	65	34	86	253	96	131	168
1974 1st quarter	1 760	197	78	51	26	40	213	59	99	72
2nd quarter	2 435	271	128	67	37	98	259	75	141	198
3rd quarter	3 043	351	180	86	50	133	338	96	204	262
4th quarter	1 986	215	103	53	26	62	212	80	108	122
1975 1st quarter	1 810	180	85	50	24	49	165	76	94	89
2nd quarter	2 469	296	149	68	37	101	264	92	135	192
3rd quarter	3 250	389	198	84	51	128	352	116	197	267
4th quarter	2 120	233	111	56	23	66	230	100	99	123
1976 1st quarter	1 914	193	84	52	23	46	210	94	88	82
2nd quarter	2 704	310	147	76	37	97	293	120	124	193
3rd quarter	3 439	403	186	94	50	120	377	137	174	255
1975 April	2 183	223	116	56	28	82	212	86	114	140
May	2 491	307	154	70	36	109	267	93	130	217
June	2 733	357	177	79	48	112	313	97	161	219
July	3 248	387	197	85	51	125	366	116	207	256
August	3 404	412	211	87	57	137	359	112	219	303
September	3 099	368	186	81	45	122	331	119	166	243
1976 April	2 506	254	127	62	31	90	240	114	113	157
May	2 679	313	152	78	37	97	319	118	114	207
June	2 926	364	162	87	42	103	319	128	144	215
July	3 460	406	190	98	50	119	404	139	188	251
August	3 552	419	194	97	56	126	374	138	182	284
September	3 307	385	176	88	45	115	354	134	153	230



# Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months										Tonnes
	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967	26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968	30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969	34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970	34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971	34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972	40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973	45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1974	46 745	4 917	941	178	82	1 445	3 513	462	1 774	1 879
1975	42 767	3 871	839	118	66	1 188	2 571	539	1 182	1 662
1974 1st quarter	46 527	5 038	794	286	72	1 593	3 630	371	1 467	2 256
2nd quarter	48 460	5 128	980	151	90	1 587	3 511	453	1 618	1 906
3rd quarter	45 066	4 678	926	128	86	1 314	3 313	518	1 646	1 893
4th quarter	46 926	4 824	1 066	148	81	1 288	3 599	505	2 366	1 461
1975 1st quarter	45 025	4 197	783	138	67	1 284	2 327	429	1 227	1 825
2nd quarter	43 039	3 807	904	122	59	1 260	2 611	563	1 215	1 686
3rd quarter	40 959	3 460	826	112	76	1 102	2 515	537	1 163	1 728
4th quarter	42 045	4 020	844	101	62	1 105	2 832	628	1 121	1 408
1976 1st quarter	42 131	3 878	734	106	47	1 095	2 513	686	1 174	1 655
2nd quarter	43 575	3 838	802	99	69	1 258	2 579	730	1 231	1 985
3rd quarter	44 370	3 642	1 047	91	100	1 135	2 579	709	1 460	1 688
1975 April	44 145	4 028	858	125	59	1 296	2 577	592	1 230	1 708
May	41 960	4 040	907	109	59	1 186	2 719	541	1 244	1 673
June	43 011	3 353	948	132	60	1 297	2 537	557	1 172	1 677
July	43 460	3 475	888	105	87	1 183	2 354	554	1 227	1 901
August	38 434	3 283	751	100	60	969	2 428	493	1 117	1 656
September	40 984	3 623	839	132	80	1 153	2 763	564	1 145	1 628
1976 April	42 604	3 966	824	93	70	1 332	2 571	708	1 145	2 128
May	44 772	4 197	789	122	65	1 115	2 897	753	1 296	1 919
June	43 348	3 351	794	83	72	1 327	2 808	730	1 251	1 907
July	45 976	3 716	823	92	97	1 229	2 512	727	1 231	1 769
August	41 070	3 190	870	75	86	960	2 374	680	1 166	1 673
September	46 063	4 020	1 447	105	118	1 216	2 852	720	1 984	1 623

# Scheduled Services by UK Airlines

**Table 8.1**

## All Services

### Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1966	249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973	496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1974	478.9	263.9	9.9	65.5	188.5	55.1	3 684.7	2 117.4	57.5
1975	498.0	275.9	11.0	60.3	204.5	55.4	3 824.0	2 292.7	60.0
1974 1st quarter	417.4	228.2	9.0	65.4	153.8	54.7	3 116.4	1 718.1	55.1
2nd quarter	455.1	238.0	8.2	58.9	170.9	52.3	3 578.2	1 928.6	53.9
3rd quarter	572.8	328.2	9.8	69.3	249.2	57.3	4 454.6	2 820.1	63.3
4th quarter	470.2	261.0	12.5	68.4	180.1	55.5	3 589.5	2 002.9	55.8
1975 1st quarter	439.3	241.6	10.8	63.2	167.7	55.0	3 315.6	1 868.7	56.4
2nd quarter	496.6	264.9	10.4	63.2	191.3	53.3	3 783.0	2 142.2	56.6
3rd quarter	568.9	333.6	10.6	64.4	258.3	58.7	4 438.7	2 926.4	66.0
4th quarter	487.0	263.5	12.2	50.4	200.8	54.1	3 758.7	2 233.5	59.4
1976 1st quarter	491.2	265.3	11.4	63.6	190.3	54.0	3 778.3	2 119.9	56.1
2nd quarter	568.6	311.7	11.5	65.8	234.3	54.8	4 470.4	2 603.2	58.2
3rd quarter	601.5	362.0	11.3	62.9	287.8	60.2	4 778.6	3 197.2	66.9
1975 April	426.9	230.2	9.4	59.1	161.7	53.9	3 221.4	1 816.0	56.4
May	469.5	251.5	10.2	59.6	181.7	53.6	3 591.9	2 030.5	56.5
June	593.4	313.1	11.6	70.9	230.6	52.8	4 535.8	2 580.0	56.9
July	539.0	303.9	10.0	60.3	233.6	56.4	4 212.4	2 654.5	63.0
August	542.1	318.5	9.7	57.5	251.4	58.7	4 264.2	2 863.6	67.1
September	625.6	378.3	12.2	75.3	290.1	60.5	4 839.5	3 261.1	67.4
1976 April	531.8	285.3	11.5	63.5	210.4	53.7	4 156.7	2 360.1	56.8
May	524.4	284.7	10.7	61.6	212.3	54.3	4 147.4	2 347.5	56.6
June	649.7	365.0	12.2	72.4	280.3	56.2	5 107.0	3 101.9	60.7
July	563.4	333.9	10.4	58.5	265.1	59.3	4 493.4	2 960.7	65.9
August	573.6	345.5	10.6	57.1	277.8	60.2	4 583.0	3 104.7	67.7
September	667.4	406.7	12.9	73.2	320.6	60.9	5 259.5	3 526.3	67.0

# Scheduled Services by UK Airlines

Table 8.2

## Domestic Services

### Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1966	24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969	24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970	25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971	26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972	28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973	32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1974	30.8	17.8	0.2	1.9	15.7	57.8	298.2	188.0	63.0
1975	28.3	16.3	0.2	1.2	14.9	57.6	278.5	177.1	63.6
1974 1st quarter	24.3	14.8	0.2	1.8	12.7	60.9	228.1	152.2	66.7
2nd quarter	34.6	19.1	0.2	1.9	17.0	55.2	337.9	204.1	60.4
3rd quarter	37.6	22.5	0.2	1.9	20.4	59.8	374.2	243.4	65.0
4th quarter	26.7	14.8	0.3	1.8	12.8	55.4	252.7	152.2	60.2
1975 1st quarter	21.7	11.7	0.2	1.2	10.2	53.9	202.8	121.4	59.9
2nd quarter	29.4	16.9	0.2	1.2	15.4	57.5	292.2	183.6	62.8
3rd quarter	35.1	21.9	0.2	1.2	20.4	62.4	352.9	242.7	68.8
4th quarter	26.9	14.8	0.2	1.0	13.5	55.0	265.9	160.6	60.4
1976 1st quarter	27.2	14.1	0.2	1.1	12.7	51.8	264.9	151.1	57.1
2nd quarter	33.8	18.5	0.2	1.2	17.1	54.7	334.1	202.6	60.7
3rd quarter	37.6	22.0	0.2	1.2	20.6	59.9	375.3	245.1	65.3
1975 April	27.5	15.0	0.2	1.3	13.5	54.6	264.8	160.2	60.5
May	30.3	17.5	0.2	1.2	16.0	57.7	304.8	190.6	62.6
June	30.5	18.3	0.2	1.2	16.8	59.8	306.9	200.1	65.2
July	36.6	22.6	0.2	1.3	21.1	61.8	367.4	250.4	68.2
August	35.7	22.4	0.2	1.1	21.0	62.7	359.9	249.9	69.4
September	33.1	20.7	0.2	1.3	19.2	62.6	331.4	227.7	68.7
1976 April	31.3	16.7	0.2	1.2	15.4	53.6	310.6	182.5	58.7
May	34.8	18.9	0.2	1.2	17.4	54.2	342.5	207.0	60.4
June	35.3	19.8	0.2	1.2	18.4	56.0	349.3	218.4	62.5
July	38.6	22.8	0.2	1.2	21.4	59.2	386.2	254.7	66.0
August	37.9	21.9	0.2	1.1	20.5	57.7	379.5	244.4	64.4
September	36.2	21.3	0.2	1.2	19.9	58.9	360.3	236.3	65.6

# 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
1966	225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1974	448.1	246.1	9.6	63.7	172.8	54.9	3 386.5	1 929.4	57.0
1975	469.7	259.5	10.8	59.1	189.7	55.3	3 545.6	2 115.6	59.7
1974 1st quarter	393.2	213.4	8.8	63.5	141.0	54.3	2 888.2	1 565.8	54.2
2nd quarter	420.6	218.9	7.9	57.1	153.9	52.0	3 240.2	1 724.4	53.2
3rd quarter	535.2	305.8	9.5	67.4	228.9	57.1	4 080.5	2 576.6	63.1
4th quarter	443.5	246.2	12.3	66.6	167.3	55.5	3 336.9	1 850.7	55.5
1975 1st quarter	417.6	229.8	10.6	61.9	157.5	55.0	3 112.7	1 747.2	56.1
2nd quarter	467.2	248.0	10.1	62.0	175.9	53.1	3 490.9	1 958.5	56.1
3rd quarter	533.7	311.6	10.4	63.1	238.1	58.4	4 085.8	2 683.7	65.7
4th quarter	460.1	248.7	12.0	49.4	187.3	54.1	3 492.9	2 072.9	59.4
1976 1st quarter	463.9	251.2	11.2	62.5	177.5	54.2	3 513.4	1 968.7	56.0
2nd quarter	534.9	293.2	11.3	64.6	217.3	54.8	4 136.2	2 400.6	58.0
3rd quarter	563.9	340.0	11.1	61.7	267.2	60.3	4 403.3	2 952.1	67.0
1975 April	399.4	215.2	9.1	57.8	148.3	53.9	2 956.6	1 655.8	56.0
May	439.3	234.0	10.0	58.4	165.7	53.3	3 287.2	1 839.8	56.0
June	562.8	294.8	11.3	69.7	213.8	52.4	4 228.9	2 380.0	56.3
July	502.4	281.3	9.8	59.0	212.4	56.0	3 845.0	2 404.1	62.5
August	506.3	296.1	9.4	56.3	230.3	58.5	3 904.3	2 613.7	66.9
September	592.4	357.5	12.0	74.0	271.6	60.4	4 508.1	3 033.4	67.3
1976 April	500.5	268.6	11.3	62.3	195.0	53.7	3 846.1	2 177.6	56.6
May	489.7	265.8	10.5	60.4	194.9	54.3	3 804.8	2 140.6	56.3
June	614.4	345.2	12.0	71.2	262.0	56.2	4 757.7	2 883.5	60.6
July	524.8	311.1	10.2	57.3	243.7	59.3	4 107.3	2 706.0	65.9
August	535.7	323.6	10.4	55.9	257.3	60.4	4 203.5	2 860.3	68.0
September	631.2	385.4	12.7	72.0	300.7	61.1	4 899.2	3 290.0	67.2

# Non-scheduled Services by UK Airlines

Table 9.1

## By Main Type of Service

### Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1974	211.7	30.4	86.3	12.4	44.5	6.1	81.1	12.0
1975	245.2	33.0	85.9	11.6	48.0	6.5	111.3	15.0
1974 1st quarter	174.5	29.5	69.4	11.7	20.5	3.5	54.6	14.3
2nd quarter	221.6	32.7	101.2	15.0	44.1	6.5	76.3	11.3
3rd quarter	281.0	32.9	116.9	13.7	85.2	10.0	78.8	9.2
4th quarter	169.7	26.5	57.7	9.0	27.4	4.2	84.6	13.3
1975 1st quarter	175.4	28.5	48.9	7.9	23.8	3.8	102.7	16.8
2nd quarter	245.7	33.1	95.8	12.9	48.7	6.6	101.3	13.6
3rd quarter	329.1	36.7	128.1	14.3	88.5	9.9	112.5	12.5
4th quarter	230.4	32.1	70.8	9.9	31.0	4.3	128.5	17.9
1976 1st quarter	183.5	27.2	54.2	8.0	20.4	3.0	109.0	16.2
2nd quarter	267.7	32.0	111.0	13.3	55.6	6.7	100.1	12.1
3rd quarter	342.7	36.2	142.0	15.0	92.0	9.7	108.7	11.5
1975 April	211.2	33.1	70.7	11.1	29.5	4.6	111.0	17.4
May	248.9	34.6	102.5	14.3	43.2	6.0	103.2	14.4
June	277.2	31.8	114.1	13.1	73.5	8.4	89.6	10.3
July	328.1	37.8	126.0	14.5	92.4	10.7	109.7	12.6
August	342.2	38.7	136.1	15.4	93.6	10.6	112.5	12.7
September	317.0	33.6	122.3	12.8	79.4	8.4	115.3	12.2
1976 April	235.8	30.7	89.4	11.6	39.9	5.2	106.5	13.9
May	262.6	33.3	111.7	14.2	46.7	5.9	104.2	13.2
June	304.7	31.9	131.9	13.8	80.1	8.4	92.7	9.7
July	346.2	38.1	146.8	16.1	93.8	10.3	105.6	11.6
August	354.3	38.2	148.1	16.0	95.6	10.3	110.6	11.9
September	327.5	32.9	131.2	13.2	86.5	8.7	109.8	11.0

# Non-scheduled Services by UK Airlines

**Table 9.2**

## Load Factors and Distances: Inclusive Tours

### Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1966	239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1974	991.5	794.9	80.1	519.5	5 124	7 493	1 462	1 530
1975	981.0	844.3	86.1	558.3	5 158	7 587	1 471	1 512
1974 1st quarter	787.6	600.0	76.2	380.7	4 023	6 007	1 493	1 576
2nd quarter	1 168.2	874.9	74.9	579.6	6 025	8 606	1 428	1 509
3rd quarter	1 346.4	1 152.9	85.6	764.0	6 996	10 161	1 453	1 509
4th quarter	663.8	551.7	83.0	353.8	3 450	5 199	1 507	1 559
1975 1st quarter	559.8	486.7	86.9	328.8	3 048	4 376	1 436	1 480
2nd quarter	1 088.5	908.8	83.5	622.4	5 809	8 367	1 440	1 460
3rd quarter	1 466.5	1 325.2	90.4	868.0	7 649	11 281	1 475	1 527
4th quarter	809.2	656.4	81.1	414.1	4 125	6 323	1 533	1 585
1976 1st quarter	615.9	520.6	84.5	338.5	3 234	4 806	1 486	1 538
2nd quarter	1 262.3	998.5	79.1	639.9	6 276	9 496	1 513	1 560
3rd quarter	1 622.7	1 388.3	85.6	864.4	7 948	12 284	1 546	1 606
1975 April	807.9	675.7	83.6	453.6	4 362	6 216	1 425	1 489
May	1 148.1	935.0	81.4	636.3	6 113	8 766	1 434	1 469
June	1 309.6	1 115.8	85.2	777.2	6 952	10 118	1 455	1 436
July	1 441.8	1 277.4	88.6	837.9	7 504	11 057	1 474	1 525
August	1 556.8	1 443.8	92.7	948.2	8 151	11 983	1 470	1 523
September	1 400.8	1 254.5	89.6	817.9	7 293	10 803	1 481	1 533
1976 April	1 011.4	852.8	84.3	560.4	5 158	7 604	1 474	1 522
May	1 269.3	946.0	74.5	610.5	6 351	9 533	1 501	1 549
June	1 506.3	1 196.7	79.4	748.9	7 319	11 352	1 551	1 598
July	1 678.2	1 378.0	82.1	869.3	8 351	12 781	1 530	1 585
August	1 691.2	1 496.7	88.5	926.5	8 195	12 744	1 555	1 615
September	1 498.6	1 290.2	86.1	797.4	7 297	11 327	1 552	1 618

# Non-scheduled Services by UK Airlines

Table 9.3

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

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1966	128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1974	436.1	352.7	80.9	104.8	1 523	2 483	1 630	3 366
1975	466.4	370.4	79.4	112.4	1 574	2 606	1 656	3 295
1974 1st quarter	192.5	149.5	77.7	43.7	959	1 220	1 272	3 421
2nd quarter	435.5	334.2	76.7	102.5	1 537	2 434	1 584	3 260
3rd quarter	840.4	710.5	84.5	211.0	2 540	4 751	1 883	3 391
4th quarter	276.0	216.6	78.5	61.8	1 055	1 525	1 446	3 505
1975 1st quarter	241.7	198.8	82.3	59.4	1 026	1 442	1 406	3 347
2nd quarter	446.9	355.6	76.2	108.6	1 558	2 505	1 608	3 274
3rd quarter	853.3	679.0	79.6	212.6	2 550	4 606	1 806	3 194
4th quarter	323.6	248.0	76.6	69.0	1 163	1 869	1 607	3 594
1976 1st quarter	217.8	174.9	80.3	54.0	1 007	1 397	1 387	3 239
2nd quarter	564.6	425.0	75.3	126.7	1 790	3 013	1 683	3 354
3rd quarter	933.6	783.0	83.9	220.1	2 469	4 924	1 994	3 557
1975 April	289.1	225.0	77.8	77.7	1 237	1 686	1 363	2 896
May	415.0	292.0	70.4	98.4	1 532	2 252	1 470	2 968
June	696.7	549.8	78.9	149.8	1 906	3 577	1 877	3 670
July	894.2	720.9	80.6	230.3	2 764	4 873	1 763	3 130
August	899.7	733.2	81.5	234.1	2 677	4 916	1 836	3 132
September	766.0	583.1	76.1	173.5	2 210	4 029	1 823	3 361
1976 April	412.9	319.3	77.3	105.4	1 551	2 355	1 513	3 029
May	474.3	367.9	77.6	109.3	1 693	2 510	1 483	3 366
June	806.5	587.7	72.9	165.4	2 127	4 174	1 962	3 553
July	950.1	779.6	82.1	235.7	2 637	5 136	1 948	3 308
August	972.8	832.2	85.5	235.2	2 573	5 125	1 992	3 538
September	877.9	737.3	84.0	189.3	2 197	4 512	2 053	3 895

# 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)	Portugal (000)	Soviet Union and Eastern Europe (000)		Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968		914	61	24	157	98	14	79	28	86	12	14	13		188	12	65	8	54
1969		1 089	61	28	180	117	19	94	31	97	14	18	16		255	13	73	11	61
1970		1 275	68	32	197	156	24	119	36	109	16	25	21		289	15	88	16	63
1971		1 498	69	35	208	169	40	139	44	120	17	33	23		394	16	92	24	73
1972		1 702	69	37	234	203	52	158	49	126	20	40	29		458	20	94	24	88
1973		1 872	78	40	244	210	62	169	65	145	23	48	36		498	23	98	33	100
1974		1 648	72	40	223	187	45	148	67	135	23	36	36		403	23	86	27	96
1975		1 751	66	41	228	190	58	155	83	136	29	26	42		442	28	91	34	103
1974	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
1976	1st quarter	1 238	57	35	193	173	23	98	75	118	28	16	28		212	21	80	9	72
	2nd quarter	1 978	76	46	258	216	86	175	99	164	43	25	43		443	38	103	44	119
	3rd quarter	2 521	77	56	292	242	134	258	147	171	56	35	67		605	41	117	63	160
Rest of World		Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)							
1968		270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9							
1969		327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6							
1970		392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8							
1971		433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8							
1972		512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8							
1973		560.3	17.3	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2							
1974		551.1	21.4	21.5	108.6	11.5	23.2	10.5	19.3	243.8	11.3	80.0							
1975		600.8	27.3	23.0	117.2	12.5	28.9	15.1	24.1	244.9	13.1	94.6							
1974	4th quarter	488.9	23.2	20.7	76.9	10.4	28.5	11.5	20.9	203.4	10.5	82.9							
1975	1st quarter	425.0	21.0	19.4	56.1	11.7	27.7	14.4	21.4	158.9	10.0	84.4							
	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							
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							
	2nd quarter	679.5	29.9	24.4	122.6	11.2	27.8	11.3	24.9	314.4	14.2	98.8							
	3rd quarter	966.0	35.9	30.2	217.8	17.5	33.3	15.9	29.9	427.3	23.9	134.4							

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 September 1976

Table 11

	Total	Commercial Movements					Non-commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	10 541	8 067	—	680	—	179	41	—	1 532	—	42
+ Heathrow	25 284	23 242	—	109	—	82	319	—	1 427	4	101
+ Luton	6 006	2 047	190	312	13	10	8	1 769	1 641	—	16
+ Southend	5 079	1 231	62	—	—	199	—	2 217	1 339	31	—
+ Stansted	2 141	326	—	47	1	809	32	44	816	61	5
Total (London Area)	49 051	34 913	252	1 148	14	1 279	400	4 030	6 755	96	164
Westland Heliport (Battersea)	1 160	254	8	266	32	—	—	—	492	—	108
Other UK Airports											
+ Leeds/Bradford	3 594	962	2	33	36	288	156	1 358	736	4	19
+ Liverpool	4 929	1 029	—	170	46	42	8	2 801	759	12	62
+ Manchester	7 082	4 632	104	305	4	31	168	966	825	2	45
+ Birmingham	6 255	2 215	—	95	10	244	40	2 536	1 077	—	38
+ Coventry	4 319	8	4	6	190	484	39	2 546	1 036	—	6
+ East Midlands	4 771	1 239	2	228	36	649	72	1 492	972	8	73
+ Newcastle	2 214	1 225	5	32	474	22	2	218	182	—	54
+ Tees-side	3 117	584	298	25	7	42	—	1 540	480	—	141
+ Bristol	2 600	703	—	1	2	6	12	886	978	2	10
+ Glamorgan	3 873	570	—	27	2	243	—	2 698	323	—	10
Swansea	932	93	—	46	56	6	—	493	221	—	8
+ Blackpool	8 242	586	470	38	5	592	2	5 635	888	—	26
+ Bournemouth	4 957	567	102	99	—	1 014	—	1 660	1 442	5	68
+ Cambridge	3 071	83	—	50	10	512	1	1 112	339	—	964
+ Exeter	2 619	383	—	22	224	13	52	909	619	—	397
Gloucester/Cheltenham	3 242	80	28	—	8	614	—	1 904	568	—	40
Hawarden	1 042	—	—	—	—	40	—	828	163	—	11
Isle of Scilly	663	597	—	1	6	—	—	—	41	—	18
+ Lydd	3 369	393	—	—	—	—	—	1 725	1 175	—	76
+ Manston	323	93	—	—	60	40	—	—	130	—	—
+ Norwich	1 355	561	—	36	173	40	250	—	293	2	—
Penzance Heliport	494	462	—	—	—	4	26	—	—	—	2
+ Southampton	4 047	1 228	—	32	15	1 960	2	191	609	—	10
+ Edinburgh	6 474	1 908	—	34	—	66	38	2 656	774	4	994
+ Glasgow	6 635	3 550	—	66	—	71	127	1 320	875	13	613
+ Prestwick	2 530	1 139	—	46	—	479	21	279	172	—	394
+ Aberdeen	6 536	3 758	—	332	—	559	6	1 378	471	—	32
Benbecula	344	256	—	1	13	—	64	—	—	—	10
Inverness	1 967	615	—	7	429	361	—	462	79	—	14
Islay	163	70	—	11	44	20	—	—	18	—	—
+ Kirkwall	1 256	794	—	79	52	—	—	129	91	—	111
Stornoway	740	313	—	32	7	2	14	48	17	6	301
+ Sumburgh	2 494	1 617	—	151	372	273	—	23	—	—	58
Tiree	68	63	—	1	—	—	—	—	2	—	2
Wick	626	399	—	37	1	—	4	159	6	—	20
+ Belfast	6 012	2 074	—	135	15	—	—	1 013	261	—	2 514
+ Isle of Man	2 385	1 230	6	260	111	194	—	480	100	—	4
Total (Incl. London Area)	165 542	71 246	1 281	3 852	2 454	10 190	1 504	43 475	23 969	154	7 417
Channel Islands Airports											
Alderney	1 009	1 009	..	..	..	..	..	..	..	..	..
Guernsey	3 293	3 293	..	..	..	..	..	..	..	..	..
Jersey	5 619	5 619	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	9 921	9 921	..	..	..	..	..	..	..	..	..

Table 12

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

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	8 067	43	2 994	421	589	3 245	775
+Heathrow	23 242	10 496	571	11 224	486	14	451
+Luton	2 047	—	66	—	—	1 793	188
+Southend	1 231	—	826	—	—	328	77
+Stansted	326	—	8	1	—	90	227
TOTAL (London Area)	34 913	10 539	4 465	11 646	1 075	5 470	1 718
Westland Heliport (Battersea)	254	—	—	—	—	254	—
Other UK Airports							
+Leeds/Bradford	962	377	427	26	—	99	33
+Liverpool	1 029	564	—	84	4	345	32
+Manchester	4 632	1 630	335	916	176	1 326	249
+Birmingham	2 215	697	659	159	2	598	100
+Coventry	8	—	—	—	2	5	1
+East Midlands	1 239	13	722	—	—	478	26
+Newcastle	1 225	332	659	—	—	210	24
+Tees-side	584	4	510	—	6	48	16
Bristol	703	313	123	60	15	130	62
Glamorgan	570	260	187	7	19	39	58
Swansea	93	—	—	—	—	91	2
+Blackpool	586	—	515	—	—	65	6
+Bournemouth	567	—	490	—	—	74	3
+Cambridge	83	—	30	—	—	33	20
Exeter	383	—	369	—	—	4	10
Gloucester/Cheltenham	80	—	34	—	—	46	—
Hawarden	—	—	—	—	—	—	—
Isle of Scilly	597	462	134	—	—	1	—
+Lydd	393	—	393	—	—	—	—
Manston	93	—	—	—	—	57	36
Norwich	561	—	493	—	—	66	2
Penzance Heliport	462	462	—	—	—	—	—
+Southampton	1 228	201	959	—	—	42	26
+Edinburgh	1 908	1 018	696	70	2	79	43
+Glasgow	3 550	1 696	826	430	41	418	139
+Prestwick	1 139	543	20	257	5	107	207
+Aberdeen	3 758	809	441	—	496	1 895	117
Benbecula	256	52	204	—	—	—	—
Inverness	615	312	190	—	28	71	14
Islay	70	52	—	—	—	18	—
+Kirkwall	794	210	151	2	29	388	14
Stornoway	313	104	175	—	—	27	7
+Sumburgh	1 617	241	36	—	376	950	14
Tiree	63	—	52	—	—	11	—
Wick	399	100	247	—	—	25	27
+Belfast	2 074	1 268	480	41	15	188	82
+Isle of Man	1 230	496	733	—	—	—	1
TOTAL (Incl. London Area)	71 246	22 755	15 755	13 698	2 291	13 658	3 089
Channel Islands Airports							
Alderney	1 009	—	947	—	—	62	—
Guernsey	3 293	314	2 611	94	—	263	11
Jersey	5 619	991	3 910	78	—	392	248
TOTAL (Channel Islands Airports)	9 921	1 305	7 468	172	—	717	259

# Air Transport Movements

Table 13

## Comparison with a Year Earlier

### Monthly Averages

	July 1976 —September 1976	July 1975 —September 1975	Percentage Change
<b>London Area Airports</b>			
+ Gatwick	8 671	8 086	7.2
+ Heathrow	23 854	23 725	0.5
+ Luton	2 216	2 243	-1.2
+ Southend	1 188	1 115	6.5
+ Stansted	341	321	6.2
TOTAL (London Area)	36 271	35 491	2.2
Westland Heliport (Battersea)	272	275	-1.1
<b>Other UK Airports</b>			
+ Leeds/Bradford	1 008	912	10.5
+ Liverpool	1 062	1 080	-1.7
+ Manchester	4 849	4 696	3.3
+ Birmingham	2 311	2 103	9.9
+ Coventry	9	13	-30.8
+ East Midlands	1 257	1 173	7.2
+ Newcastle	1 319	1 199	10.0
+ Tees-side	580	463	25.3
+ Bristol	735	719	2.2
+ Glamorgan	587	595	-1.3
Swansea	82	55	49.1
+ Blackpool	585	606	-3.5
+ Bournemouth	585	607	-3.6
+ Cambridge	81	70	15.7
+ Exeter	392	382	2.6
Gloucester/Cheltenham	74	54	37.0
Hawarden	—	—	—
Isles of Scilly	637	632	0.8
+ Lydd	413	365	13.2
+ Manston	69	101	-31.7
+ Norwich	572	576	-0.7
Penzance Heliport	480	465	3.2
+ Southampton	1 303	1 319	-1.2
+ Edinburgh	1 951	1 705	14.4
+ Glasgow	3 719	3 685	0.9
+ Prestwick	1 237	1 084	14.1
+ Aberdeen	3 901	2 839	37.4
Benbecula	236	152	55.3
Inverness	645	520	24.0
Islay	77	85	-9.4
+ Kirkwall	821	679	20.9
Stornoway	299	172	73.8
+ Sumburgh	1 385	1 179	17.5
Tiree	62	57	8.8
Wick	386	214	80.4
+ Belfast	2 165	2 126	1.8
+ Isle of Man	1 370	1 364	0.4
TOTAL (Incl. London Area)	73 787	69 809	5.7
<b>Channel Islands Airports</b>			
Alderney	1 099	1 067	3.0
Guernsey	3 449	3 379	2.1
Jersey	6 136	6 282	-2.3
TOTAL (Channel Islands Airports)	10 684	10 728	-0.4

Air Transport Landings Diverted from/to UK Reporting Airports    September 1976

Table 14

Airport of intended landing	Total number of diversions	Airport of actual arrival Date of diversions																															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19 1He 2Lu	20 3He	21 1Lu 1Em	22 4He 1St 4Lu	23 1He 2Ma 1Lu	24	25 1Pr	26	27	28 1Lu	29	30	31	
Gatwick	27		1He						1He			1He				1Bo					1He 2Lu <td>3He</td> <td>1Lu 1Em</td> <td>4He 1St 4Lu</td> <td>1He 2Ma 1Lu</td> <td></td> <td>25 1Pr</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	3He	1Lu 1Em	4He 1St 4Lu	1He 2Ma 1Lu		25 1Pr						
Heathrow	6	1Sh				1Pr 1Em										1Pr				1Pr										1Ma			
Luton	12											1St	2Bl							1Ga 1Bi					1Bi							1He 3Em 2Bi 3Em 10Ma	
Leeds	37	1Sh								1Ma								1Te					1Te				3Ma 2Te 3Em 3Ma	1Ma		2Em 9Ma	1Ma		
Liverpool	4																																
Manchester	6	2Sh				1Pr 2Li 1Gm																	1Bl										
Birmingham	6																		3Lu							2Em 1Em							
Coventry	1																																
East Midlands	5																		1Lu	3Bi					1Bi								
Newcastle	23				1Sh	1Gm 1Lb						1Gl																1Ma 2Te	1Gl 10Te 1Em 1Ma 1Em			1Gl 2Te	
Tees-side	4				1No							2Ne																					
Bristol	1								1Gm																								
Bournemouth	1															1Ga																	
Lydd	2																																
Norwich	1																					1Ga		1Ga									
Southampton	1			1Bo								1St																					
Edinburgh	18																							1Gl		1Gl			1Gl	8Gl	4Gl	3Gl	
Glasgow	3	1Gm				2Gm																											
Aberdeen	9					1No																						1Gl	1Gl	1Gl 2In		3Gl	
Inverness	3																1Gl																
Kirkwall	2																																
Belfast	6																					1Bl		1Pr 2Gl 1Ma 1Im 1Te 2He 1Ki									
Other Internal	13																		1Ex														
Overseas	18	1He			1Gl	1He	1Pr	1Ga		1Wi											1He		3Ex			1Pr 2Gl 1Ma	1Gl	1Em	1Wi 1He	1He 1Pr	1Ex 1He	3Ex	
All Aerodromes	209	6	1	1	3	13	1	1	2	1	2	5	2	—	1	1	2	2	4	10	3	7	20	7	5	17	6	33	15	7	31		

Aerodrome of actual landing: letter code

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

# Air Passengers by Type and Nationality of Operator

## September 1976

Table 15

September 1976				Total				Scheduled Services				Charter Flights							
				United Kingdom operators				Overseas operators				United Kingdom operators				Overseas operators			
				British Airways		Others						British Airways		Others					
Terminal and Transit		Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit		
Passengers		Passengers	Passengers																
London Area Airports																			
+Gatwick	676 617	670 832	5 785	1 818	—	131 087	—	7 237	55	99 055	184	324 747	1 696	106 888	3 850				
+Heathrow	2 420 425	2 381 653	38 772	1 099 932	—	23 258	22	1 140 129	35 968	59 107	142	161	—	59 066	2 640				
+Luton	208 360	207 164	1 196	—	—	2 630	246	—	—	—	—	189 526	926	15 008	24				
+Southend	22 975	22 975	—	—	—	21 423	—	—	—	—	—	1 113	—	439	—				
+Stansted	24 817	24 278	539	—	—	101	37	157	—	—	—	147	327	23 873	175				
TOTAL (London Area)	3 353 194	3 306 902	46 292	1 101 750	—	178 499	305	1 147 523	36 023	158 162	326	515 694	2 949	205 274	6 689				
Westland Heliport (Battersea)	752	752	—	—	—	—	—	—	—	—	—	752	—	—	—				
Other UK Airports																			
+Leeds/Bradford	33 183	30 827	2 356	20 111	—	8 043	2 309	1 980	—	—	—	467	9	226	38				
+Liverpool	37 326	37 209	117	26 806	74	—	—	4 138	30	4	—	5 682	13	579	—				
+Manchester	328 684	316 745	11 939	106 360	879	6 695	1 548	34 637	3 255	20 722	—	123 996	3 159	24 335	3 098				
+Birmingham	128 650	124 224	4 426	39 339	190	15 175	3 574	10 734	361	—	92	50 058	119	8 918	90				
+Coventry	96	96	—	—	—	—	—	—	—	96	—	—	—	—	—				
+East Midlands	51 429	51 236	193	489	—	24 095	125	—	—	—	—	24 949	68	1 703	—				
+Newcastle	70 081	66 692	3 389	25 198	—	16 780	3 389	—	—	—	—	22 432	—	2 282	—				
+Tees-side	23 564	21 708	1 856	281	—	16 631	1 719	—	—	21	—	3 596	137	1 179	—				
+Bristol	30 748	26 522	4 226	4 640	3 252	1 925	368	3 176	68	188	315	11 084	200	5 509	23				
+Glamorgan	19 610	17 567	2 043	6 742	418	2 131	1 372	97	115	900	—	2 636	138	5 061	—				
Swansea	730	730	—	—	—	—	—	—	—	—	—	718	—	12	—				
+Blackpool	16 144	16 144	—	—	—	15 468	—	—	—	—	—	216	—	460	—				
+Bournemouth	11 575	11 228	347	—	—	8 737	340	—	—	—	—	2 232	7	259	—				
+Cambridge	1 908	1 908	—	—	—	1 187	—	—	—	—	—	128	—	593	—				
+Exeter	9 632	8 476	1 156	—	—	7 651	1 156	—	—	—	—	131	—	694	—				
Gloucester/Cheltenham	1 094	1 094	—	—	—	793	—	—	—	—	—	301	—	—	—				
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Isles of Scilly	12 879	12 879	—	12 120	—	756	—	—	—	—	—	3	—	—	—				
+Lydd	6 232	6 232	—	—	—	6 232	—	—	—	—	—	—	—	—	—				
+Manston	188	188	—	—	—	—	—	—	—	—	—	137	—	51	—				
+Norwich	12 347	12 329	18	—	—	11 533	18	—	—	—	—	596	—	200	—				
Penzance Heliport	12 120	12 120	—	12 120	—	—	—	—	—	—	—	—	—	—	—				
+Southampton	33 186	32 518	668	7 568	643	24 397	23	—	—	—	—	248	2	305	—				
+Edinburgh	110 449	107 338	3 111	73 973	1 470	18 893	1 595	4 603	—	84	—	6 556	—	3 229	46				
+Glasgow	201 130	197 257	3 873	105 959	251	27 598	37	17 613	3 311	1 982	82	30 672	191	13 433	1				
+Prestwick	82 933	49 653	33 280	20 775	10 090	569	—	6 918	7 741	61	235	10 199	4 217	11 131	10 997				
+Aberdeen	78 900	77 590	1 310	36 960	1 102	10 857	48	—	—	5 299	—	21 771	86	2 703	74				
Benbecula	2 188	2 138	50	1 451	—	687	50	—	—	—	—	—	—	—	—				
Inverness	14 285	13 105	1 180	10 736	1 180	1 266	—	—	—	87	—	289	—	727	—				
Islay	1 041	1 035	6	998	6	—	—	—	—	—	—	37	—	—	—				
+Kirkwall	10 062	8 977	1 085	5 495	970	736	—	—	44	848	16	1 884	55	14	—				
Stornoway	4 420	4 400	20	3 645	20	654	—	—	—	—	—	101	—	—	—				
+Sumburgh	24 866	24 213	653	7 441	—	132	—	—	—	4 980	—	11 475	653	185	—				
Tiree	305	302	3	—	—	264	2	—	—	—	—	38	1	—	—				
Wick	4 178	2 669	1 509	1 382	1 503	1 178	—	—	—	—	—	109	6	—	—				
+Belfast	108 009	107 922	87	80 611	—	13 942	45	1 507	—	—	—	4 459	37	7 403	5				
+Isle of Man	46 450	44 859	1 591	21 540	697	23 245	894	—	—	—	—	—	—	74	—				
TOTAL (Incl. London Area)	4 884 568	4 757 784	126 784	1 734 490	22 745	446 749	18 917	1 232 926	50 948	193 434	1 066	853 646	12 047	296 539	21 061				
Channel Islands Airports																			
Alderney	9 321	9 296	25	—	—	9 137	20	—	—	—	—	159	5	—	—				
Guernsey	60 609	59 260	1 349	16 294	—	40 488	1 268	426	—	—	—	1 842	81	210	—				
Jersey	162 656	161 307	1 349	58 139	—	93 057	1 333	3 452	—	—	—	996	16	5 663	—				
TOTAL (Channel Is. Airports)	232 586	229 863	2 723	74 433	—	142 682	2 621	3 878	—	—	—	2 997	102	5 873	—				

# Terminal Air Passengers

**Table 16**

## Comparison with a Year Earlier

### Monthly Averages

	July 1976 —September 1976	July 1975 —September 1975	Percentage change
<b>London Area Airports</b>			
+ Gatwick	728 915	689 087	5.8
+ Heathrow	2 432 070	2 264 199	7.4
+ Luton	225 168	245 000	-8.1
+ Southend	26 121	24 513	6.6
+ Stansted	27 580	27 470	0.4
TOTAL (London Area)	3 439 854	3 250 269	5.8
Westland Heliport (Battersea)	707	622	13.7
<b>Other UK Airports</b>			
+ Leeds/Bradford	32 627	33 069	-1.3
+ Liverpool	39 470	47 311	-16.6
+ Manchester	331 147	308 516	7.3
+ Birmingham	129 886	131 351	-1.1
+ Coventry	176	388	-54.6
+ East Midlands	56 424	66 470	-15.1
+ Newcastle	72 833	67 396	8.1
+ Tees-side	21 774	16 870	29.1
+ Bristol	29 180	27 578	5.8
+ Glamorgan	20 427	22 642	-9.8
Swansea	788	715	10.2
+ Blackpool	15 863	18 914	-16.1
+ Bournemouth	10 737	12 428	-13.6
+ Cambridge	1 544	866	78.3
+ Exeter	8 631	9 175	-5.9
Gloucester/Cheltenham	1 113	707	57.4
Hawarden	—	—	—
Isles of Scilly	13 891	13 244	4.9
+ Lydd	7 542	9 479	-20.4
+ Manston	172	786	-78.1
+ Norwich	12 757	11 819	7.9
Penzance Heliport	12 923	12 237	5.6
+ Southampton	34 267	37 847	-9.5
+ Edinburgh	107 930	87 306	23.6
+ Glasgow	210 222	210 040	0.1
+ Prestwick	59 235	54 575	8.5
+ Aberdeen	79 897	65 521	21.9
Benbecula	2 076	2 163	-4.0
Inverness	13 730	12 130	13.2
Islay	1 231	1 206	2.1
+ Kirkwall	9 823	9 776	0.5
Stornoway	4 493	4 714	-4.7
+ Sumburgh	22 937	17 411	31.7
Tiree	390	387	0.8
Wick	2 495	2 620	-4.8
+ Belfast	123 023	138 299	-11.0
+ Isle of Man	51 288	58 834	-12.8
TOTAL (Incl. London Area)	4 983 503	4 765 683	4.6
<b>Channel Islands Airports</b>			
Alderney	10 702	10 144	5.5
Guernsey	66 709	70 012	-4.7
Jersey	177 650	187 152	-5.1
TOTAL (Channel Islands Airports)	255 061	267 308	-4.6

# International and Domestic Passenger Traffic

Table 17

## Terminal Passengers

### Monthly Averages

	Total	International			Domestic		
	July- Sept. 1976	July- Sept. 1976	July- Sept. 1975	Per- centage change	July- Sept. 1976	July- Sept. 1975	Per- centage change
<b>London Area Airports</b>							
+ Gatwick	728 915	661 660	623 306	6	67 255	65 781	2
+ Heathrow	2 432 070	2 094 700	1 936 174	8	337 370	328 025	3
+ Luton	225 168	221 407	240 972	-8	3 761	4 027	-7
+ Southend	26 121	25 497	24 289	5	624	224	—
+ Stansted	27 580	27 377	27 263	—	203	206	-1
TOTAL (London Area)	3 439 854	3 030 642	2 852 005	6	409 212	398 264	3
Westland Heliport (Battersea)	707	1	—	—	706	622	14
<b>Other UK Airports</b>							
+ Leeds/Bradford	32 627	6 693	5 292	26	25 934	27 777	-7
+ Liverpool	39 470	15 091	18 878	-20	24 379	28 433	-14
+ Manchester	331 147	250 933	228 703	10	80 214	79 813	1
+ Birmingham	129 886	90 964	97 804	-7	38 922	33 547	16
+ Coventry	176	82	—	—	94	388	-76
+ East Midlands	56 424	36 465	44 293	-18	19 958	22 178	-10
+ Newcastle	72 833	36 895	31 733	16	35 938	35 663	1
+ Tees-side	21 774	6 158	3 331	85	15 616	13 539	15
+ Bristol	29 180	23 620	21 876	8	5 561	5 702	-2
+ Glamorgan	20 427	12 179	14 671	-17	8 248	7 971	3
Swansea	788	26	15	73	762	700	9
+ Blackpool	15 863	859	414	—	15 004	18 500	-19
+ Bournemouth	10 737	2 602	3 870	-33	8 135	8 559	-5
+ Cambridge	1 544	259	240	8	1 285	626	—
+ Exeter	8 631	1 871	1 691	11	6 760	7 483	-10
Gloucester/Cheltenham	1 113	—	—	—	1 113	707	57
Hawarden	—	—	—	—	—	—	—
Isle of Scilly	13 891	—	—	—	13 891	13 244	5
+ Lydd	7 542	7 521	9 458	-20	22	21	5
+ Manston	172	172	786	-78	—	—	—
+ Norwich	12 757	6 480	6 348	2	6 277	5 472	15
Penzance	12 923	—	—	—	12 923	12 237	6
+ Southampton	34 267	629	470	34	33 638	37 377	-10
+ Edinburgh	107 930	19 456	10 246	90	88 473	77 060	15
+ Glasgow	210 222	81 024	77 760	4	129 199	132 280	-2
+ Prestwick	59 235	52 590	48 182	9	6 645	6 392	4
+ Aberdeen	79 897	25 821	19 946	29	54 076	45 576	19
Benbecula	2 076	—	—	—	2 076	2 163	-4
Inverness	13 730	968	41	—	12 762	12 089	6
Islay	1 231	—	—	—	1 231	1 206	2
+ Kirkwall	9 823	89	271	-67	9 734	9 505	2
Stornoway	4 493	15	2	—	4 478	4 713	-5
+ Sumburgh	22 937	7 033	4 604	53	15 904	12 807	24
Tiree	390	—	—	—	390	387	1
Wick	2 495	3	5	-40	2 492	2 615	-5
+ Belfast	123 023	16 528	16 068	3	106 495	122 231	-13
+ Isle of Man	51 288	2 677	2 032	32	48 610	56 802	-14
TOTAL (Incl. London Area)	4 983 503	3 736 347	3 521 034	6	1 247 156	1 244 649	—

(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	July —September 1976			July —September 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>EUROPE</b>							
<b>Austria</b>	21.6	12.8	8.8	19.5	11.4	8.1	11
London — Vienna	17.9	11.9	5.9	17.6	11.4	6.2	2
Other Routes	3.7	0.9	2.9	2.0	—	2.0	88
<b>Belgium</b>	76.6	73.7	2.9	72.0	70.0	2.1	6
London — Brussels	48.0	47.5	0.5	45.1	45.0	0.1	6
Other S.E. England — Belgium	21.9	21.5	0.4	21.1	20.8	0.3	4
Other Routes	6.7	4.7	2.0	5.9	4.2	1.7	14
<b>Denmark</b>	56.0	39.5	16.5	50.7	39.1	11.6	10
London — Copenhagen	44.1	33.2	10.9	40.2	32.3	7.9	10
Other Routes	11.9	6.3	5.6	10.5	6.8	3.7	13
<b>Finland</b>	13.6	10.6	2.9	11.7	7.6	4.0	16
<b>France</b>	292.4	256.1	36.3	275.2	252.2	22.9	6
London — Nice	22.1	20.1	2.1	24.0	20.8	3.2	—8
— Paris	175.5	169.0	6.5	170.8	167.5	3.3	3
— N. France (a)	12.5	10.6	1.8	12.6	10.8	1.8	—1
— Other France	38.6	28.8	9.8	32.3	26.4	5.9	20
Manchester — Paris	7.4	7.4	—	6.5	6.3	0.3	13
Other UK — Paris	10.7	8.5	2.3	9.2	8.0	1.2	17
Luton — Other France	3.0	—	3.0	0.8	—	0.8	—
Other S.E. England — France	10.6	10.5	—	12.0	11.8	0.2	—12
Other Routes	12.1	1.3	10.8	6.9	0.5	6.4	75
<b>Germany (Fed. Republic)</b>	224.9	165.3	59.6	206.2	145.6	60.5	9
London — Dusseldorf	34.1	28.9	5.1	27.8	24.1	3.6	23
— Frankfurt	57.6	51.2	6.5	49.5	43.3	6.2	16
— Hamburg	26.0	23.7	2.3	22.8	19.8	3.0	14
— Munich	31.8	17.0	14.8	31.1	15.8	15.3	2
— Other Germany	39.7	35.2	4.4	36.9	33.2	3.6	8
Luton — Germany	19.2	—	19.2	21.3	—	21.3	—10
Manchester — Germany	10.3	6.8	3.5	9.3	6.2	3.1	11
Other Routes	6.3	2.6	3.8	7.6	3.2	4.4	—17
<b>Gibraltar</b>	9.2	7.5	1.7	10.3	9.3	1.1	—11
<b>Greece</b>	133.5	41.6	91.9	107.2	43.6	63.6	25
<b>Iceland</b>	5.2	5.2	—	6.5	6.3	0.2	—20
London — Reykjavik	3.5	3.5	—	4.2	4.1	0.2	—17
Glasgow — Reykjavik	1.7	1.7	—	2.2	2.2	—	—26
Other Routes	—	—	—	—	—	—	—74



Table 18 cont.

	July —September 1976			July —September 1975			Percentage change
	Total (000)	Sched. —(000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Irish Republic</b>	204.4	200.3	4.1	198.9	195.4	3.5	3
London — Cork	17.5	17.5	—	17.0	16.8	0.2	3
— Dublin	92.7	90.5	2.1	90.2	88.7	1.6	3
— Shannon	15.6	14.7	0.8	14.2	14.0	0.2	10
Manchester — Dublin	15.4	15.4	—	15.2	15.1	0.1	1
Birmingham — Dublin	14.4	14.4	—	14.2	14.2	—	2
Glasgow — Dublin	11.8	11.8	—	11.3	11.3	—	5
Liverpool — Dublin	8.2	8.1	0.1	8.6	8.6	0.1	—6
Leeds/Bradford — Dublin	4.5	4.4	0.1	4.2	4.2	—	7
Edinburgh — Dublin	4.6	4.6	—	5.1	4.7	0.4	—11
Bristol — Dublin	3.6	3.5	—	3.7	3.7	—	—3
Other Routes	16.2	15.3	0.9	15.2	14.2	1.0	7
<b>Italy</b>	257.6	82.7	174.9	246.0	90.5	155.5	5
London — Genoa (g)	2.6	—	2.6	2.3	—	2.3	13
— Milan	51.6	26.7	24.9	45.8	27.7	18.1	13
— Rimini (g)	11.6	—	11.6	7.6	—	7.6	52
— Rome	48.7	30.4	18.3	45.0	33.3	11.8	8
— Venice	14.0	5.8	8.2	13.2	7.3	5.9	6
— Other Italy	41.2	17.4	23.8	40.7	19.6	21.1	1
Luton — Rimini	6.7	—	6.7	9.2	—	9.2	—27
— Other Italy	45.6	—	45.6	48.9	—	48.9	—7
Other S.E. England — Italy	—	—	—	—	—	—	—
N. England — Italy (h)	16.3	—	16.3	12.8	—	12.8	27
Other Routes	19.4	2.5	16.9	20.4	2.6	17.8	—5
<b>Luxembourg</b>	5.7	5.5	0.2	5.1	4.9	0.2	11
London — Luxembourg	5.6	5.5	—	5.1	4.9	0.1	10
Other Routes	0.1	—	0.1	0.1	—	0.1	—
<b>Netherlands</b>	171.1	167.6	3.5	152.0	147.8	4.2	13
London — Amsterdam	106.8	105.6	1.1	96.5	94.1	2.4	11
— Rotterdam	17.8	17.7	0.2	16.4	16.2	0.2	9
Other S.E. England — Netherlands	8.6	8.0	0.6	7.3	6.7	0.5	19
Manchester — Amsterdam	9.9	9.6	0.3	8.6	8.6	—	14
Other Routes	28.0	26.7	1.3	23.2	22.1	1.1	21
<b>Norway</b>	56.0	40.6	15.5	39.5	28.9	10.5	42
London — Oslo	28.3	19.0	9.3	22.2	15.8	6.5	27
Other Routes	27.7	21.6	6.1	17.2	13.2	4.0	61
<b>Portugal</b>	35.4	20.5	15.0	37.7	19.4	18.3	—6
London — Lisbon	15.6	11.4	4.2	14.5	10.8	3.6	8
Other Routes	19.8	9.0	10.8	23.2	8.6	14.7	—15
<b>Soviet Union and Eastern Europe (b)</b>	53.4	26.8	26.6	56.9	26.5	30.4	—6
London — Moscow	9.0	7.8	1.2	8.2	7.1	1.0	11
— Prague	3.2	3.2	—	3.7	3.7	—	—13
Other Routes	41.1	15.8	25.3	45.0	15.7	29.3	—9

Table 18 cont.

	July —September 1976			July —September 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Spain</b>	605.0	110.1	494.8	696.5	128.3	568.2	-13
London — Barcelona	23.7	17.3	6.4	29.3	18.6	10.7	-19
— Ibiza	17.5	2.5	14.9	20.6	3.2	17.4	-15
— Madrid	37.9	30.2	7.7	39.8	31.8	8.0	-5
— Malaga	29.7	15.6	14.1	35.7	18.7	17.0	-17
— Palma	67.1	16.0	51.2	93.7	24.5	69.2	-28
— Other Spain	88.1	27.5	60.5	105.0	29.7	75.3	-16
Luton — Alicante	10.2	—	10.2	15.7	—	15.7	-35
— Barcelona	1.5	—	1.5	2.7	—	2.7	-44
— Gerona	8.7	—	8.7	14.6	—	14.6	-40
— Ibiza	12.4	—	12.4	13.7	—	13.7	-10
— Palma	23.5	—	23.5	29.1	—	29.1	-19
— Other Spain	20.9	—	20.9	17.8	—	17.8	17
Other S.E. England — Spain	0.1	—	0.1	0.4	—	0.4	-80
Manchester — Barcelona	7.5	—	7.5	8.5	—	8.5	-11
— Palma	33.6	—	33.6	36.1	—	36.1	-7
Other N. England — Spain	81.3	0.6	80.7	80.7	1.0	79.7	1
Scotland — Spain	42.8	0.1	42.7	36.9	0.1	36.7	16
Other Routes	98.4	0.3	98.1	116.1	0.5	115.6	-15
<b>Sweden</b>	41.4	19.1	22.2	36.2	19.0	17.2	14
London — Stockholm	24.2	13.7	10.5	22.2	13.1	9.1	9
Other Routes	17.2	5.5	11.7	14.0	6.0	8.1	23
<b>Switzerland</b>	116.8	85.5	31.3	112.2	81.1	31.1	4
London — Basle	7.5	7.3	0.2	7.7	7.0	0.7	-3
— Geneva	41.6	32.9	8.8	38.5	30.8	7.6	8
— Zurich	53.0	38.4	14.6	48.6	37.1	11.5	9
Luton — Switzerland	6.5	—	6.5	9.6	—	9.6	-32
Other Routes	8.2	6.9	1.2	7.9	6.2	1.7	4
<b>Yugoslavia</b>	62.9	20.0	42.9	67.3	20.6	46.7	-7
London — Dubrovnic	10.2	1.7	8.5	11.2	2.6	8.6	-9
— Ljubljana	4.3	2.6	1.7	2.6	2.2	0.5	63
Luton — Yugoslavia	7.3	—	7.3	8.9	—	8.9	-18
Other Routes	41.2	15.7	25.5	44.6	15.8	28.7	-8
<b>Other Europe</b>	103.8	63.4	40.3	96.7	55.5	41.2	7
<b>WESTERN HEMISPHERE</b>							
<b>Canada</b>	217.8	113.7	104.2	203.8	102.1	101.7	7
London — Montreal	24.9	20.2	4.7	24.5	20.6	3.9	1
— Toronto	74.5	40.1	34.4	70.2	33.5	36.8	6
— Other Canada	57.7	27.7	30.0	57.2	25.2	31.9	1
Other UK — Montreal	4.4	3.9	0.5	3.2	3.0	0.2	39
— Toronto	45.8	17.3	28.5	40.1	16.4	23.7	14
Other Routes	10.6	4.5	6.1	8.6	3.5	5.1	23

Table 18 cont.

	July —September 1976			July —September 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>United States</b>	427.8	306.2	121.6	348.6	267.5	81.1	23
London – New York	166.3	119.5	46.7	127.4	102.1	25.4	30
– Other East Coast USA	100.8	87.5	13.3	77.5	71.1	6.4	30
– Chicago and Detroit	55.6	38.8	16.9	41.4	31.4	10.0	34
– West Coast USA	73.7	49.7	24.0	69.2	47.4	21.8	7
– Other USA	8.4	1.4	7.0	10.9	5.6	5.2	–23
Other UK – New York	18.2	9.3	8.9	17.4	9.8	7.5	5
Other Routes	4.8	0.1	4.8	4.9	0.1	4.8	–1
<b>West Atlantic and Caribbean Islands</b>	30.2	29.5	0.7	28.0	28.0	—	8
<b>Central and South America</b>	11.8	10.3	1.5	12.9	12.3	0.6	–9
<b>REST OF THE WORLD</b>							
<b>Canary Islands</b>	52.0	5.3	46.6	37.8	7.1	30.6	38
<b>North Africa (c)</b>	31.5	15.4	16.1	27.4	15.6	11.8	15
<b>East Africa (d)</b>	17.5	15.4	2.1	16.7	13.8	2.9	5
<b>Central Africa (e)</b>	8.6	8.4	0.2	8.7	8.7	—	–2
<b>West Africa (d)</b>	23.8	19.8	4.0	18.8	14.9	4.0	26
<b>South Africa</b>	29.9	29.9	—	27.6	27.3	0.3	8
<b>Middle East (f)</b>	147.5	145.6	1.8	110.9	109.2	1.7	33
<b>India</b>	19.1	19.1	—	17.1	17.1	—	12
<b>Pakistan</b>	8.9	8.9	—	8.7	8.7	—	1
<b>Far East</b>	69.4	64.8	4.7	63.9	60.1	3.9	9
<b>Australia and New Zealand</b>	35.9	35.9	—	35.5	35.3	0.2	1
<b>Other Routes n.e.i.</b>	35.3	11.4	23.9	32.1	12.1	20.0	10
<b>ALL ROUTES</b>	<b>3 713.4</b>	<b>2 293.9</b>	<b>1 419.5</b>	<b>3 503.0</b>	<b>2 143.2</b>	<b>1 359.9</b>	<b>6</b>

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

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

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

**Glasgow** includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

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

# Domestic Passengers by Main Routes

Table 19

## Monthly Averages

Origin/Destination		July —September 1976 (000)	July September— 1975 (000)	Percentage change
London (a)	Aberdeen	21.3	19.3	10
	Belfast	46.2	54.6	-15
	Birmingham	9.6	3.4	—
	Channel Islands	63.8	68.3	-7
	Edinburgh	70.6	58.1	21
	Glasgow	79.3	80.4	-1
	Isle of Man	3.9	4.4	-12
	Leeds/Bradford	12.3	12.0	2
	Liverpool	8.8	9.7	-9
	Manchester	43.5	41.2	5
	Newcastle	25.8	24.5	5
	Tees-side	11.9	9.8	22
	Other airports	7.8	8.2	-5
Belfast	Birmingham	7.1	7.6	-6
	East Midlands	3.3	4.0	-17
	Edinburgh	1.9	2.4	-21
	Glasgow	8.3	9.2	-9
	Isle of Man	7.2	8.7	-17
	Leeds/Bradford	3.8	4.6	-17
	Liverpool	3.4	3.9	-14
	Manchester	11.3	12.5	-10
	Newcastle	1.9	2.5	-23
	Other airports	11.9	12.3	-3
Channel Islands	Bournemouth	6.6	6.8	-3
	Birmingham	12.6	13.5	-7
	Bristol/Glamorgan	8.0	9.0	-11
	East Midlands	10.2	13.6	-25
	Glasgow	4.2	4.1	3
	Leeds/Bradford	3.9	5.6	-30
	Liverpool	3.4	4.0	-16
	Manchester	7.9	8.1	-3
	Newcastle	2.1	2.8	-24
	Southampton	30.9	34.0	-9
	Other airports	17.8	19.1	-7
Edinburgh	Birmingham	2.5	1.7	48
	Glasgow	—	—	—
	Manchester	3.3	3.4	-2
	Other airports	10.2	11.5	-11
Glasgow	Birmingham	4.3	4.1	6
	East Midlands	3.4	3.2	6
	Isle of Man	3.5	3.8	-9
	Leeds/Bradford	1.3	1.2	8
	Liverpool	—	—	—
	Manchester	5.1	4.8	6
	Southampton	1.6	2.1	-24
	Other Scottish airports	16.6	17.2	-3
	Other airports	1.4	2.1	-33
Isle of Man	Blackpool	10.0	13.4	-25
	Liverpool	8.4	10.4	-19
	Manchester	5.2	6.0	-15
	Newcastle	1.4	1.6	-10
	Other airports	9.0	8.4	7
Penzance	Isles of Scilly	12.9	12.2	6
Other Routes		36.5	27.3	33
TOTAL		709.3	716.8	-1

(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    September 1976

Table 20

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others				British Airways		Others			
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up
London Area Airports													
+Gatwick	6 413·7	—	—	449·1	1 122·4	8·8	21·0	—	—	1 013·0	3 415·4	63·4	320·6
+Heathrow	35 696·7	4 861·5	6 002·2	12·7	120·0	9 426·3	13 306·7	379·5	48·5	32·9	192·6	379·5	934·3
+Luton	230·4	—	—	—	—	—	—	—	—	14·0	14·6	80·2	121·6
+Southend	1 614·0	—	—	609·0	548·0	—	—	—	—	2·0	234·0	34·0	187·0
+Stansted	2 107·8	—	—	—	—	0·4	—	—	—	359·5	1 154·6	198·7	394·6
TOTAL (London Area)	46 062·6	4 861·5	6 002·2	1 070·8	1 790·4	9 435·5	13 327·7	379·5	48·5	1 421·4	5 011·2	755·8	1 958·1
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+Leeds/Bradford	66·5	7·5	11·0	4·7	5·8	3·8	1·0	—	—	—	8·4	19·0	5·3
+Liverpool	1 014·9	18·4	132·8	—	—	75·5	43·4	—	8·4	4·2	530·7	45·1	156·4
+Manchester	2 938·3	217·7	236·5	6·4	5·5	1 017·9	1 216·4	1·9	—	0·4	139·8	0·5	41·3
+Birmingham	263·5	63·6	53·1	18·7	1·8	47·9	55·6	—	—	—	—	0·2	22·6
+Coventry	11·4	—	—	—	—	—	—	—	—	—	8·6	—	2·8
+East Midlands	1 172·3	0·1	—	177·0	321·8	—	—	—	—	284·6	381·6	7·2	—
+Newcastle	79·2	5·3	20·3	22·0	31·4	—	—	—	—	—	—	0·2	—
+Tees-side	26·1	—	0·5	12·5	12·8	—	—	—	—	0·3	—	—	—
+Bristol	44·7	8·7	3·9	2·0	0·3	14·0	14·4	0·5	—	0·9	—	—	—
+Glamorgan	71·2	2·2	18·2	3·8	1·4	—	—	—	—	0·1	6·7	—	38·8
Swansea	1·7	—	—	—	—	—	—	—	—	0·2	1·5	—	—
+Blackpool	66·4	—	—	6·1	59·4	—	—	—	—	—	0·9	—	—
+Bournemouth	456·6	—	—	178·1	204·6	—	—	—	—	—	73·9	—	—
+Cambridge	34·5	—	—	—	—	—	—	—	—	4·5	—	25·2	4·8
+Exeter	26·8	—	—	6·1	20·7	—	—	—	—	—	—	—	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	7·7	7·1	0·6	—	—	—	—	—	—	—	—	—	—
+Lydd	438·4	—	—	154·8	283·6	—	—	—	—	—	—	—	—
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+Norwich	37·3	—	—	15·7	20·2	—	—	—	—	0·1	1·3	—	—
Penzance Heliport	7·7	0·6	7·1	—	—	—	—	—	—	—	—	—	—
+Southampton	140·7	2·7	13·6	15·0	70·6	—	—	—	—	5·7	25·7	—	7·4
+Edinburgh	132·3	27·4	33·3	18·5	44·0	3·0	5·4	—	—	—	—	—	0·7
+Glasgow	1 643·2	644·6	323·7	73·8	47·7	204·8	334·3	—	2·0	4·3	2·9	2·1	3·0
+Prestwick	1 076·5	477·9	176·3	—	—	225·7	119·8	—	—	—	26·4	—	50·4
+Aberdeen	412·9	41·5	84·6	19·7	27·6	—	—	9·6	25·2	57·3	131·4	0·4	15·6
Benbecula	18·4	12·3	5·3	0·8	—	—	—	—	—	—	—	—	—
Inverness	31·7	2·9	28·8	—	—	—	—	—	—	—	—	—	—
Islay	2·9	2·1	0·8	—	—	—	—	—	—	—	—	—	—
+Kirkwall	51·4	28·7	8·8	—	—	—	—	2·0	0·1	0·9	1·3	—	9·6
Stornoway	43·1	29·6	6·4	—	0·3	—	—	—	—	—	—	—	6·8
+Sumburgh	138·5	44·5	11·0	—	0·1	—	—	14·7	17·7	35·5	11·6	0·2	3·2
Tiree	1·0	—	—	1·0	—	—	—	—	—	—	—	—	—
Wick	19·8	2·4	1·0	0·1	0·1	—	—	—	—	—	—	—	16·2
+Belfast	1 771·1	105·3	257·6	103·8	35·5	3·0	5·8	5·3	204·7	786·7	263·4	—	—
+Isle of Man	213·0	137·5	18·6	51·5	5·4	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	58 524·3	6 806·1	7 456·0	1 962·9	2 991·0	11 031·1	15 123·8	413·5	306·6	2 607·1	6 627·3	855·9	2 343·0
Channel Islands Airports													
Alderney	25·2	—	—	20·6	3·2	—	—	—	—	0·4	1·0	—	—
Guernsey	699·0	9·2	2·4	165·3	82·8	0·7	—	—	—	214·0	224·6	—	—
Jersey	899·1	48·5	34·5	568·5	222·5	5·3	0·5	—	—	9·9	9·2	0·2	—
TOTAL (Channel Islands Airports)	1 623·3	57·7	36·9	754·4	308·5	6·0	0·5	—	—	224·3	234·8	0·2	—

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	July 1976 —September 1976 (tonnes)	July 1975 —September 1975 (tonnes)	Percentage change
<b>London Area Airports</b>			
+ Gatwick	6 304·0	6 211·1	1·5
+ Heathrow	34 515·8	31 972·0	8·0
+ Luton	340·3	125·4	—
+ Southend	1 246·0	1 241·3	0·4
+ Stansted	1 963·6	1 409·5	39·3
TOTAL (London Area)	44 369·6	40 959·3	8·3
Westland Heliport (Battersea)	—	—	—
<b>Other UK Airports</b>			
+ Leeds/Bradford	50·2	58·5	−14·2
+ Liverpool	968·6	798·7	21·3
+ Manchester	2 623·3	2 602·9	0·8
+ Birmingham	222·5	200·5	11·0
+ Coventry	5·0	—	—
+ East Midlands	819·0	625·5	30·9
+ Newcastle	69·6	86·1	−19·2
+ Tees-side	21·0	25·4	−17·3
+ Bristol	42·4	61·4	−30·9
+ Glamorgan	54·9	14·1	—
+ Swansea	2·8	—	—
+ Blackpool	65·4	54·1	20·9
+ Bournemouth	486·7	346·0	40·7
+ Cambridge	31·3	42·3	−26·0
+ Exeter	25·5	51·9	−51·0
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	8·0	8·8	−9·1
+ Lydd	349·7	257·5	35·8
+ Manston	—	160·8	—
+ Norwich	34·0	39·4	−13·7
Penzance Heliport	8·0	8·8	−9·1
+ Southampton	126·5	151·6	−16·6
+ Edinburgh	126·0	155·0	−18·7
+ Glasgow	1 500·4	1 439·3	4·2
+ Prestwick	952·9	916·7	3·9
+ Aberdeen	428·9	318·0	34·9
Benbecula	23·0	26·0	−11·5
Inverness	31·7	21·2	49·5
Islay	2·9	4·9	−40·8
+ Kirkwall	47·7	38·6	23·6
Stornoway	37·0	39·1	−5·4
+ Sumburgh	123·5	79·2	55·9
Tiree	1·3	1·6	−18·7
Wick	12·9	8·5	51·8
+ Belfast	1 234·1	912·9	35·2
+ Isle of Man	226·2	249·9	−9·5
TOTAL (Incl. London Area)	55 132·7	50 749·8	8·6
<b>Channel Islands Airports</b>			
Alderney	27·8	27·9	−0·4
Guernsey	725·0	734·8	−1·3
Jersey	935·7	965·6	−3·1
TOTAL (Channel Islands Airports)	1 688·5	1 728·3	−2·3

# All Scheduled Services September 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			As percentage of available
Passenger Services														
British Airways Overseas Division	14 387	4 121	19 076	393 037	3 919 174	2 622 501	66.9	7 921	488 562	300 171	11 013	47 376	241 782	61.4
British Airways European Division	6 698	9 413	12 774	801 928	846 210	598 330	70.7	3 601	89 280	55 496	1 005	2 119	52 370	62.2
British Airways Regional Division	1 716	5 367	5 075	253 015	137 426	91 733	66.8	816	12 991	7 871	38	217	7 616	60.6
British Airways Helicopters	28	462	149	11 858	902 ✓	723	80.2	10	62	57	—	1 ✓	56	90.9
British Caledonian Airways	2 087	2 513	3 772	106 148	235 201	142 772	60.7	1 054	26 799	15 397	451	2 089	12 857	57.5
Air Anglia	523	1 352	1 716	25 143	21 264	11 754	55.3	67	2 167	1 207	—	32	1 175	55.7
Aurigny Air Services	137	2 276	765	24 082	1 962 ✓	1 417	72.2	79	189	118	—	4 ✓	114	62.4
British Air Ferries	131	670	540	14 709	4 832	2 793	57.8	1 121	662	487	—	233	254	73.7
British Island Airways	388	2 114	1 516	66 673	19 387	12 565	64.8	216	1 784	1 104	1	36	1 067	61.9
British Midland Airways	629	1 872	2 107	65 887	43 567	24 681	56.7	215	3 520	2 023	—	100	1 923	57.5
Brymon Airways	81	448	402	3 462	1 122 ✓	673	60.0	1	101	58	—	—	57	57.2
Dan-Air Services	431	1 351	1 402	36 527	25 555	14 488	56.7	—	2 085	1 182	—	—	1 182	56.7
Intra Airways	47	290	234	7 477	1 997	1 377	69.0	4	163	103	—	—	103	63.5
Loganair	83	698	418	3 602	873 ✓	473	54.2	—	80	43	—	—	43	54.2
TOTAL Passenger Services	27 366	32 947	49 945	1 813 548	5 259 472	3 526 281	67.0	15 104	628 445	385 318	12 510	52 207	320 599	61.3
Cargo Services														
British Airways Overseas Division	938	279	1 293	—	—	—	—	2 449	30 347	17 307	247	17 061	—	57.0
British Airways European Division	278	362	467	—	—	—	—	2 287	3 709	1 757	33	1 724	—	47.4
British Caledonian Airways	121	35	159	—	—	—	—	389	4 002	1 852	88	1 764	—	46.3
Air Freight	34	162	197	—	—	—	—	329	116	69	—	69 ✓	—	59.0
Air-Bridge Carriers	28	84	100	—	—	—	—	513	310	190	—	190	—	61.4
British Island Airways	88	286	322	—	—	—	—	609	404	187	23	164	—	46.4
Intra Airways	21	144	116	—	—	—	—	328	79	53	—	53	—	66.5
TOTAL Cargo Services	1 508	1 352	2 653	—	—	—	—	6 904	38 967	21 415	391	21 024	—	55.0
GRAND TOTAL	28 874	34 299	52 598	1 813 548	5 259 472	3 526 281	67.0	22 008	667 412	406 732	12 901	73 231	320 599	60.9

# International Scheduled Services September 1976

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	14 387	4 121	19 076	393 037	3 919 174	2 622 501	66.9	7 921	488 562	300 171	11 013	47 376	241 782	61.4
British Airways European Division	5 551	6 900	10 183	591 681	701 959	500 104	71.2	3 122	74 251	46 866	967	1 926	43 971	63.1
British Airways Regional Division	283	653	739	29 866	25 982	15 401	59.3	123	2 551	1 317	1	61	1 255	51.6
British Caledonian Airways	1 655	1 579	2 749	63 387	199 473	123 529	61.9	678	23 137	13 561	328	2 007	11 227	58.6
Air Anglia	372	744	1 173	16 332	15 279	7 765	50.8	67	1 558	808	—	32	777	51.9
Aurigny Air Services	137	2 276	765	24 082	1 962	1 417	72.2	79	189	118	—	4	114	62.4
British Air Ferries	131	670	540	14 709	4 832	2 793	57.8	1 121	662	487	—	233	254	73.7
British Island Airways	133	617	517	20 647	6 664	4 364	65.5	35	613	378	—	8	370	61.6
British Midland Airways	114	316	362	7 545	8 219	3 477	42.3	52	638	296	—	25	271	46.4
Brymon Airways	29	118	138	640	395	176	44.6	—	34	15	—	—	15	44.9
Dan-Air Services	227	444	652	14 190	14 188	7 777	54.8	—	1 158	634	—	—	634	54.8
Intra Airways	24	222	129	5 399	1 065	678	63.7	4	86	51	—	—	51	58.9
TOTAL Passenger Services	23 044	18 660	37 022	1 181 515	4 899 192	3 289 981	67.2	13 199	593 438	364 702	12 309	51 671	300 720	61.5
Cargo Services														
British Airways Overseas Division	938	279	1 293	—	—	—	—	2 449	30 347	17 307	247	17 061	—	57.0
British Airways European Division	249	310	398	—	—	—	—	1 681	3 159	1 420	32	1 389	—	45.0
British Caledonian Airways	119	32	156	—	—	—	—	373	3 988	1 842	78	1 764	—	46.2
Air Freight	34	162	197	—	—	—	—	329	116	69	—	69	—	59.0
British Island Airways	37	78	125	—	—	—	—	108	170	64	—	64	—	37.8
TOTAL Cargo Services	1 377	861	2 169	—	—	—	—	4 940	37 780	20 703	357	20 346	—	54.8
GRAND TOTAL	24 421	19 521	39 190	1 181 515	4 899 192	3 289 981	67.2	18 139	631 218	385 405	12 667	72 017	300 720	61.1



# Domestic Scheduled Services September 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	1 147	2 513	2 591	210 247	144 251	98 227	68·1	479	15 029	8 630	38	193	8 398	57·4
British Airways Regional Division	1 433	4 714	4 336	223 149	111 444	76 331	68·5	694	10 440	6 555	38	157	6 361	62·8
British Airways Helicopters	28	462	149	11 858	902	723	80·2	10	62	57	—	1	56	90·9
British Caledonian Airways	433	934	1 023	42 761	35 728	19 243	53·9	376	3 662	1 836	123	82	1 631	50·1
Air Anglia	150	608	542	8 811	5 985	3 989	66·7	—	609	399	—	—	399	65·5
British Island Airways	254	1 497	1 000	46 026	12 723	8 201	64·5	182	1 171	726	1	28	698	62·1
British Midland Airways	516	1 556	1 745	58 342	35 348	21 204	60·0	163	2 883	1 727	—	75	1 652	59·9
Brymon Airways	52	330	264	2 822	728	497	68·4	1	67	43	—	—	42	63·4
Dan-Air Services	204	907	750	22 337	11 367	6 712	59·0	—	927	548	—	—	548	59·0
Intra Airways	22	68	105	2 078	933	699	75·0	—	76	53	—	—	53	68·8
Loganair	83	698	418	3 602	873	473	54·2	—	80	43	—	—	43	54·2
TOTAL Passenger Services	4 322	14 287	12 923	632 033	360 280	236 300	65·6	1 905	35 007	20 615	201	535	19 879	58·9
Cargo Services														
British Airways European Division	29	52	69	—	—	—	—	605	550	337	1	335	—	61·2
British Caledonian Airways	2	3	4	—	—	—	—	16	14	10	10	—	—	66·5
Air-Bridge Carriers	28	84	100	—	—	—	—	513	310	190	—	190	—	61·4
British Island Airways	51	208	197	—	—	—	—	501	234	123	23	100	—	52·6
Intra Airways	21	144	116	—	—	—	—	328	79	53	—	53	—	66·5
TOTAL Cargo Services	130	491	485	—	—	—	—	1 964	1 187	712	34	678	—	60·0
GRAND TOTAL	4 453	14 778	13 408	632 033	360 280	236 300	65·6	3 868	36 194	21 327	235	1 213	19 879	58·9

# All Non-Scheduled Services September 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		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	955	215	1 331	26 702	193 930	173 987	89.7	—	21 250	16 254	—	16 254	76.5
British Airways European Division	540	486	1 024	31 748	53 471	42 478	79.4	1 181	7 819	5 007	1 286	3 721	64.0
British Airways Airtours	1 577	776	2 341	127 572	298 209	263 180	88.3	—	27 139	22 542	—	22 542	83.1
British Airways Regional Division	79	114	162	5 669	7 498	5 597	74.7	10	722	460	6	454	63.7
British Airways Helicopters	313	2 354	1 563	18 817	6 338	2 752	43.4	13	614	242	2	240	39.4
British Caledonian Airways	2 432	1 131	3 604	91 196	285 499	246 930	86.5	1 898	44 470	33 690	11 787	21 903	75.8
Air Anglia	61	186	172	391	424	127	30.0	—	42	13	—	13	30.0
Air Freight	39	123	183	1 328	631	411	65.2	80	123	81	50	31	65.6
Air-Bridge Carriers	75	203	269	—	—	—	—	954	794	360	360	—	45.3
Alidair	148	392	431	10 638	8 538	4 466	52.3	139	936	445	67	378	47.5
Beecham Imperial	8	12	18	51	67	39	58.5	—	6	3	—	3	58.4
Bristow Helicopters	478	3 136	2 994	23 110	8 001	4 175	52.2	229	684	417	44	373	61.0
Britannia Airways	3 181	2 077	5 071	233 363	413 514	360 969	87.3	—	35 160	30 682	—	30 682	87.3
British Air Ferries	55	143	226	1 260	1 118	473	42.3	190	341	127	83	43	37.1
British Executive Air Services	32	193	161	958	360	163	45.3	10	33	13	2	11	39.4
British Island Airways	64	140	203	1 349	722	469	64.9	58	287	133	91	42	46.3
British Midland Airways	601	301	857	31 229	107 739	73 433	68.2	56	8 926	6 190	464	5 726	69.3
Dan-Air Services	5 259	3 756	9 371	315 980	612 376	505 352	82.5	281	51 824	42 287	1 831	40 455	81.6
Fairflight Charters	78	169	314	861	535	387	72.3	21	55	37	11	26	67.3
Fitair	14	30	46	92	106	45	42.5	1	9	4	1	3	44.4
Green Shield Stamp	30	42	53	146	245	104	42.6	—	25	8	—	8	33.4
I D S Aircraft	21	40	39	125	130	65	50.0	—	11	3	—	3	27.3
International Aviation Services	738	267	1 191	—	—	—	—	2 515	24 583	14 634	14 634	—	59.5
Intra Airways	30	151	142	5 202	1 302	996	76.5	21	118	85	10	75	72.4
Laker Airways	2 423	954	3 424	113 793	488 668	402 094	82.3	—	48 944	39 574	—	39 574	80.9
Loganair	96	773	455	3 502	1 076	615	57.2	—	106	46	—	46	43.3
Lowland Aero Service	11	30	38	104	66	38	57.6	—	7	3	—	3	42.9
MAM Aviation	64	63	79	80	496	193	38.9	—	47	15	—	15	31.9
Management Aviation	11	56	54	405	140	78	55.7	3	12	7	1	6	58.3
McAlpine Aviation	185	296	295	915	1 453	620	42.7	—	128	49	—	49	38.3
Monarch Airlines	1 170	763	1 888	89 660	171 231	140 822	82.2	—	16 922	12 773	—	12 773	75.5
Moseley Aviation	9	30	30	150	53	44	83.0	—	5	3	—	3	60.0
Northern Air Taxis	25	53	85	181	178	90	50.6	—	16	7	—	7	43.8
Northern Executive Aviation	22	65	93	336	184	135	73.4	9	20	15	3	12	75.0
Peters Aviation	38	78	144	654	504	331	65.6	2	38	30	2	28	78.5
Ryburn Air	4	41	22	13	21	5	25.7	3	3	1	—	—	26.2
Thurston Aviation	67	268	250	432	398	111	27.9	10	49	13	3	10	26.5
Tradewinds Airways	480	160	977	—	—	—	—	1 283	12 353	7 302	7 302	—	59.1
Trans-Meridian Air Cargo	859	282	1 811	—	—	—	—	2 123	22 872	13 525	13 525	—	59.1
Vernair Transport	65	135	236	534	431	265	61.5	—	38	22	—	22	59.0
TOTAL	22 338	20 484	41 648	1 138 546	2 665 652	2 232 040	83.7	11 101	327 527	247 100	51 565	195 535	75.4
Class 5A Licence TOTAL	667	417	1 007	34 297	106 469	89 042	83.6	..	11 786	9 140	1 720	7 420	77.5
TOTAL Excludes 5A Licence	21 671	20 067	40 641	1 104 249	2 559 183	2 142 998	83.7	11 101	315 741	237 960	49 845	188 115	75.4

\*Does not include cargo carried under Class 5 licences

# International Non-Scheduled Services September 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		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	955	215	1 331	26 702	193 930	173 987	89.7	—	21 250	16 254	—	16 254	76.5
British Airways European Division	528	463	994	31 648	53 271	42 407	79.6	990	7 599	4 901	1 186	3 715	64.5
British Airtours	1 577	776	2 341	127 572	298 209	263 180	88.3	—	27 139	22 542	—	22 542	83.1
British Airways Regional Division	66	78	125	4 771	6 803	5 279	77.6	3	657	430	2	428	65.4
British Airways Helicopters	291	2 157	1 456	18 563	6 139	2 719	44.3	13	596	239	2	237	40.1
British Caledonian Airways	2 432	1 131	3 604	91 196	285 499	246 930	86.5	1 898	44 470	33 690	11 787	21 903	75.8
Air Anglia	8	21	29	40	57	15	25.5	—	6	2	—	2	25.5
Air Freight	20	61	82	52	32	26	81.3	76	70	50	48	2	71.6
Air-Bridge Carriers	29	43	99	—	—	—	—	132	273	96	96	—	35.0
Alidair	120	315	347	10 125	8 017	4 275	53.3	5	770	365	3	362	47.4
Beecham Imperial	6	7	12	28	47	27	57.3	—	4	2	—	2	58.1
Bristow Helicopters	478	3 136	2 994	23 110	8 001	4 175	52.2	229	684	417	44	373	61.0
Britannia Airways	3 181	2 077	5 071	233 363	413 514	360 969	87.3	—	35 160	30 682	—	30 682	87.3
British Air Ferries	53	136	218	1 166	1 075	455	42.3	182	328	121	79	42	36.8
British Executive Air Services	32	193	161	958	360	163	45.3	10	33	13	2	11	39.4
British Island Airways	36	90	120	1 095	623	406	65.1	—	162	94	58	36	58.1
British Midland Airways	597	291	846	31 090	107 461	73 407	68.3	3	8 899	6 168	444	5 724	69.3
Dan-Air Services	5 119	3 363	8 883	310 142	607 117	503 387	82.9	137	51 232	42 046	1 750	40 295	82.1
Fairflight Charters	59	122	238	534	347	245	70.6	21	43	28	11	17	65.1
Fitair	12	25	40	64	84	34	40.5	1	8	3	1	2	37.5
Green Shield Stamp	27	33	48	120	227	97	42.7	—	23	8	—	8	33.5
I D S Aircraft	21	40	39	125	130	65	50.0	—	11	3	—	3	27.3
International Aviation Service	738	267	1 191	—	—	—	—	2 515	24 583	14 634	14 634	—	59.5
Intra Airways	25	108	109	3 915	1 108	908	82.0	6	100	73	4	68	72.5
Laker Airways	2 423	954	3 424	113 793	488 668	402 094	82.3	—	48 944	39 574	—	39 574	80.9
MAM Aviation	48	44	59	12	384	136	35.4	—	35	11	—	11	31.4
McAlpine Aviation	140	188	219	711	1 107	533	48.1	—	97	42	—	42	43.3
Monarch Airlines	1 170	763	1 888	89 660	171 231	140 822	82.2	—	16 922	12 773	—	12 773	75.5
Moseley Aviation	4	8	12	40	21	18	85.7	—	2	1	—	1	50.0
Northern Air Taxis	9	11	30	47	63	38	60.3	—	5	3	—	3	60.0
Northern Executive Aviation	7	12	24	73	68	45	66.2	—	6	4	—	4	66.7
Peters Aviation	36	70	131	600	467	313	66.9	2	35	28	2	26	80.6
Ryburn Air	4	41	22	13	21	5	25.7	3	3	1	—	—	26.2
Thurston Aviation	50	189	181	296	292	79	27.1	8	37	9	2	7	24.3
Tradewinds Airways	480	160	977	—	—	—	—	1 283	12 353	7 302	7 302	—	59.1
Trans-Meridian Air Cargo	859	282	1 811	—	—	—	—	2 123	22 872	13 525	13 525	—	59.1
Vernair Transport	4	6	16	4	21	2	11.9	—	2	—	—	—	11.9
TOTAL	21 646	17 876	39 172	1 121 628	2 654 395	2 227 241	83.9	9 649	325 411	246 132	50 982	195 150	75.6
Class 5A Licence TOTAL	666	416	1 006	34 267	106 455	89 033	83.6	..	11 785	9 139	1 720	7 419	77.5
TOTAL Excludes 5A Licence	20 980	17 460	38 166	1 087 361	2 547 940	2 138 208	83.9	9 649	313 626	236 993	49 262	187 731	75.6

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

# Domestic Non-Scheduled Services September 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)	Tonne-kilometres used		Passengers (000)	As percentage of available
										Total (000)	Cargo (000)		
British Airways European Division	12	23	30	100	200	71	35.7	190	220	106	100	6	48.3
British Airways Regional Division	12	36	38	898	695	318	45.8	7	65	30	5	26	46.2
British Airways Helicopters	22	197	107	254	199	33	16.6	—	18	3	—	3	16.7
Air Anglia	52	165	142	351	367	113	30.7	—	37	11	—	11	30.7
Air Freight	19	62	101	1 276	599	385	64.3	3	52	30	1	29	57.6
Air-Bridge Carriers	46	160	170	—	—	—	—	822	521	264	264	—	50.7
Alidair	28	77	84	513	520	191	36.7	133	166	80	63	16	48.2
Beecham Imperial	2	5	6	23	20	12	61.2	—	2	1	—	1	59.1
British Air Ferries	2	7	8	94	43	17	40.7	7	13	6	5	1	46.5
British Island Airways	28	50	84	254	99	63	63.8	58	125	39	33	6	31.0
British Midland Airways	4	10	12	139	278	26	9.2	52	27	22	20	2	81.3
Dan-Air Services	140	393	488	5 838	5 259	1 965	37.4	144	592	241	81	160	40.7
Fairflight Charters	19	47	76	327	188	142	75.5	—	12	9	—	9	75.0
Fitair	2	5	6	28	22	11	50.0	—	1	1	—	1	100.0
Green Shield Stamp	2	9	5	26	18	7	40.7	—	2	1	—	1	33.2
Intra Airways	5	43	33	1 287	194	88	45.4	15	18	13	6	7	71.9
Loganair	96	773	455	3 502	1 076	615	57.2	—	106	46	—	46	43.3
Lowland Aero Service	11	30	38	104	66	38	57.6	—	7	3	—	3	42.9
MAM Aviation	16	19	20	68	112	57	50.9	—	12	4	—	4	33.3
Management Aviation	11	56	54	405	140	78	55.7	3	12	7	1	6	58.3
McAlpine Aviation	45	108	76	204	346	87	25.1	—	31	7	—	7	22.6
Moseley Aviation	5	22	18	110	32	26	81.3	—	3	2	—	2	66.7
Northern Air Taxis	16	42	55	134	115	52	45.2	—	11	4	—	4	36.4
Northern Executive Aviation	15	53	69	263	116	90	77.6	9	14	11	3	8	78.6
Peters Aviation	3	8	13	54	37	18	49.8	—	3	2	—	2	54.4
Thurston Aviation	17	79	68	136	106	32	30.2	1	12	4	1	3	33.3
Vernair Transport	61	129	220	530	410	263	64.0	—	36	22	—	22	61.7
<b>TOTAL</b>	<b>692</b>	<b>2 608</b>	<b>2 475</b>	<b>16 918</b>	<b>11 257</b>	<b>4 799</b>	<b>42.4</b>	<b>1 451</b>	<b>2 117</b>	<b>968</b>	<b>583</b>	<b>386</b>	<b>45.6</b>
Class 5A Licence TOTAL	1	1	1	30	14	9	64.3	..	1	1	—	1	100.0
<b>TOTAL Excludes 5A Licence</b>	<b>691</b>	<b>2 607</b>	<b>2 474</b>	<b>16 888</b>	<b>11 243</b>	<b>4 790</b>	<b>42.3</b>	<b>1 451</b>	<b>2 116</b>	<b>967</b>	<b>583</b>	<b>385</b>	<b>45.6</b>

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

## Class 2 Licence Operations September 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	544	121	749	18 817	—	120 408	104 860	87.1	13 878	9 844	70.9
British Caledonian Airways	851	185	1 108	21 188	—	159 972	140 740	88.0	15 572	12 652	81.3
Dan-Air Services	45	17	62	1 614	—	8 447	8 047	95.3	675	643	95.3
Laker Airways	1 042	220	1 304	39 297	3 744	316 548	254 486	80.4	32 222	25 428	78.9
<b>TOTAL</b>	<b>2 482</b>	<b>543</b>	<b>3 222</b>	<b>80 916</b>	<b>3 744</b>	<b>605 375</b>	<b>508 133</b>	<b>83.9</b>	<b>62 346</b>	<b>48 568</b>	<b>77.9</b>

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

Table 25

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km			Tonne-km			Number of IT passengers uplifted	
					Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available	Class 2	Class 4
<b>International Services</b>												
British Airways Overseas Division	72	13	122	2 044	12 820	11 898	92.8	1 384	1 102	79.6	—	—
British Airways European Division	329	245	562	26 519	44 404	37 736	85.0	4 404	3 299	74.9	—	—
British Airtours	1 185	659	1 788	109 277	224 018	197 458	88.1	20 387	16 848	82.6	—	867
British Airways Regional Division	57	63	105	4 153	5 966	4 903	82.2	568	392	69.0	—	—
British Caledonian Airways	817	681	1 435	59 493	88 754	73 233	82.5	8 357	6 305	75.5	—	—
Alidair	—	—	—	—	—	—	—	—	—	—	—	176
Britannia Airways	3 007	1 875	4 770	212 147	390 973	343 880	88.0	33 242	29 231	87.9	—	10
Dan-Air Services	3 993	2 575	6 643	253 023	476 174	400 296	84.1	38 100	32 041	84.1	—	4 570
Intra Airways	14	51	56	1 919	719	552	76.8	56	41	73.4	—	—
Laker Airways	934	494	1 421	52 543	117 993	103 014	87.3	11 379	9 854	86.6	—	—
Monarch Airlines	919	611	1 491	75 233	136 705	117 199	85.7	13 341	10 630	79.7	—	—
<b>TOTAL International Services</b>	<b>11 326</b>	<b>7 267</b>	<b>18 393</b>	<b>796 351</b>	<b>1 498 525</b>	<b>1 290 171</b>	<b>86.1</b>	<b>131 219</b>	<b>109 743</b>	<b>83.6</b>	<b>—</b>	<b>5 623</b>
<b>Domestic Services</b>												
Intra Airways	1	30	10	1 033	41	39	95.6	4	3	84.6	—	—
<b>TOTAL Domestic Services</b>	<b>1</b>	<b>30</b>	<b>10</b>	<b>1 033</b>	<b>41</b>	<b>39</b>	<b>95.6</b>	<b>4</b>	<b>3</b>	<b>84.6</b>	<b>—</b>	<b>—</b>
<b>GRAND TOTAL</b>	<b>11 327</b>	<b>7 297</b>	<b>18 403</b>	<b>797 384</b>	<b>1 498 566</b>	<b>1 290 210</b>	<b>86.1</b>	<b>131 222</b>	<b>109 746</b>	<b>83.6</b>	<b>—</b>	<b>5 623</b>

## All Class 4 Licence Operations September 1976

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km		
				IT	Other				Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	328	79	446	—	5 832	59 197	57 179	96·6	5 781	5 304	91·7
British Airways European Division	13	18	25	—	1 136	1 393	892	64·0	134	75	56·3
British Airtours	101	30	132	867	2 623	19 036	14 282	75·0	1 732	1 242	71·7
British Caledonian Airways	190	94	286	—	8 900	31 955	29 073	91·0	3 107	2 599	83·6
Alidair	5	10	14	176	252	335	215	64·3	31	18	59·1
Britannia Airways	87	60	143	10	5 054	11 329	7 314	64·6	965	620	64·3
British Island Airways	3	6	12	—	210	157	87	55·7	14	7	51·5
British Midland Airways	3	4	8	—	281	217	210	96·9	18	16	89·9
Dan-Air Services	923	640	1 588	4 570	47 444	112 458	88 663	78·8	8 996	7 101	78·9
Intra Airways	8	57	42	—	2 125	393	359	91·3	32	27	85·1
Laker Airways	236	188	423	—	14 263	21 070	18 082	85·8	1 895	1 643	86·7
Loganair	11	379	69	—	1 551	91	55	60·7	8	5	60·7
Monarch Airlines	121	89	208	—	9 369	14 869	12 744	85·7	1 460	1 156	79·2
TOTAL	2 030	1 654	3 395	5 623	99 040	272 501	229 155	84·1	24 174	19 813	82·0

## International Class 4 Licence Operations September 1976

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Available (000)	Used (000)	Percentage of available
				IT	Other						
British Airways Overseas Division	328	79	446	—	5 832	59 197	57 179	96.6	5 781	5 304	91.7
British Airways European Division	11	16	22	—	1 036	1 193	821	68.8	114	69	60.7
British Airtours	101	30	132	867	2 623	19 036	14 282	75.0	1 732	1 242	71.7
British Caledonian Airways	190	94	286	—	8 900	31 955	29 073	91.0	3 107	2 599	83.6
Alidair	5	10	15	176	252	335	215	64.2	31	18	58.1
Britannia Airways	87	60	143	10	5 054	11 329	7 314	64.6	965	620	64.3
British Island Airways	3	6	12	—	210	157	87	55.7	14	7	51.5
British Midland Airways	3	4	8	—	281	217	210	96.9	18	16	89.9
Dan-Air Services	922	635	1 583	4 570	47 116	112 335	88 541	78.8	8 986	7 091	78.9
Intra Airways	8	52	36	—	1 931	361	328	90.8	29	25	85.0
Laker Airways	236	188	423	—	14 263	21 070	18 082	85.8	1 895	1 643	86.7
Monarch Airlines	121	89	208	—	9 369	14 869	12 744	85.7	1 460	1 156	79.2
TOTAL	2 015	1 263	3 312	5 623	96 867	272 055	228 876	84.1	24 133	19 790	82.0

## Domestic Class 4 Licence Operations September 1976

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Available (000)			Used (000)	Percentage of available
				IT	Other								
British Airways European Division	1	2	3	—	100	200	71	35·7	20	6	31·1		
Dan-Air Services	1	5	5	—	328	123	122	98·8	10	10	99·0		
Intra Airways	1	5	6	—	194	32	31	97·2	3	2	86·4		
Loganair	11	379	69	—	1 551	91	55	60·7	8	5	60·7		
TOTAL	15	391	83	—	2 173	446	279	62·6	41	23	56·1		

## All Class 6 Licence Operations September 1976

**Table 27.1**

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
British Airways European Division	8	16	19	84	103	43	41·8
British Caledonian Airways	443	120	593	1 677	13 788	9 386	68·1
Air Freight	5	23	9	69	16	15	91·4
Air-Bridge Carriers	27	102	104	436	310	119	38·4
British Air Ferries	16	42	68	109	129	49	37·6
Dan-Air Services	51	117	474	282	256	123	48·1
International Aviation Service	231	80	345	924	8 165	6 700	82·1
Tradewinds Airways	209	81	444	468	5 541	3 714	67·0
Trans-Meridian Air Cargo	436	152	948	1 155	12 103	9 138	75·5
<b>TOTAL</b>	<b>1 424</b>	<b>733</b>	<b>3 003</b>	<b>5 204</b>	<b>40 411</b>	<b>29 287</b>	<b>72·5</b>

## International Class 6 Licence Operations September 1976

**Table 27.2**

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
British Airways European Division	8	16	19	84	103	43	41·8
British Caledonian Airways	443	120	593	1 677	13 788	9 386	68·1
Air Freight	5	23	9	69	16	15	91·4
Air-Bridge Carriers	2	4	7	20	19	10	49·0
British Air Ferries	16	42	68	109	129	49	37·6
Dan-Air Services	18	59	368	138	93	42	45·4
International Aviation Service	231	80	345	924	8 165	6 700	82·1
Tradewinds Airways	209	81	444	468	5 541	3 714	67·0
Trans-Meridian Air Cargo	436	152	948	1 155	12 103	9 138	75·5
<b>TOTAL</b>	<b>1 367</b>	<b>577</b>	<b>2 800</b>	<b>4 644</b>	<b>39 958</b>	<b>29 097</b>	<b>72·8</b>

## Domestic Class 6 Licence Operations September 1976

**Table 27.3**

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
Air-Bridge Carriers	25	98	98	416	290	109	37·7
Dan-Air Services	33	58	106	144	163	81	49·7
<b>TOTAL</b>	<b>57</b>	<b>156</b>	<b>204</b>	<b>560</b>	<b>453</b>	<b>190</b>	<b>42·0</b>

All Class 7 Licence Operations    September 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	313	2 354	1 563	18 817	6 338	2 752	43·4	14	614	242	2	240	39·4
Bristow Helicopters	478	3 136	2 994	23 110	8 001	4 175	52·2	229	684	417	44	373	61·0
British Executive Air Services	32	193	161	958	360	163	45·3	11	33	13	2	11	39·4
TOTAL	823	5 683	4 718	42 885	14 699	7 090	48·2	254	1 331	672	48	625	50·5

International Class 7 Licence Operations    September 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	291	2 157	1 456	18 563	6 139	2 719	44·3	14	596	239	2	237	40·1
Bristow Helicopters	478	3 136	2 994	23 110	8 001	4 175	52·2	229	684	417	44	373	61·0
British Executive Air Services	32	193	161	958	360	163	45·3	11	33	13	2	11	39·4
TOTAL	801	5 486	4 611	42 631	14 500	7 057	48·7	254	1 313	669	48	622	51·0

Domestic Class 7 Licence Operations    September 1976

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	22	197	107	254	199	33	16·6	—	18	3	—	3	16·7
TOTAL	22	197	107	254	199	33	16·6	—	18	3	—	3	16·7



# All Exempt Operations September 1976

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	11	2	15	9	1 505	49	3.3	—	207	4	—	4	2.1
British Airways European Division	191	207	418	4 093	7 674	3 850	50.2	1 098	3 178	1 590	1 243	347	50.0
British Airtours	1	1	2	168	269	239	88.9	—	25	21	—	21	85.5
British Airways Regional Division	13	38	41	898	695	318	45.8	10	70	31	6	26	44.8
British Caledonian Airways	82	35	115	1 285	2 561	2 145	83.7	221	2 311	2 033	1 843	191	88.0
Air Anglia	61	186	172	391	424	127	30.0	—	42	13	—	13	30.0
Air Freight	23	70	123	1 328	631	411	65.2	11	67	38	7	31	56.9
Air-Bridge Carriers	48	101	165	—	—	—	—	519	484	241	241	—	49.8
Alidair	62	143	172	1 649	2 546	992	38.9	139	373	150	67	84	40.4
Beecham Imperial	8	12	18	51	67	39	58.5	—	6	3	—	3	58.4
Britannia Airways	86	142	158	16 152	11 212	9 775	87.2	—	953	831	—	831	87.2
British Air Ferries	39	101	159	1 172	1 027	438	42.6	82	211	78	38	40	36.8
British Island Airways	32	63	101	758	339	237	69.9	59	147	53	33	20	36.1
British Midland Airways	8	16	24	414	554	212	38.2	57	51	40	23	17	77.7
Dan-Air Services	163	378	500	8 531	12 080	5 962	49.4	—	975	481	—	481	49.3
Fairflight Charters	78	169	314	861	535	387	72.3	21	55	37	11	26	67.3
Fitair	14	30	46	92	106	45	42.5	2	9	4	1	3	44.4
Green Shield Stamp	30	42	53	146	245	104	42.6	—	25	8	—	8	33.4
I D S Aircraft	21	40	39	125	130	65	50.0	—	11	3	—	3	27.3
International Aviation Service	491	179	823	—	—	—	—	1 592	15 858	7 394	7 394	—	46.6
Intra Airways	7	13	34	125	149	46	30.7	22	26	14	10	4	53.2
Laker Airways	211	52	277	3 946	33 057	26 512	80.2	—	3 448	2 649	—	2 649	76.8
Loganair	85	394	386	1 951	985	560	56.9	—	98	41	—	41	41.8
Lowland Aero Service	11	30	38	104	66	38	57.6	—	7	3	—	3	42.9
MAM Aviation	64	63	79	80	496	193	38.9	—	47	15	—	15	31.9
Management Aviation	11	56	54	405	140	78	55.7	3	12	7	1	6	58.3
McAlpine Aviation	185	296	295	915	1 453	620	42.7	—	128	49	—	49	38.3
Monarch Airlines	5	5	8	85	770	110	14.2	—	75	10	—	10	13.3
Moseley Aviation	9	30	30	150	53	44	83.0	—	5	3	—	3	60.0
Northern Air Taxis	25	53	85	181	178	90	50.6	—	16	7	—	7	43.8
Northern Executive Aviation	22	65	93	336	184	135	73.4	10	20	15	3	12	75.0
Peters Aviation	38	78	144	654	504	331	65.6	2	38	30	2	28	78.5
Ryburn Air	4	41	22	13	21	5	25.7	4	3	1	—	—	26.2
Thurston Aviation	67	268	250	432	398	111	27.9	11	49	13	3	10	26.5
Tradewinds Airways	271	79	533	—	—	—	—	816	6 812	3 587	3 587	—	52.7
Trans-Meridian Air Cargo	385	115	780	—	—	—	—	968	9 812	4 043	4 043	—	41.2
Vernair Transport	65	135	236	534	431	265	61.5	—	38	22	—	22	59.0
<b>TOTAL</b>	<b>2 929</b>	<b>3 728</b>	<b>6 799</b>	<b>48 034</b>	<b>81 486</b>	<b>54 534</b>	<b>66.9</b>	<b>5 644</b>	<b>45 690</b>	<b>23 563</b>	<b>18 556</b>	<b>5 007</b>	<b>51.6</b>

# International Exempt Operations September 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		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	11	2	15	9	1 505	49	3.3	—	207	4	—	4	2.1
British Airways European Division	180	186	391	4 093	7 674	3 850	50.2	907	2 978	1 490	1 143	347	50.0
British Airtours	1	1	2	168	269	239	88.9	—	25	21	—	21	85.5
British Airways Regional Division	1	2	4	—	—	—	—	3	5	2	2	—	28.0
British Caledonian Airways	82	35	115	1 285	2 561	2 145	83.7	221	2 311	2 033	1 843	191	88.0
Air Anglia	8	21	29	40	57	15	25.5	—	6	2	—	2	25.5
Air Freight	5	8	22	52	32	26	81.3	7	15	8	6	2	54.4
Air-Bridge Carriers	28	39	93	—	—	—	—	113	253	86	86	—	33.9
Alidair	34	66	87	1 136	2 025	801	39.5	5	206	71	3	68	34.3
Beecham Imperial	6	7	12	28	47	27	57.3	—	4	2	—	2	58.1
Britannia Airways	86	142	158	16 152	11 212	9 775	87.2	—	953	831	—	831	87.2
British Air Ferries	37	94	151	1 078	984	421	42.7	74	199	72	33	39	36.2
British Island Airways	5	14	19	534	255	183	72.0	—	23	16	—	16	66.5
British Midland Airways	4	6	12	275	276	186	67.4	4	24	17	3	15	73.6
Dan-Air Services	57	48	123	3 021	6 944	4 118	59.3	—	556	330	—	330	59.4
Fairflight Charters	59	122	238	534	347	245	70.6	21	43	28	11	17	65.1
Fitair	12	25	40	64	84	34	40.5	2	8	3	1	2	37.5
Green Shield Stamp	27	33	48	120	227	97	42.7	—	23	8	—	8	33.5
I D S Aircraft	21	40	39	125	130	65	50.0	—	11	3	—	3	27.3
International Aviation Services	491	179	823	—	—	—	—	1 592	15 858	7 394	7 394	—	46.6
Intra Airways	4	5	17	65	28	28	10.0	6	15	7	4	2	44.3
Laker Airways	211	52	277	3 946	33 057	26 512	80.2	—	3 448	2 649	—	2 649	76.8
MAM Aviation	48	44	59	12	384	136	35.4	—	35	11	—	11	31.4
McAlpine Aviation	140	188	219	711	1 107	533	48.1	—	97	42	—	42	43.3
Monarch Airlines	5	5	8	85	770	110	14.2	—	75	10	—	10	13.3
Moseley Aviation	4	8	12	40	21	18	85.7	—	2	1	—	1	50.0
Northern Air Taxis	9	11	30	47	63	38	60.3	—	5	3	—	3	60.0
Northern Executive Aviation	7	12	24	73	68	45	66.2	—	6	4	—	4	66.7
Peters Aviation	36	70	131	600	467	313	66.9	2	35	28	2	26	80.6
Ryburn Air	4	41	22	13	21	5	25.7	4	3	1	—	—	26.2
Thurston Aviation	50	189	181	296	292	79	27.1	9	37	9	2	7	24.3
Tradewinds Airways	271	79	533	—	—	—	—	816	6 812	3 587	3 587	—	52.7
Trans-Meridian Air Cargo	385	115	780	—	—	—	—	968	9 812	4 043	4 043	—	41.2
Vernair Transport	4	6	16	4	21	2	11.9	—	2	—	—	—	11.9
<b>TOTAL</b>	<b>2 333</b>	<b>1 895</b>	<b>4 728</b>	<b>34 606</b>	<b>70 928</b>	<b>50 095</b>	<b>70.6</b>	<b>4 753</b>	<b>44 089</b>	<b>22 815</b>	<b>18 164</b>	<b>4 652</b>	<b>51.7</b>

# Domestic Exempt Operations September 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	11	21	27	—	—	—	—	191	200	100	100	—	50.0
British Airways Regional Division	12	36	38	898	695	318	45.8	7	65	30	5	26	46.2
Air Anglia	52	165	142	351	367	113	30.7	—	37	11	—	11	30.7
Air Freight	19	62	101	1 276	599	385	64.3	3	52	30	1	29	57.6
Air-Bridge Carriers	21	62	72	—	—	—	—	406	230	155	155	—	67.1
Alidair	28	77	84	513	521	191	36.7	134	167	80	63	16	47.8
Beecham Imperial	2	5	6	23	20	12	61.2	—	2	1	—	1	59.1
British Air Ferries	2	7	8	94	43	17	40.7	8	13	6	5	1	46.5
British Island Airways	27	49	82	224	85	54	63.7	59	124	38	33	5	30.4
British Midland Airways	4	10	12	139	278	26	9.2	53	27	22	20	2	81.3
Dan-Air Services	107	330	377	5 510	5 136	1 843	35.9	—	419	151	—	151	35.9
Fairflight Charters	19	47	76	327	188	142	75.5	—	12	9	—	9	75.0
Fitair	2	5	6	28	22	11	50.0	—	1	1	—	1	100.0
Green Shield Stamp	2	9	5	26	18	7	40.7	—	2	1	—	1	33.2
Intra Airways	3	8	17	60	121	18	14.7	16	11	7	6	1	64.6
Loganair	85	394	386	1 951	985	560	56.9	—	98	41	—	41	41.8
Lowland Aero Service	11	30	38	104	66	38	57.6	—	7	3	—	3	42.9
MAM Aviation	16	19	20	68	112	57	50.9	—	12	4	—	4	33.3
Management Aviation	11	56	54	405	140	78	55.7	3	12	7	1	6	58.3
McAlpine Aviation	45	108	76	204	346	87	25.1	—	31	7	—	7	22.6
Moseley Aviation	5	22	18	110	32	26	81.3	—	3	2	—	2	66.7
Northern Air Taxis	16	42	55	134	115	52	45.2	—	11	4	—	4	36.4
Northern Executive Aviation	15	53	69	263	116	90	77.6	10	14	11	3	8	78.6
Peters Aviation	3	8	13	54	37	18	49.8	—	3	2	—	2	54.4
Thurston Aviation	17	79	68	136	106	32	30.2	2	12	4	1	3	33.3
Vernair Transport	61	129	220	530	410	263	64.0	—	36	22	—	22	61.7
<b>TOTAL</b>	<b>595</b>	<b>1 833</b>	<b>2 071</b>	<b>13 428</b>	<b>10 557</b>	<b>4 439</b>	<b>42.0</b>	<b>891</b>	<b>1 601</b>	<b>748</b>	<b>392</b>	<b>355</b>	<b>46.7</b>

Class 5 Operations for UK Operators    September 1976

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways Airtours	290	86	419	14 637	54 886	51 200	93.3	..	4 995	4 431	—	—	4 431	88.7
British Airways Regional Division	9	13	17	618	837	376	44.9	..	83	36	—	—	36	43.4
Alidair	37	173	131	5 455	2 429	1 178	48.5	..	224	100	—	—	100	44.6
British Island Airways	5	11	14	381	226	144	63.7	..	19	14	—	—	14	73.7
British Midland Airways	221	96	294	11 839	41 573	32 570	78.3	..	3 323	2 553	—	12	2 541	76.8
Dan-Air Services	85	29	105	798	3 217	2 385	74.1	..	2 822	1 898	—	1 708	190	67.3
Monarch Airlines	20	9	28	569	3 301	1 189	36.0	..	320	108	—	—	108	33.8
TOTAL	667	417	1 007	34 297	106 469	89 042	83.6	..	11 786	9 140	—	1 720	7 420	77.5

Class 5 Operations for Non-UK Operators    September 1976

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Caledonian Airways	50	16	68	279	1 821	1 400	76.9	..	1 336	715	—	589	126	53.5
Air Freight	11	30	51	—	—	—	—	..	40	28	—	28	—	70.0
Alidair	44	66	114	3 106	3 228	2 081	64.5	..	309	176	—	—	176	57.0
British Island Airways	24	60	76	—	—	—	—	..	106	58	—	58	—	54.7
British Midland Airways	369	185	532	18 695	65 395	40 441	61.8	..	5 534	3 581	—	429	3 152	64.7
International Aviation Service	16	8	23	—	—	—	—	..	560	540	—	540	—	96.4
Monarch Airlines	105	49	153	4 404	15 586	9 580	61.5	..	1 726	869	—	—	869	50.3
TOTAL	657	429	1 100	26 484	86 030	53 502	62.2	..	10 568	6 311	—	1 988	4 323	59.7

# Aircraft Type and Utilisation — All Airlines September 1976

Table 31.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended September 1976	Daily Utilisation per Aircraft (hrs) Quarter ended September 1976
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	83	290	42	299	68	4 162	846	3	4.1
Aviation Traders Merchantman	410	—	515	—	769	—	—	5	4.9
AW650 Argosy	89	—	255	—	326	—	—	3	3.0
BAC 111-200	852	1 607	2	1 836	2	71 982	43 247	9	7.1
BAC 111-300/400	2 126	2 452	—	3 964	—	151 007	149 154	17	8.9
BAC 111-500	4 453	6 284	3	8 701	4	455 120	355 907	39	8.0
BAC Britannia-300	166	—	78	—	358	—	—	2	5.9
BAC VC10 Standard	—	—	—	—	—	—	—	2	—
BAC VC10 Super	4 371	1 400	—	5 925	—	80 251	439 682	15	11.2
BAC Viscount-700	132	481	55	368	64	13 318	3 207	4	3.2
BAC Viscount-700D/800/810	1 458	4 790	35	4 716	48	191 137	62 908	31	5.2
BAC/Aerospatiale Concorde	220	40	—	167	—	2 390	13 600	3	2.2
Beagle 206	36	83	—	123	—	285	128	3	1.7
Beechcraft B80 Queen-Air	53	110	—	193	—	506	242	4	1.5
Bell 206 Jetranger	15	171	—	74	—	184	16	1	1.8
Bell 212 Twin	55	618	—	301	—	3 302	303	6	2.1
Boeing 707-120/120B	625	176	—	826	—	21 311	82 992	2	13.4
Boeing 707-320C/336	5 997	1 338	481	5 882	2 255	98 351	511 524	32	8.2
Boeing 707-420	2 353	962	—	3 367	—	146 779	385 838	13	9.4
Boeing 720/720B	672	390	—	1 031	—	52 710	91 387	3	11.9
Boeing 727-100	911	507	—	1 397	—	60 348	111 680	5	10.0
Boeing 737-200	3 181	2 077	—	5 071	—	233 363	360 969	14	12.3
Boeing 747	7 088	1 689	—	9 327	—	250 941	1 832 952	19	14.0
Britten-Norman Islander	143	1 470	15	720	17	5 856	561	12	2.3
Britten-Norman Trislander	226	2 554	—	1 170	—	26 645	2 190	12	3.2
Canadair CL 44	1 339	—	442	—	2 788	—	—	13	6.9
Cessna 340	4	41	—	22	—	13	5	1	0.7
Cessna 401/421	5	10	—	13	—	28	16	1	0.6
Cessna 500 Citation	21	40	—	39	—	125	65	2	0.6
DC10	1 511	292	—	1 873	—	66 375	384 183	5	12.2
DC3 Dakota/Pionair	150	430	369	390	405	10 518	1 674	12	2.3
DC8-54/55F Jet Trader	367	—	114	—	492	—	—	2	8.2
DH 104 Dove	34	53	19	92	46	371	166	2	2.9
DH 106 Comet 4B/C	2 140	1 286	—	3 546	—	123 167	207 333	18	7.2
DH 114 Heron	55	99	16	188	32	884	441	5	1.6
DHC 6 Twin-Otter	40	194	—	182	—	2 319	481	1	6.3
Fokker Friendship 100/600	472	1 220	—	1 513	—	24 563	11 551	7	7.2
HP Herald 100/200	743	3 040	391	2 445	474	90 423	18 253	19	5.1
HS 121 Trident 1C	442	798	—	939	—	49 749	27 666	10	2.9
HS 121 Trident 1E	316	523	—	642	—	42 645	25 862	3	7.0
HS 121 Trident 2E	1 840	1 320	—	2 858	—	96 493	137 356	15	6.5
HS 121 Trident 3B	2 586	3 376	—	5 061	—	333 644	256 944	25	6.6
HS 125	279	386	—	417	—	1 142	937	17	0.9
HS 748	551	1 655	113	1 811	469	37 981	12 975	11	6.4
Lockheed L1011 Tristar	945	672	—	1 495	—	114 461	173 890	7	6.8
PA23 Aztec/Apache	61	184	31	198	39	359	113	8	0.8
PA31 Navajo	180	498	30	584	31	1 571	556	12	1.6
Partenavia P68B	—	—	—	—	—	—	—	1	—
Riley Dove	14	27	5	39	11	189	80	1	1.8
Sikorsky 58T	103	743	3	631	3	4 781	677	9	2.4
Sikorsky S61N	648	3 713	—	3 616	—	43 540	6 751	32	3.7
Westland Wessex	41	953	—	296	—	3 341	144	4	3.0
TOTAL	50 601	51 042	3 014	84 349	8 701	2 918 630	5 717 453	502	6.2

# Aircraft Type and Utilisation — Individual Airlines Table 31.2

## September 1976

	Aircraft-km (000)	Stage Flights Passenger Cargo	Aircraft hours Passenger Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1976	Daily utilisation per aircraft (hrs) Quarter ended September 1976
<b>British Airways Overseas Division</b>							
DC10	613	70 —	747 —	15 220	133 221	2	13.2
BAC VC10 Standard	—	— —	— —	—	—	2	—
BAC VC10 Super	4 371	1 400 —	5 925 —	80 251	439 682	15	11.2
Lockheed L1011 Tristar	470	210 —	658 —	15 145	73 588	2	9.3
Boeing 707-320C/336	2 714	531 279	2 442 1 293	30 799	179 965	11	9.4
Boeing 707-420	776	186 —	1 026 —	19 207	122 658	4	8.9
Boeing 747	7 088	1 689 —	9 327 —	250 941	1 832 952	19	14.0
BAC/Aerospatiale Concorde	220	40 —	167 —	2 390	13 600	3	2.2
<b>TOTAL</b>	<b>16 252</b>	<b>4 126 279</b>	<b>20 292 1 293</b>	<b>413 953</b>	<b>2 795 666</b>	<b>58</b>	<b>11.1</b>
<b>British Airways European Division</b>							
BAC 111-500	1 738	3 709 —	3 801 —	249 613	116 979	18	7.0
HS 121 Trident 2E	1 840	1 320 —	2 858 —	96 493	137 356	15	6.5
Aviation Traders Merchantman	410	— 515	— 769	—	—	5	4.9
HS 121 Trident 1C	442	798 —	939 —	49 749	27 666	10	2.9
HS 121 Trident 3B	2 586	3 376 —	5 061 —	333 644	256 944	25	6.6
Lockheed L1011 Tristar	475	462 —	837 —	99 316	100 303	5	5.9
<b>TOTAL</b>	<b>7 491</b>	<b>9 665 515</b>	<b>13 496 769</b>	<b>828 815</b>	<b>639 249</b>	<b>78</b>	<b>6.0</b>
<b>British Airtours</b>							
Boeing 707-420	1 577	776 —	2 341 —	127 572	263 180	9	9.6
<b>British Airways Regional Division</b>							
HS 748	97	335 —	339 —	9 392	2 868	2	5.3
BAC Viscount-700D/800/810	898	3 475 4	3 079 7	139 301	39 866	20	4.9
BAC 111-300/400	521	1 402 —	1 249 —	75 900	30 134	7	7.7
HS 121 Trident 1E	316	523 —	642 —	42 645	25 862	3	7.0
<b>TOTAL</b>	<b>1 832</b>	<b>5 735 4</b>	<b>5 309 7</b>	<b>267 238</b>	<b>98 730</b>	<b>32</b>	<b>5.8</b>
<b>British Airways Helicopters</b>							
Sikorsky S61N	293	2 076 —	1 462 —	27 624	3 299	13	3.4
Bell 206 Jetranger	15	171 —	74 —	184	16	1	1.8
Sikorsky 58T	23	247 —	121 —	1 229	109	2	2.7
Bell 212 Twin	10	322 —	55 —	1 638	51	1	1.3
<b>TOTAL</b>	<b>341</b>	<b>2 816 —</b>	<b>1 712 —</b>	<b>30 675</b>	<b>3 475</b>	<b>17</b>	<b>3.1</b>
<b>British Caledonian Airways</b>							
BAC 111-200	622	1 330 —	1 397 —	55 186	28 552	7	6.8
BAC 111-500	1 245	1 447 3	2 343 4	94 430	93 085	12	7.6
Boeing 707-320C/336	2 739	597 181	2 765 885	43 666	266 911	11	11.2
<b>TOTAL</b>	<b>4 606</b>	<b>3 374 184</b>	<b>6 505 889</b>	<b>193 282</b>	<b>388 548</b>	<b>30</b>	<b>8.8</b>
<b>Air Anglia</b>							
Fokker Friendship 100/600	472	1 220 —	1 513 —	24 563	11 551	7	7.2
PA31 Navajo	111	318 —	374 —	971	330	5	2.7
<b>TOTAL</b>	<b>583</b>	<b>1 538 —</b>	<b>1 887 —</b>	<b>25 534</b>	<b>11 881</b>	<b>12</b>	<b>5.4</b>
<b>Air Freight</b>							
DC3 Dakota/Pionair	74	64 221	106 274	1 328	411	7	1.8

**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 September 1976	Daily utilisation per aircraft (hrs) Quarter ended September 1976
<b>Air-Bridge Carriers</b>									
AW650 Argosy	89	—	255	—	326	—	—	3	3.0
BAC Viscount-700D/800/810	13	—	31	—	41	—	—	1	1.4
TOTAL	102	—	286	—	367	—	—	4	2.6
<b>Alidair</b>									
BAC Viscount-700	104	271	55	253	64	7 532	2 385	4	2.6
BAC Viscount-700D/800/810	44	66	—	114	—	3 106	2 081	1	5.5
TOTAL	148	337	55	367	64	10 638	4 466	5	3.2
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	132	2 178	—	737	—	23 537	1 392	6	4.2
Britten-Norman Islander	5	98	—	28	—	545	25	2	0.7
TOTAL	137	2 276	—	765	—	24 082	1 417	8	3.3
<b>Beecham Imperial</b>									
HS 125	8	12	—	18	—	51	39	1	0.5
<b>Bristow Helicopters</b>									
Sikorsky S61N	355	1 637	—	2 154	—	15 916	3 452	19	3.9
Westland Wessex	41	953	—	296	—	3 341	144	4	3.0
Sikorsky 58T	69	443	—	459	—	3 147	490	6	2.8
Bell 212 Twin	13	103	—	85	—	706	89	1	4.5
TOTAL	478	3 136	—	2 994	—	23 110	4 175	30	3.5
<b>Britannia Airways</b>									
Boeing 737-200	3 181	2 077	—	5 071	—	233 363	360 969	14	12.3
<b>British Air Ferries</b>									
HP Herald 100/200	103	481	—	399	—	11 807	2 419	4	3.0
Aviation Traders Carvair	83	290	42	299	68	4 162	846	3	4.1
TOTAL	186	771	42	698	68	15 969	3 265	7	3.5
<b>British Executive Air Services</b>									
Bell 212 Twin	32	193	—	161	—	958	163	4	1.2
<b>British Island Airways</b>									
HP Herald 100/200	539	2 149	391	1 568	474	68 022	13 034	12	5.8
<b>British Midland Airways</b>									
HP Herald 100/200	101	410	—	478	—	10 594	2 800	3	5.0
BAC Viscount-700D/800/810	531	1 459	—	1 638	—	54 516	21 783	9	6.4
Boeing 707-320C/336	322	154	—	453	—	16 457	37 740	6	2.5
TOTAL	954	2 023	—	2 569	—	81 567	62 323	18	4.9
<b>Brymon Airways</b>									
Britten-Norman Islander	41	254	—	219	—	1 143	192	2	4.6
DHC 6 Twin-Otter	40	194	—	182	—	2 319	481	1	6.3
TOTAL	81	448	—	401	—	3 462	673	3	5.2

**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 September 1976	Daily utilisation per aircraft (hrs) Quarter ended September 1976
<b>Dan-Air Services</b>									
HS 748	454	1 320	113	1 472	469	28 589	10 108	9	6.7
BAC 111-200	230	277	2	439	2	16 796	14 695	2	7.9
BAC 111-300/400	705	494	—	1 242	—	33 780	50 879	5	8.7
BAC 111-500	972	755	—	1 700	—	74 127	96 407	6	10.0
DH 106 Comet 4B/C	2 140	1 286	—	3 546	—	123 167	207 333	18	7.2
Boeing 727-100	911	507	—	1 397	—	60 348	111 680	5	10.0
Boeing 707-320C/336	221	56	21	222	77	7 429	26 908	4	3.4
<b>TOTAL</b>	<b>5 633</b>	<b>4 695</b>	<b>136</b>	<b>10 018</b>	<b>548</b>	<b>344 236</b>	<b>518 009</b>	<b>49</b>	<b>7.7</b>
<b>Fairflight Charters</b>									
DH 114 Heron	17	23	14	46	30	230	110	1	2.5
DH 104 Dove	34	53	19	92	46	371	166	2	2.9
PA23 Aztec/Apache	13	23	5	38	12	71	31	1	0.7
Riley Dove	14	27	5	39	11	189	80	1	1.8
<b>TOTAL</b>	<b>78</b>	<b>126</b>	<b>43</b>	<b>215</b>	<b>99</b>	<b>861</b>	<b>387</b>	<b>5</b>	<b>2.2</b>
<b>Fitair</b>									
PA31 Navajo	14	27	3	41	6	92	45	1	1.1
<b>Green Shield Stamp</b>									
HS 125	30	42	—	53	—	146	104	1	1.6
<b>I D S Aircraft</b>									
Cessna 500 Citation	21	40	—	39	—	125	65	2	0.6
PA31 Navajo	—	—	—	—	—	—	—	2	—
<b>TOTAL</b>	<b>21</b>	<b>40</b>	<b>—</b>	<b>39</b>	<b>—</b>	<b>125</b>	<b>65</b>	<b>4</b>	<b>0.3</b>
<b>International Aviation Service</b>									
BAC Britannia-300	166	—	78	—	358	—	—	2	6.0
DC8-54/55F Jet Trader	367	—	114	—	492	—	—	2	8.2
<b>TOTAL</b>	<b>533</b>	<b>—</b>	<b>192</b>	<b>—</b>	<b>850</b>	<b>—</b>	<b>—</b>	<b>4</b>	<b>7.1</b>
<b>Intra Airways</b>									
DC3 Dakota/Pionair	76	366	148	284	131	9 190	1 263	5	2.9
<b>Laker Airways</b>									
BAC 111-300/400	900	556	—	1 473	—	41 327	68 140	5	10.8
DC10	898	222	—	1 126	—	51 155	250 962	3	11.7
Boeing 707-120/120B	625	176	—	826	—	21 311	82 992	2	13.4
<b>TOTAL</b>	<b>2 423</b>	<b>954</b>	<b>—</b>	<b>3 425</b>	<b>—</b>	<b>113 793</b>	<b>402 094</b>	<b>10</b>	<b>11.6</b>
<b>Loganair</b>									
Britten-Norman Trislander	93	376	—	433	—	3 108	799	6	2.2
Britten-Norman Islander	86	1 095	—	440	—	3 996	289	7	2.2
<b>TOTAL</b>	<b>180</b>	<b>1 471</b>	<b>—</b>	<b>873</b>	<b>—</b>	<b>7 104</b>	<b>1 088</b>	<b>13</b>	<b>2.2</b>
<b>Lowland Aero Service</b>									
Beagle 206	11	30	—	38	—	104	38	1	1.2



**Table 31.2 cont.**

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1976	Daily utilisation per aircraft (hrs) Quarter ended September 1976
<b>MAM Aviation</b>									
HS 125	64	63	—	79	—	80	193	2	1.4
<b>Management Aviation</b>									
Sikorsky 58T	11	53	3	51	3	405	78	1	2.0
<b>McAlpine Aviation</b>									
Cessna 401/421	5	10	—	13	—	28	16	1	0.6
HS 125	177	269	—	267	—	865	600	13	0.7
PA23 Aztec/Apache	3	17	—	15	—	22	4	2	0.3
TOTAL	185	296	—	295	—	915	620	16	0.6
<b>Monarch Airlines</b>									
BAC 111-500	498	373	—	857	—	36 950	49 435	3	11.5
Boeing 720/720B	672	390	—	1 031	—	52 710	91 387	3	11.9
TOTAL	1 170	763	—	1 888	—	89 660	140 822	6	11.7
<b>Moseley Aviation</b>									
PA31 Navajo	9	30	—	30	—	150	44	1	0.9
<b>Northern Air Taxis</b>									
Beagle 206	25	53	—	85	—	181	90	2	2.2
<b>Northern Executive Aviation</b>									
Britten-Norman Islander	10	23	15	33	17	172	54	1	1.6
PA31 Navajo	12	26	1	42	1	164	81	1	1.2
TOTAL	22	49	16	75	18	336	135	2	1.4
<b>Peters Aviation</b>									
DH 114 Heron	38	76	2	142	2	654	331	4	1.4
<b>Ryburn Air</b>									
Cessna 340	4	41	—	22	—	13	5	1	0.7
Partenavia P68B Victor	—	—	—	—	—	—	—	1	—
TOTAL	4	41	—	22	—	13	5	2	0.4
<b>Thurston Aviation</b>									
PA23 Aztec/Apache	33	119	26	102	27	238	55	3	1.5
PA31 Navajo	34	97	26	97	24	194	56	2	1.8
TOTAL	67	216	52	199	51	432	111	5	1.6
<b>Tradewinds Airways</b>									
Canadair CL 44	480	—	160	—	977	—	—	5	6.2

**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 September 1976	Daily utilisation per aircraft (hrs) Quarter ended September 1976
<b>Trans-Meridian Air Cargo</b>									
Canadair CL 44	859	—	282	—	1 811	—	—	8	7.3
<b>Vernair Transport</b>									
PA23 Aztec/Apache	12	25	—	43	—	28	23	2	0.6
Beechcraft B80 Queen-Air	53	110	—	193	—	506	242	4	1.5
<b>TOTAL</b>	<b>65</b>	<b>135</b>	<b>—</b>	<b>236</b>	<b>—</b>	<b>534</b>	<b>265</b>	<b>6</b>	<b>1.2</b>
<b>GRAND TOTAL</b>	<b>50 601</b>	<b>51 042</b>	<b>3 014</b>	<b>84 348</b>	<b>8 701</b>	<b>2 918 630</b>	<b>5 717 453</b>	<b>502</b>	<b>6.2</b>

# Operations Subject to Variable Charge by Type of Licence for September 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	666 268	406 088	86 113	319 973	60.9
Class 2	62 346	48 568	—	48 568	77.9
Class 3	131 186	109 719	—	109 719	83.6
Class 4	24 141	19 788	—	19 788	81.9
Class 5A	9 062	7 086	1 719	5 367	78.1
Class 6	38 316	27 628	27 595	34	72.1
Class 7	1 270	643	43	600	50.6
<b>TOTAL</b>	<b>932 588</b>	<b>619 521</b>	<b>115 470</b>	<b>504 049</b>	<b>66.4</b>
<b>Non-chargeable Operations</b>					
Aircraft hired from Foreign Operators	7 097	4 849	2 000	2 850	68.3
Exempt Services	40 608	20 854	15 854	5 000	51.3
Class 5B	9 287	5 584	1 957	3 627	60.1
Small Aircraft Operations	481	272	9	263	56.5
<b>TOTAL</b>	<b>57 473</b>	<b>31 559</b>	<b>19 820</b>	<b>11 739</b>	<b>54.9</b>
<b>GRAND TOTAL</b>	<b>990 061</b>	<b>651 080</b>	<b>135 289</b>	<b>515 789</b>	<b>65.8</b>

# Output by Type of Licence and Aircraft Ownership for September 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	666 680	539	193	667 412
Class 2	62 346	—	—	62 346
Class 3	131 186	37	—	131 222
Class 4	24 149	24	—	24 174
Class 6	38 316	1 582	513	40 411
Class 7	1 331	—	—	1 331
Class 8	40 608	2 696	2 386	45 690
<b>TOTAL</b>	<b>964 616</b>	<b>4 877</b>	<b>3 092</b>	<b>972 585</b>
Class 5A	9 062	—	2 724	11 786
Class 5B	9 287	—	1 281	10 568
<b>TOTAL</b>	<b>18 349</b>	<b>—</b>	<b>4 005</b>	<b>22 354</b>
<b>GRAND TOTAL</b>	<b>982 965</b>	<b>4 877</b>	<b>7 097</b>	<b>994 939</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.

**Aircraft accident** An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or (b) the aircraft incurs damage or structural failure which adversely affects the structure strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component.

**Aircraft days available** The sum of the number of days each aircraft is available for use during the year. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of service due to major accidents or conversion, days when an aircraft is in possession of others or is not available because of government action such as grounding by government regulatory agencies.

**Aircraft departures** The number of take-offs of aircraft. For statistical uses, departures are equal to the number of landings made or flight-stages flown.

**Aircraft hours** An aircraft hour is said to be performed when an aircraft operates one hour; aircraft hours are measured on the basis of block-to-block time.

**Aircraft hours flown per day** This is an average per aircraft measure computed by dividing the actual hours of use by the number of days on which the aircraft are available.

**Aircraft kilometres performed** Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.

**Aircraft movements** An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.

**All cargo services** Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, i.e. freight, baggage, mail.

**Baggage** Personal property of passengers and crew carried on an aircraft by agreement with the operator.

**Block-to-block/chock-to-chock time** The total number of hours (and minutes) measured from the time the aircraft moves from the loading point until it stops at the unloading point.

**Capacity offered per aircraft hour** This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft hours of flight.

**Capacity offered per flight** This is an average per aircraft computed by dividing the tonne-kilometres available by the related number of aircraft departures.

**Cargo (or mail) tonne-kilometres performed** A metric tonne of cargo carried one kilometre. Cargo tonne-kilometres equal the sum of the products obtained by multiplying the number of tonnes of cargo, diplomatic bags carried on each flight stage by the stage distance. Mail tonne-kilometres are computed in the same way.

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



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