

***Civil Aviation Authority***



**CAA Monthly Statistics**  
(up to and including October 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 kilograms
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.

# Contents

## Foreword

<b>Civil Aviation Statistics—October 1976</b>	<b>1</b>
---	----------

## Graphs

Output of UK Airlines: Tonne-kilometres made available	4
UK Airports: Terminal passengers arriving or departing	4

## Tables

1	Size Structure of UK Airports and Airlines	3
2	Main Outputs of UK Airports and Airlines	5
3	Use of UK Airports: Main Categories of Operator and Service	6
4	Movements at UK Airports by Purpose	7
5	Air Transport Movements by Airports	8
6	Terminal Passengers by Airports	9
7	Cargo Taken Up and Set Down by Airports	10
	<i>Scheduled Services by UK Airlines</i>	
8.1	All Services	11
8.2	Domestic Services	12
8.3	International Services	13
	<i>Non-scheduled Services by UK Airlines</i>	
9.1	By Main Type of Service	14
9.2	Load factors and distances: Inclusive Tours	15
9.3	Load factors and distances: Advance Booking and Other Separate Fare Charters	16
10	UK Passenger Movement by Air Analysis by Countries of Landing and Embarkation	17

## Airport Activity

11	Aircraft Movements	18
12	Air Transport Movements by Type and Nationality of Operator	19
13	Air Transport Movements Comparison with a Year Earlier	20
14	Air Transport Landings Diverted to UK Reporting Airports	21

## Air Passengers


15	Air Passengers by Type and Nationality of Operator	22
16	Terminal Air Passengers	23
17	International and Domestic Passenger Traffic	24
18	International Air Passenger Traffic to and from UK Airports	25–28
19	Domestic Passengers by Main Routes	29

# Contents *continued*

## **Air Cargo**

20	Cargo by Type and Nationality of Operator	30
21	Cargo Comparison with a Year Earlier	31

## **Airline Operations**

	<i>Scheduled Services</i>	
22.1	All Services	32
22.2	International Services	33
22.3	Domestic Services	34
	<i>Non-scheduled Services</i>	
23.1	All Services	35
23.2	International Services	36
23.3	Domestic Services	37
24	Class 2 Licence Operations	38
25	Class 3 Licence Operations	38
26.1	All Class 4 Licence Operations	39
 26.2	International Class 4 Operations	39
26.3	Domestic Class 4 Operations	39
27.1	All Class 6 Licence Operations	40
27.2	International Class 6 Licence Operations	40
27.3	Domestic Class 6 Operations	40
28.1	All Class 7 Licence Operations	41
28.2	International Class 7 Licence Operations	42
28.3	Domestic Class 7 Licence Operations	43
29.1	Exempt Operations	44
29.2	International Exempt Operations	44
29.3	Domestic Exempt Operations	44
30.1	Class 5 Operations for UK Operators	45
30.2	Class 5 Operations for Non-UK Operators	45
	<i>Aircraft Type and Utilisation</i>	
31.1	All Airlines	46
31.2	Individual Airlines	47–51
32	Operations Subject to Variable Charge	52
33	Output by Type of Licence	52
34	Passenger Analysis by Type of Licence and Fare Category	53

<b>Appendix A</b>	<b>Definitions—Traffic Statistics</b>	<b>54</b>
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<b>Appendix B</b>	<b>Measures and their Computation</b>	<b>56</b>
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# Civil Aviation Statistics—October 1976

## Activity at Airports

Air transport movements reached a level of 64 000 during October 1976, a growth of 4.2 per cent against October 1975. London area movements accounted for 32 000 (2.4 per cent growth), whilst over the rest of the UK there was an increase of 6.1 per cent (a total of 32 000 movements). During the three month period August to October 1976, an overall growth of 5.1 per cent was reported compared with the same period in 1975. This comprised a 2.0 per cent growth in the London area and increase of 8.4 per cent over the rest of the UK. Within the London area, only Luton recorded a decline in traffic (−2.1 per cent; an average of 41 fewer movements per month). Stansted reported 15.1 per cent growth (46 additional movements per month), Southend 7.7 per cent growth (83 additional movements per month) and Gatwick 5.5 per cent growth (410 additional movements per month); Heathrow reported only marginal growth (193 additional movements per month). Outside the London area, Aberdeen continued to record the greatest increase in actual movements (877 additional movements per month; 29.5 per cent growth), followed by Sumburgh and Edinburgh with 338 additional movements (28.8 per cent growth) and 240 additional movements (14.7 per cent growth) respectively. The heaviest growth rate was reported at Wick (59.6 per cent) whilst the heaviest rate of decline was reported at Islay (−19.3 per cent). Between August and October, scheduled movements increased by 2.9 per cent and charter movements by 11.9 per cent. The UK operators' share of the total and scheduled movements fell marginally to stand at 76.2 per cent and 73.4 per cent respectively; their share of charter movements fell 1.3 percentage points to stand at 84.1 per cent.

Nearly 4 million terminal passengers used UK airports in October 1976 (5.8 per cent more than in October 1975). London area passengers accounted for 2.8 million (8.5 per cent growth) whilst over the remainder of the UK there was a marginal decline (1.2 million passengers). The three month period August to October 1976 saw an overall growth of 4.5 per cent against the corresponding period in 1975; this comprised a 6.3 per cent growth in the London area and a marginal increase over the rest of the UK. Luton was the only London area airport to handle fewer passengers than a year previously (an average of 13 845 fewer passengers per month; 6.6 per cent decline). Heathrow reported 163 295 additional passengers per month (7.6 per cent growth), Gatwick 38 639 additional passengers (6.3 per cent growth), Stansted 2487 additional passengers (9.9 per cent growth) and Southend 1579 additional passengers (7.1 per cent growth). Outside the London area, Edinburgh and Manchester reported the greatest increases in actual passengers handled (19 668 additional passengers per month; 24.0 per cent growth and 13 640 additional passengers; 4.7 per cent growth respectively), followed by Aberdeen with 11 255 additional passengers (17.1 per cent growth). East Midlands and Belfast reported the heaviest falls in passengers handled (15 778 fewer passengers per month; 22.9 per cent decline and 12 968 fewer passengers; 10.9 per cent decline). The heaviest rate of decline (−84.6 per cent) was reported at Coventry and the heaviest growth

rate at Cambridge (96.3 per cent). Passengers travelling on scheduled services increased by 4.4 per cent and those on charter services by 4.9 per cent. The UK operators' share of scheduled passengers fell 2.3 percentage points to 63.7 per cent and their share of charter passengers fell by 2.2 percentage points to 78.0 per cent.

Between August and October 1976, a monthly average of 4.6 million passengers used UK airports; nearly 3.5 million travelled on international services (6.2 per cent growth) and 1.2 million on domestic services (a marginal decline). Compared with the same period in 1975, the number of passengers travelling on international scheduled services grew by 7.3 per cent. The most heavily used services were those to USA, France and the Irish Republic carrying 13.4 per cent of the total (16.6 per cent growth), 11.1 per cent of the total (2.6 per cent growth) and 8.4 per cent of the total (2.6 per cent growth) respectively. Total international charter traffic grew by 4.2 per cent. Services to Spain carried 35.2 per cent of the total (15.2 per cent decline), those to Italy carried 11.4 per cent of the total (5.6 per cent growth) and those to USA 8.3 per cent of the total (57.2 per cent growth). On the main domestic routes, only passengers carried on London services increased (2.2 per cent growth). Services to the Isle of Man carried 16.5 per cent fewer passengers, to the Channel Islands 11.3 per cent fewer, to Belfast 10.1 per cent fewer, to Edinburgh 4.4 per cent fewer and those to Glasgow 3.7 per cent fewer.

Nearly 60 000 tonnes of air freight were handled at UK airports during October 1976, a growth of 11.5 per cent compared with 1975. London area tonnage rose by 12.4 per cent to 48 000 tonnes whilst over the rest of the UK there was an increase of 8.1 per cent (12 000 tonnes). In the period August to October 1976, an overall growth of 10.7 per cent was recorded, 10.6 per cent in the London area and 10.7 per cent elsewhere in the UK. Of the London area airports, only Southend reported a decline in tonnage (84.0 fewer tonnes per month; −6.5 per cent). Gatwick handled 165.0 additional tonnes per month (2.7 per cent growth), Heathrow 3550.3 additional tonnes (11.2 per cent growth), Stansted 490.6 additional tonnes (33.0 per cent growth) and Luton handled 204.0 additional tonnes per month (more than two-fold growth). Outside the London area, Belfast, East Midlands and Liverpool reported the greatest increases in tonnage handled (361.0 additional tonnes per month; 38.9 per cent growth, 259.1 additional tonnes; 43.5 per cent growth and 185.1 additional tonnes; 21.6 per cent growth respectively). Freight carried on scheduled and charter services grew by 7.6 per cent and 24.0 per cent respectively. The UK operators' share of total cargo fell (1.9 percentage points to 48.6 per cent) as did their share of scheduled and charter tonnage (2.0 percentage points to 41.7 per cent and 5.7 percentage points to 74.3 per cent respectively).

## Output of UK Airlines

The output of UK airlines for all services in October 1976 was 828 million available tonne-kilometres, an increase of 8.4 per cent on October 1975.



The scheduled service output of 542 million available tonne-kilometres was 8·3 per cent higher than a year earlier. The overall load factor was 54·8 per cent compared with 52·7 the previous year. Seat kilometres used were 57·0 per cent of those available. Seat factors on domestic and international scheduled services were 61·3 and 56·6 per cent respectively compared with 64·9 and 60·7 per cent a year earlier.

The non-scheduled output of 286 million available tonne-kilometres was 8·5 per cent higher than in October 1975. Advance Booking Charters and Inclusive

Tour Charters accounted for 38·9 and 107·0 million available tonne-kilometres respectively compared with 32·1 and 98·3 million a year earlier.

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

# Size Structure of UK

**Table 1**

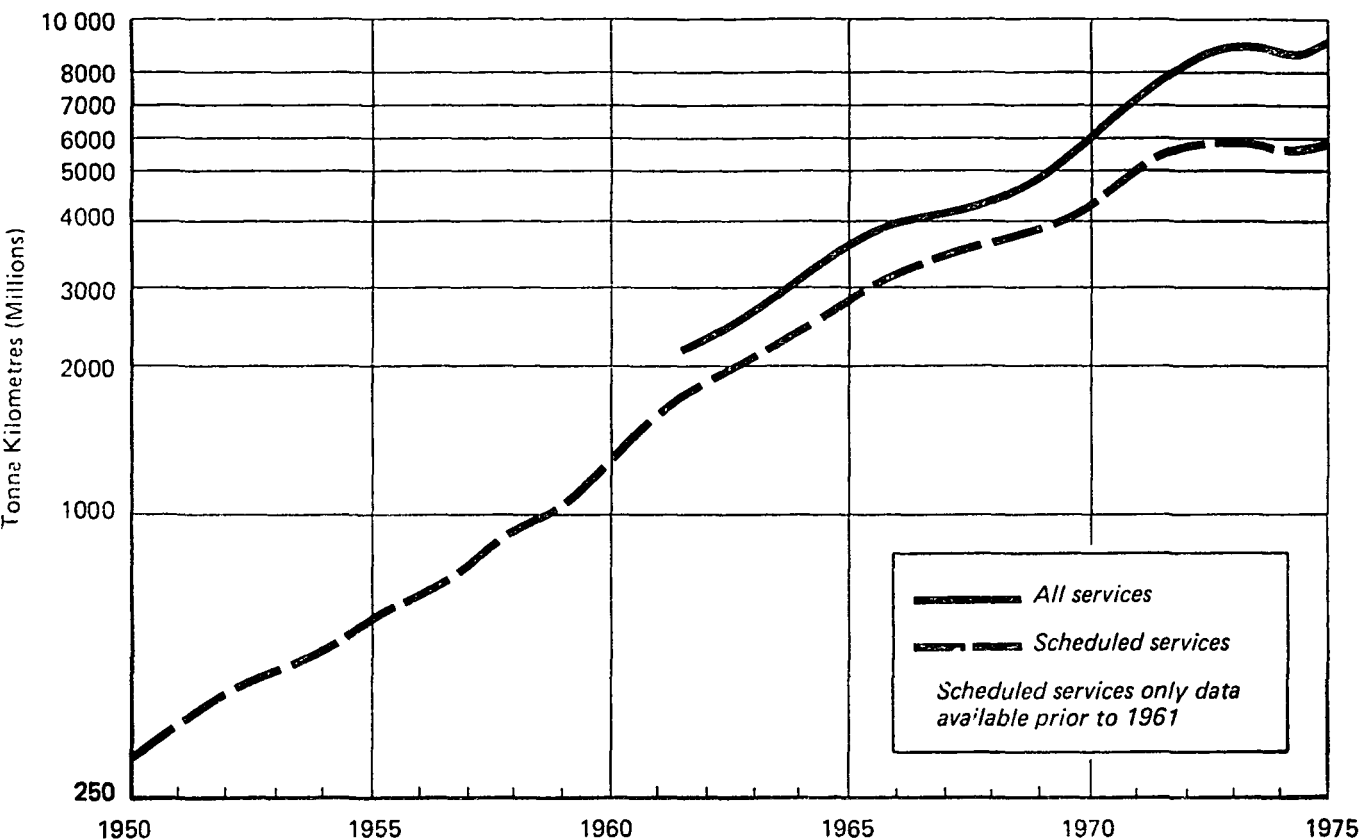
## Airports and Airlines Year ended 30 September 1976

<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

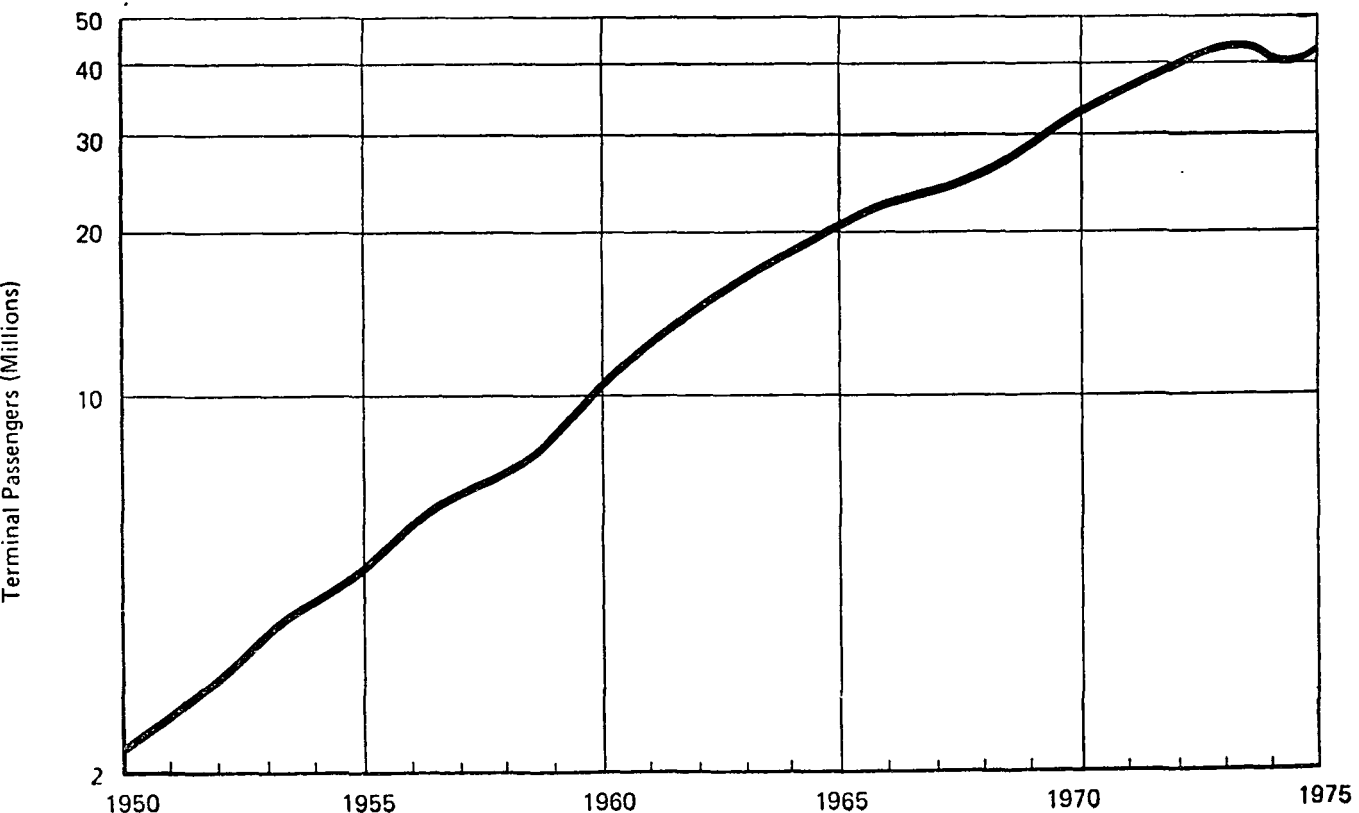
# Output of UK Airlines

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>						
October 1975	1 905	702	41 613	8 773	5 941	2 833
October 1976	1 901	733	44 121	9 587	6 491	3 097
<b>Latest year's growth (percentages)</b>						
	-0.2	4.4	6.0	9.3	9.3	9.3
<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
October	61.8	3 765	34.6	1 904	12.4	744	12.8	941	2.0	176
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	1 986	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
October	64.4	3 983	35.3	1 926	13.5	763	13.3	1 086	2.4	209

# Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total	Commercial			Non-commercial			
	Total	Total	Air transport	Other	Total	Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(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
October	160.0	69.4	61.8	7.6	90.6	67.9	13.7	9.0
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
October	151.7	71.3	64.4	6.8	80.4	57.3	12.9	10.2

# Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1974	31 110	5 793	2 609	1 422	1 176	4 080	5 623	4 380	2 982	7 952
1975	30 062	5 606	2 622	1 430	1 153	4 094	5 242	5 472	2 696	8 007
1974 1st quarter	25 752	4 776	1 814	1 145	835	2 538	4 576	3 473	2 104	4 956
2nd quarter	33 689	6 168	2 876	1 516	1 355	4 880	6 025	4 483	3 238	9 053
3rd quarter	36 786	6 801	3 398	1 740	1 478	5 578	6 924	5 043	3 961	11 103
4th quarter	28 212	5 427	2 347	1 286	1 036	3 324	4 966	4 519	2 624	6 697
1975 1st quarter	26 019	4 738	1 951	1 195	1 011	2 919	3 860	4 570	2 200	5 880
2nd quarter	31 315	5 979	2 888	1 487	1 350	4 795	5 675	5 260	2 862	8 919
3rd quarter	35 491	6 689	3 288	1 661	1 369	5 451	6 474	5 895	3 490	10 728
4th quarter	27 421	5 016	2 360	1 375	881	3 211	4 960	6 164	2 231	6 501
1976 1st quarter	26 318	4 661	2 079	1 387	777	2 770	4 677	6 041	2 131	5 500
2nd quarter	32 305	6 015	3 053	1 696	1 230	4 715	5 868	7 423	2 817	9 202
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
October	31 464	5 976	2 984	1 525	1 060	4 093	5 698	6 513	2 493	8 228
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
October	32 227	5 960	3 032	1 676	1 062	4 228	5 976	7 841	2 421	8 069

# 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
October	2 591	305	159	72	31	93	283	116	114	187
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
October	2 811	296	153	74	33	86	297	129	103	181



# 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
October	42 465	4 001	900	120	57	1 177	2 976	660	1 280	1 535
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
October	47 729	4 388	1 015	103	84	1 390	2 948	756	1 396	1 499

# 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
October	500.3	263.9	10.5	37.3	216.0	52.7	3 916.5	2 390.4	61.0
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
October	542.0	296.9	11.7	60.0	225.2	54.8	4 305.0	2 453.3	57.0

# 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
	October	30.7	18.1	0.2	1.1	16.7	58.8	305.7	198.4	64.9
	November	27.5	15.0	0.2	1.3	13.5	54.6	264.8	160.2	60.5
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
	October	34.1	18.6	0.2	1.2	17.2	54.7	334.3	204.9	61.3
	November	31.3	16.7	0.2	1.2	15.4	53.6	310.6	182.5	58.7

# Scheduled Services by UK Airlines

**Table 8.3**

## International Services

### Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
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
	October	469.6	245.8	10.3	36.1	199.4	52.3	3 610.8	2 192.0	60.7
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
	October	507.9	278.2	11.5	58.8	207.9	54.8	3 970.7	2 248.4	56.6

# Non-scheduled Services by UK Airlines

Table 9.1

## By Main Type of Service

### Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1974	211.7	30.4	86.3	12.4	44.5	6.1	81.1	12.0
1975	245.2	33.0	85.9	11.6	48.0	6.5	111.3	15.0
1974 1st quarter	174.5	29.5	69.4	11.7	20.5	3.5	54.6	14.3
2nd quarter	221.6	32.7	101.2	15.0	44.1	6.5	76.3	11.3
3rd quarter	281.0	32.9	116.9	13.7	85.2	10.0	78.8	9.2
4th quarter	169.7	26.5	57.7	9.0	27.4	4.2	84.6	13.3
1975 1st quarter	175.4	28.5	48.9	7.9	23.8	3.8	102.7	16.8
2nd quarter	245.7	33.1	95.8	12.9	48.7	6.6	101.3	13.6
3rd quarter	329.1	36.7	128.1	14.3	88.5	9.9	112.5	12.5
4th quarter	230.4	32.1	70.8	9.9	31.0	4.3	128.5	17.9
1976 1st quarter	183.5	27.2	54.2	8.0	20.4	3.0	109.0	16.2
2nd quarter	267.7	32.0	111.0	13.3	55.6	6.7	101.1	12.1
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
October	263.4	34.5	98.3	12.9	45.6	6.0	119.5	15.6
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
October	285.9	34.5	107.0	12.9	51.6	6.2	127.3	15.4

# 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
October	1 123.7	932.0	82.9	597.9	5 743	8 669	1 510	1 559
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
October	1 216.8	973.1	80.0	602.0	5 837	9 117	1 562	1 616

# 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
	October	467.2	348.8	74.7	93.3	1 412	2 403	1 702	3 739
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
	October	523.2	409.9	78.3	101.0	1 391	2 653	1 907	4 058

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

**Table 10**

## Analysis by Countries of Landing and of Embarkation

### Monthly Averages

European continent and Mediterranean Sea area(b)		Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Soviet Union and 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
Aug-Oct		2 259	72	48	259	214	98	221	99	155	34	33	56	636	33	105	59	135
1976 1st quarter		1 261	58	36	196	177	24	100	77	119	28	16	29	216	22	82	9	74
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
Aug-Oct		2 339	77	53	283	229	122	222	136	175	50	34	56	546	40	113	55	147
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						
Aug-Oct		778.0	38.8	26.6	171.5	14.6	30.4	21.6	28.8	316.8	16.9	111.9						
1976 1st quarter		480.6	28.3	20.8	56.7	13.0	31.5	15.6	28.1	171.6	12.6	102.4						
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						
Aug-Oct		886.3	34.2	28.7	182.8	15.8	33.6	15.9	28.0	395.8	21.6	130.0						

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    October 1976

Table 11

	Total	Commercial Movements					Non-commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+Gatwick	9 060	6 763	—	767	—	190	26	—	1 256	—	58
+Heathrow	24 582	22 533	—	85	—	94	314	—	1 395	9	152
+Luton	3 820	1 482	62	299	10	34	21	705	1 189	—	18
+Southend	4 543	1 074	24	—	—	150	—	2 124	1 165	6	—
+Stansted	2 263	375	—	86	—	951	6	48	703	88	6
TOTAL (London Area)	44 268	32 227	86	1 237	10	1 419	367	2 877	5 708	103	234
Westland Heliport (Battersea)	595	114	—	109	—	—	—	—	236	—	136
Other UK Airports											
+Leeds/Bradford	3 439	837	18	30	38	199	29	1 485	786	4	13
+Liverpool	5 512	925	—	159	22	30	12	3 561	753	12	38
+Manchester	6 490	4 198	46	295	17	52	193	927	743	2	17
+Birmingham	5 418	1 933	—	122	13	309	28	2 066	937	—	10
+Coventry	4 825	19	—	17	146	580	161	2 894	1 006	—	2
+East Midlands	3 983	1 080	7	197	25	565	46	1 216	807	9	31
+Newcastle	2 546	1 139	10	48	506	92	—	434	272	—	45
+Tees-side	2 881	537	402	31	7	198	—	1 141	403	4	158
+Bristol	1 822	511	—	1	—	2	18	833	446	1	10
+Glamorgan	2 722	507	—	52	3	356	—	1 523	271	—	10
Swansea	803	44	—	23	41	22	—	433	224	—	16
+Blackpool	6 741	377	324	16	—	830	—	4 410	758	—	26
+Bournemouth	3 405	531	30	100	—	660	—	954	1 062	10	58
+Cambridge	2 566	143	—	49	9	34	4	724	340	—	1 263
+Exeter	2 473	275	—	20	170	81	—	860	418	—	649
Gloucester/Cheltenham	2 120	57	10	—	22	304	—	1 271	438	—	18
Hawarden	978	—	—	—	—	42	—	792	132	—	12
Isles of Scilly	421	383	—	1	12	—	—	—	21	—	4
+Lydd	2 126	398	—	—	—	30	—	790	862	—	46
+Manston	375	119	—	2	182	42	—	—	30	—	—
+Norwich	1 516	609	—	39	107	88	414	—	253	2	4
Penzance Heliport	332	298	—	—	—	14	—	—	20	—	—
+Southampton	3 174	924	1	38	15	1 674	4	195	313	—	10
+Edinburgh	5 990	1 760	—	30	—	228	49	1 517	842	2	1 562
+Glasgow	7 000	3 341	—	91	—	52	111	2 037	736	8	624
+Prestwick	5 005	875	—	32	—	2 980	14	557	171	—	376
+Aberdeen	7 037	3 891	—	406	—	824	9	1 535	350	4	18
Benbecula	322	233	—	—	2	—	45	—	4	2	36
Inverness	2 120	610	—	12	348	454	1	562	114	1	18
Islay	194	72	—	3	45	36	—	—	14	—	24
+Kirkwall	989	731	—	24	102	—	4	58	37	—	33
Stornoway	598	307	—	25	27	50	10	—	25	4	150
+Sumburgh	2 529	1 601	—	180	336	384	—	10	—	—	18
Tiree	62	55	—	2	3	—	—	—	2	—	—
Wick	423	341	—	10	2	—	—	61	1	—	8
+Belfast	6 239	1 707	—	94	12	8	—	1 411	249	—	2 758
+Isle of Man	1 668	714	—	55	140	288	—	308	111	2	50
TOTAL (Incl. London Area)	151 707	64 423	934	3 550	2 362	12 927	1 519	37 442	19 895	170	8 485
Channel Islands Airports											
Alderney	668	668	..	..	..	..	..	..	..	..	..
Guernsey	2 747	2 747	..	..	..	..	..	..	..	..	..
Jersey	4 654	4 654	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	8 069	8 069	..	..	..	..	..	..	..	..	..

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

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	6 763	51	2 885	384	455	2 435	553
+Heathrow	22 533	10 335	562	10 918	393	26	299
+Luton	1 482	—	23	—	—	1 296	163
+Southend	1 074	—	761	—	—	266	47
+Stansted	375	1	4	2	1	96	271
TOTAL (London Area)	32 227	10 387	4 235	11 304	849	4 119	1 333
Westland Heliport (Battersea)	114	—	—	—	—	114	—
Other UK Airports							
+Leeds/Bradford	837	341	389	20	1	75	11
+Liverpool	925	499	—	72	1	310	43
+Manchester	4 198	1 568	337	924	114	1 082	173
+Birmingham	1 933	678	544	145	—	492	74
+Coventry	19	—	1	—	—	15	3
+East Midlands	1 080	3	654	—	—	401	22
+Newcastle	1 139	323	640	—	—	159	17
+Tees-side	537	—	483	—	—	42	12
Bristol	511	245	103	46	—	75	42
Glamorgan	507	186	184	28	9	55	45
Swansea	44	—	—	—	—	43	1
+Blackpool	377	—	350	—	—	25	2
+Bournemouth	531	2	435	—	1	93	—
+Cambridge	143	—	18	—	—	70	55
Exeter	275	—	258	—	—	6	11
Gloucester/Cheltenham	57	—	22	—	—	35	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	383	298	84	—	—	1	—
+Lydd	398	—	382	—	—	14	2
Manston	119	—	—	—	—	69	50
Norwich	609	—	490	—	—	103	16
Penzance Heliport	298	298	—	—	—	—	—
+Southampton	924	202	648	—	—	58	16
+Edinburgh	1 760	922	717	48	3	46	24
+Glasgow	3 341	1 664	811	409	17	334	106
+Prestwick	875	436	10	226	4	56	143
+Aberdeen	3 891	771	440	—	514	2 062	104
Benbecula	233	53	180	—	—	—	—
Inverness	610	330	183	—	27	70	—
Islay	72	52	—	—	—	20	—
+Kirkwall	731	207	120	2	25	377	—
Stornoway	307	105	155	—	—	43	4
+Sumburgh	1 601	233	38	—	360	961	9
Tiree	55	—	53	—	—	2	—
Wick	341	100	211	—	—	26	4
+Belfast	1 707	1 129	410	38	—	95	35
+Isle of Man	714	404	310	—	—	—	—
TOTAL (Incl. London Area)	64 423	21 436	13 895	13 262	1 925	11 548	2 357
Channel Islands Airports							
Alderney	668	—	634	—	—	34	—
Guernsey	2 747	260	2 268	46	—	173	—
Jersey	4 654	869	3 297	42	—	356	90
TOTAL (Channel Islands Airports)	8 069	1 129	6 199	88	—	563	90

# Air Transport Movements

Table 13

## Comparison with a Year Earlier

### Monthly Averages

	August 1976 —October 1976	August 1975 —October 1975	Percentage Change
<b>London Area Airports</b>			
+ Gatwick	7 901	7 491	5.5
+ Heathrow	23 318	23 125	0.8
+ Luton	1 939	1 980	-2.1
+ Southend	1 155	1 072	7.7
+ Stansted	351	305	15.1
TOTAL (London Area)	34 664	33 973	2.0
Westland Heliport (Battersea)	191	221	-13.6
<b>Other UK Airports</b>			
+ Leeds/Bradford	945	860	9.9
+ Liverpool	1 007	1 079	-6.7
+ Manchester	4 597	4 492	2.3
+ Birmingham	2 169	1 998	8.6
+ Coventry	10	10	—
+ East Midlands	1 190	1 156	2.9
+ Newcastle	1 242	1 162	6.9
+ Tees-side	566	447	26.6
+ Bristol	659	647	1.9
+ Glamorgan	556	545	2.0
Swansea	70	55	27.3
+ Blackpool	508	554	-8.3
+ Bournemouth	557	551	1.1
+ Cambridge	100	76	31.6
+ Exeter	349	329	6.1
Gloucester/Cheltenham	69	46	50.0
Hawarden	—	—	—
Isles of Scilly	540	526	2.7
+ Lydd	396	342	15.8
+ Manston	93	106	-12.3
+ Norwich	578	565	2.3
Penzance Heliport	414	393	5.3
+ Southampton	1 187	1 207	-1.7
+ Edinburgh	1 870	1 630	14.7
+ Glasgow	3 532	3 487	1.3
+ Prestwick	1 094	1 002	9.2
+ Aberdeen	3 854	2 977	29.5
Benbecula	240	189	27.0
Inverness	631	511	23.5
Islay	71	88	-19.3
+ Kirkwall	780	662	17.8
Stornoway	305	198	54.0
+ Sumburgh	1 513	1 175	28.8
Tiree	60	55	9.1
Wick	367	230	59.6
+ Belfast	1 982	1 961	1.1
+ Isle of Man	1 118	1 141	-2.0
TOTAL (Incl. London Area)	70 073	66 647	5.1
<b>Channel Islands Airports</b>			
Alderney	983	978	0.5
Guernsey	3 236	3 183	1.7
Jersey	5 670	5 829	-2.7
TOTAL (Channel Islands Airports)	9 888	9 989	-1.0

Air Transport Landings Diverted from/to UK Reporting Airports    October 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	20	21	22	23	24	25	26	27	28	29	30	31	
Gatwick	14						1Lu		1He	3He					1St					1He 1Lu						1Pr	1He	1He 1St 1Bi 1Ma					
Heathrow	10							1St			1St										1Bi			2Bi		1Sh	1Sh	1He 1Bi	1He 1Bi	6Ga 2Ga 3Ma	1Ga		
Luton	15		1Ga 1Em 1No		1Ma	2Ma						4Ma 3Te			2Ma					2Ma	1Ma		1Em 1Ma			4Te 1Em 3Ma	1Te 1Ma	2Te					
Leeds	30																																
Manchester	9										5Li						1He		1Gm								1Pr 1Co					1He	
Birmingham	4				1Em				1He																1Em 1Lu								
East Midlands	3																				2Bi					1Em 1Lu							
Newcastle	4	2Te																															
Cambridge	1														1Lu																		
Exeter	1																																
Lydd	1	1Ga																															
Norwich	6					1St																											
Southampton	2				1Bo																1Lu							3St			1Ga		
Edinburgh	2	1Gl										1Gl																					
Glasgow	11						1Ma														1Ma							4Pr 5Ed					
Aberdeen	11						1Ed																										
Inverness	1	1Gl																															
Kirkwall	2																																
Sumburgh	2																																
Belfast	4					1Li																											
Isle of Man	3																																
Other Internal	12			2Ex		1Ex	1Gl 1Ex 1Lu			1Lb 1Ki 1He	1Sh		1Wi		1Gl 1Li 1Bo				1Li														
Other UK																																	
Overseas	17		3He																														
All Aerodromes	165	5	6	2	3	5	6	1	1	7	9	20	1	3	7	—	1	5	1	9	4	1	5	3	1	15	20	10	11	2	—	1	

Aerodrome of actual landing: letter code

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

# Air Passengers by Type and Nationality of Operator October 1976

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators				Overseas operators		United Kingdom operators				Overseas operators	
				British Airways		Others		Terminal	Transit	British Airways		Others		Terminal	Transit
				Terminal	Transit	Terminal	Transit			Terminal	Transit	Terminal	Transit		
London Area Airports															
+ Gatwick	507 869	502 201	5 668	1 142	355	123 009	202	7 124	137	69 891	—	231 056	285	69 979	4 689
+ Heathrow	2 157 741	2 123 320	34 421	1 005 299	369	21 726	—	1 010 384	32 480	48 829	171	139	298	36 943	1 103
+ Luton	138 942	138 459	483	—	—	698	139	—	—	—	—	124 744	344	13 017	—
+ Southend	18 978	18 978	—	—	—	18 230	—	—	—	—	—	443	—	305	—
+ Stansted	29 019	28 468	551	—	—	71	—	166	—	—	95	—	—	28 231	456
TOTAL (London Area)	2 852 549	2 811 426	41 123	1 006 441	724	163 734	341	1 017 674	32 617	118 720	266	356 382	927	148 475	6 248
Westland Heliport (Battersea)	256	256	—	—	—	—	—	—	—	—	—	256	—	—	—
Other UK Airports															
+ Leeds/Bradford	24 374	22 078	2 296	15 016	—	5 490	2 282	1 010	—	22	—	308	11	232	3
+ Liverpool	28 164	28 158	6	21 456	—	—	—	3 367	—	107	—	2 706	6	522	—
+ Manchester	254 886	245 746	9 140	94 960	515	5 852	1 524	30 082	2 720	10 547	—	89 427	2 839	14 878	1 542
+ Birmingham	108 494	104 791	3 703	35 656	69	11 297	3 131	8 637	365	—	—	42 646	50	6 555	88
+ Coventry	5	3	2	—	—	—	—	—	—	—	—	3	2	—	—
+ East Midlands	48 269	48 092	177	131	—	21 125	17	—	—	—	—	25 508	160	1 328	—
+ Newcastle	58 077	54 831	3 246	23 448	—	14 998	3 173	—	—	—	—	14 789	73	1 596	—
+ Tees-side	21 008	19 370	1 638	—	—	14 806	1 628	—	—	—	—	3 637	10	927	—
+ Bristol	19 301	16 043	3 258	3 606	2 568	1 509	197	1 565	276	—	—	6 144	217	3 219	—
+ Glamorgan	18 246	16 135	2 111	5 493	27	1 723	1 306	539	403	349	38	3 992	337	4 039	—
Swansea	333	333	—	—	—	—	—	—	—	—	—	332	—	1	—
+ Blackpool	7 523	7 523	—	—	—	7 453	—	—	—	—	—	65	—	5	—
+ Bournemouth	11 490	11 289	201	89	—	8 470	193	—	—	—	—	2 730	8	—	—
+ Cambridge	1 552	1 552	—	—	—	896	—	—	—	—	—	320	—	336	—
+ Exeter	7 825	7 336	489	—	—	6 208	489	—	—	—	—	278	—	850	—
Gloucester/Cheltenham	767	767	—	—	—	478	—	—	—	—	—	289	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	6 760	6 760	—	6 642	—	114	—	—	—	—	—	4	—	—	—
+ Lydd	4 904	4 904	—	—	—	4 868	—	—	—	—	—	26	—	10	—
+ Manston	272	272	—	—	—	—	—	—	—	—	—	191	—	81	—
+ Norwich	11 775	11 763	12	—	—	10 329	12	—	—	—	—	689	—	745	—
Penzance Heliport	6 642	6 642	—	6 642	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	27 708	27 350	358	8 517	261	18 566	69	—	—	—	—	208	28	59	—
+ Edinburgh	94 946	92 119	2 827	64 711	1 098	18 940	1 706	2 743	23	421	—	3 325	—	1 979	—
+ Glasgow	178 763	176 008	2 755	100 612	327	24 699	—	14 064	2 318	1 204	—	23 195	9	12 234	101
+ Prestwick	52 665	29 245	23 420	14 199	7 585	373	—	4 776	6 197	57	178	4 898	2 450	4 942	7 010
+ Aberdeen	75 299	74 175	1 124	34 537	1 037	9 558	28	—	—	5 716	17	22 157	42	2 207	—
Benbecula	2 199	2 138	61	1 393	—	745	61	—	—	—	—	—	—	—	—
Inverness	13 576	12 488	1 088	10 958	1 088	1 158	—	—	—	65	—	307	—	—	—
Islay	1 147	1 120	27	1 075	27	—	—	—	—	—	—	45	—	—	—
+ Kirkwall	8 667	7 735	932	4 663	896	508	—	—	18	779	—	1 785	18	—	—
Stornoway	4 433	4 433	—	3 636	—	641	—	—	—	—	—	152	—	4	—
+ Sumburgh	24 892	24 168	724	6 968	—	109	—	—	—	4 734	—	12 209	724	148	—
Tiree	217	215	2	—	—	214	—	—	—	—	—	1	2	—	—
Wick	3 624	2 225	1 399	1 275	1 394	892	—	—	—	—	—	57	5	1	—
+ Belfast	82 423	82 414	9	66 808	—	10 002	8	1 072	—	—	—	1 082	—	3 450	1
+ Isle of Man	22 614	20 946	1 668	13 740	1 110	7 206	558	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	4 086 645	3 982 849	103 796	1 552 672	18 726	372 961	16 723	1 085 529	44 937	142 721	499	620 143	7 918	208 823	14 993
Channel Islands Airports															
Alderney	5 049	5 017	32	—	—	4 937	32	—	—	—	—	80	—	—	—
Guernsey	43 844	41 882	1 962	10 373	—	30 768	1 954	166	—	—	—	575	8	—	—
Jersey	135 088	133 623	1 465	49 800	40	75 793	1 260	1 422	—	—	—	2 264	165	4 344	—
TOTAL (Channel Is. Airports)	183 981	180 522	3 459	60 173	40	111 498	3 246	1 588	—	—	—	2 919	173	4 344	—

# Terminal Air Passengers

**Table 16**

## Comparison with a Year Earlier

Monthly Averages	August 1976 —October 1976	August 1975 —October 1975	Percentage change
<b>London Area Airports</b>			
+ Gatwick	650 727	612 088	6.3
+ Heathrow	2 325 475	2 162 180	7.6
+ Luton	195 966	209 811	-6.6
+ Southend	23 764	22 185	7.1
+ Stansted	27 609	25 122	9.9
TOTAL (London Area)	3 223 540	3 031 386	6.3
Westland Heliport (Battersea)	493	469	5.1
<b>Other UK Airports</b>			
+ Leeds/Bradford	28 990	29 841	-2.9
+ Liverpool	35 873	43 970	-18.4
+ Manchester	301 631	287 991	4.7
+ Birmingham	121 195	121 179	—
+ Coventry	47	306	-84.6
+ East Midlands	53 037	68 815	-22.9
+ Newcastle	65 854	63 598	3.5
+ Tees-side	20 814	16 355	27.3
+ Bristol	25 241	23 620	6.9
+ Glamorgan	18 663	20 159	-7.4
Swansea	638	607	5.1
+ Blackpool	12 952	16 390	-21.0
+ Bournemouth	11 120	12 679	-12.3
+ Cambridge	1 610	820	96.3
+ Exeter	8 260	8 740	-5.5
Gloucester/Cheltenham	1 020	573	78.0
Hawarden	—	—	—
Isles of Scilly	11 346	11 091	2.3
+ Lydd	6 647	8 288	-19.8
+ Manston	220	418	-47.4
+ Norwich	12 371	11 392	8.6
Penzance Heliport	10 719	10 826	-1.0
+ Southampton	32 564	36 130	-9.9
+ Edinburgh	101 618	81 950	24.0
+ Glasgow	192 925	195 531	-1.3
+ Prestwick	47 409	46 939	1.0
+ Aberdeen	77 226	65 971	17.1
Benbecula	2 111	2 160	-2.3
Inverness	13 185	11 895	10.8
Islay	1 160	1 201	-3.4
+ Kirkwall	8 959	9 478	-5.5
Stornoway	4 443	4 560	-2.6
+ Sumburgh	23 717	17 558	35.1
Tiree	313	333	-6.0
Wick	2 439	2 792	-12.6
+ Belfast	105 657	118 625	-10.9
+ Isle of Man	40 449	47 420	-14.7
TOTAL (Incl. London Area)	4 626 453	4 426 553	4.5
<b>Channel Islands Airports</b>			
Alderney	9 132	8 898	2.6
Guernsey	58 490	61 744	-5.3
Jersey	163 919	173 804	-5.7
TOTAL (Channel Islands Airports)	231 541	244 446	-5.3

# International and Domestic Passenger Traffic

Table 17

## Terminal Passengers

### Monthly Averages

	Total	International			Domestic		
	Aug-Oct 1976	Aug-Oct 1976	Aug-Oct 1975	Per- centage change	Aug-Oct 1976	Aug-Oct 1975	Per- centage change
<b>London Area Airports</b>							
+Gatwick	650 727	586 661	548 981	7	64 066	63 108	2
+Heathrow	2 325 475	1 999 291	1 843 507	8	326 184	318 672	2
+Luton	195 966	193 063	206 814	-7	2 902	2 996	-3
+Southend	23 764	23 249	21 934	6	515	251	—
+Stansted	27 609	27 479	24 967	10	130	154	-16
TOTAL (London Area)	3 223 540	2 829 743	2 646 204	7	393 798	385 182	2
Westland Heliport (Battersea)	493	1	—	—	491	469	5
<b>Other UK Airports</b>							
+Leeds/Bradford	28 990	5 905	4 697	26	23 085	25 143	-8
+Liverpool	35 873	12 862	16 800	-23	23 011	27 170	-15
+Manchester	301 631	225 210	210 257	7	76 421	77 734	-2
+Birmingham	121 195	84 140	90 295	-7	37 055	30 883	20
+Coventry	47	—	50	—	47	256	-82
+East Midlands	53 037	34 582	43 040	-20	18 454	20 774	-11
+Newcastle	65 854	32 372	29 008	12	33 483	34 590	-3
+Tees-side	20 814	5 833	3 380	73	14 981	12 974	15
+Bristol	25 241	20 474	18 790	9	4 767	4 830	-1
+Glamorgan	18 663	11 416	12 807	-11	7 246	7 352	-1
Swansea	638	25	12	—	613	595	3
+Blackpool	12 952	801	831	-4	12 151	15 559	-22
+Bournemouth	11 120	2 663	3 891	-32	8 456	8 788	-4
+Cambridge	1 610	370	391	-5	1 241	429	89
+Exeter	8 260	1 613	1 600	1	6 647	7 140	-7
Gloucester/Cheltenham	1 020	—	—	—	1 020	573	78
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	11 346	—	—	—	11 346	11 091	2
+Lydd	6 647	6 643	8 279	-20	4	9	-56
+Manston	220	220	418	-47	—	—	—
+Norwich	12 371	6 302	6 215	1	6 069	5 177	17
Penzance	10 719	—	—	—	10 719	10 326	4
+Southampton	32 564	603	443	36	31 960	35 688	-10
+Edinburgh	101 618	15 692	8 242	90	85 925	73 708	17
+Glasgow	192 925	67 153	66 158	2	125 771	129 373	-3
+Prestwick	47 409	41 979	40 158	5	5 430	6 781	-20
+Aberdeen	77 226	24 844	20 537	21	52 382	45 434	15
Benbecula	2 111	—	—	—	2 111	2 160	-2
Inverness	13 185	580	45	—	12 605	11 850	6
Islay	1 160	—	—	—	1 160	1 201	-3
+Kirkwall	8 959	81	252	-68	8 878	9 226	-4
Stornoway	4 443	18	—	—	4 425	4 560	-3
+Sumburgh	23 717	7 778	4 822	61	15 939	12 737	25
Tiree	313	—	—	—	313	333	-6
Wick	2 439	3	7	-57	2 436	2 784	-12
+Belfast	105 657	12 145	12 451	-2	93 511	106 174	-12
+Isle of Man	40 449	1 925	1 614	19	38 523	45 806	-16
TOTAL (Incl. London Area)	4 626 453	3 453 978	3 251 694	6	1 172 976	1 174 859	—

(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	August —October 1976			August —October 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>EUROPE</b>							
<b>Austria</b>	20.6	12.8	7.8	17.1	11.1	5.9	21
London – Vienna	16.6	12.0	4.6	15.9	11.1	4.9	4
Other Routes	4.0	0.8	3.2	1.1	0.1	1.1	—
<b>Belgium</b>	77.0	74.5	2.4	72.4	70.2	2.2	6
London – Brussels	50.1	49.6	0.5	46.8	46.8	0.1	7
Other S.E. England – Belgium	20.5	20.0	0.5	19.2	18.8	0.4	7
Other Routes	6.4	5.0	1.4	6.3	4.6	1.7	2
<b>Denmark</b>	53.3	39.4	13.8	48.1	38.0	10.1	11
London – Copenhagen	43.2	33.4	9.8	38.8	31.5	7.3	11
Other Routes	10.1	6.0	4.1	9.3	6.5	2.8	8
<b>Finland</b>	11.0	9.6	1.3	9.5	7.4	2.1	16
<b>France</b>	282.5	243.2	39.3	258.5	237.0	21.5	9
London – Nice	18.4	16.7	1.7	19.0	16.9	2.1	–3
– Paris	175.7	167.2	8.5	169.9	164.5	5.4	3
– N. France (a)	11.2	9.5	1.7	11.7	9.8	1.9	–4
– Other France	34.6	24.7	9.9	27.0	22.1	4.8	28
Manchester – Paris	7.0	6.9	—	6.0	5.8	0.1	17
Other U.K. – Paris	10.0	7.9	2.1	8.7	7.2	1.5	14
Luton – Other France	3.6	—	3.6	1.1	—	1.1	—
Other S.E. England – France	9.1	9.1	—	10.4	10.3	0.1	–12
Other Routes	13.0	1.1	11.8	4.9	0.5	4.4	—
<b>Germany (Fed. Republic)</b>	212.4	162.6	49.8	194.6	143.5	51.1	9
London – Dusseldorf	33.4	29.3	4.2	28.3	24.8	3.5	18
– Frankfurt	56.1	49.5	6.6	48.5	42.0	6.5	16
– Hamburg	24.9	22.8	2.0	21.5	18.7	2.8	16
– Munich	27.7	16.6	11.1	27.9	15.8	12.1	–1
– Other Germany	39.3	35.3	4.0	35.1	32.8	2.3	12
Luton – Germany	16.8	—	16.8	18.4	—	18.4	–9
Manchester – Germany	8.9	6.6	2.3	8.7	6.4	2.3	2
Other Routes	5.3	2.6	2.7	6.2	3.0	3.3	–14
<b>Gibraltar</b>	8.3	7.1	1.2	9.5	8.7	0.8	–13
<b>Greece</b>	122.6	40.2	81.9	98.0	41.1	56.9	25
<b>Iceland</b>	4.6	4.6	—	5.5	5.3	0.2	–17
London – Reykjavik	2.8	2.8	—	3.4	3.2	0.1	–17
Glasgow – Reykjavik	1.7	1.7	—	2.0	2.0	0.1	–15
Other Routes	—	—	—	—	—	—	—



Table 18 cont.

	August —October 1976			August —October 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Irish Republic</b>	186.0	182.7	3.3	180.7	178.0	2.7	3
London — Cork	15.3	15.3	—	15.1	14.8	0.2	2
— Dublin	86.7	85.1	1.6	85.2	84.2	1.0	2
— Shannon	14.2	13.7	0.5	12.8	12.6	0.2	11
Manchester — Dublin	14.6	14.6	—	14.5	14.3	0.2	1
Birmingham — Dublin	13.0	13.0	—	12.5	12.5	—	4
Glasgow — Dublin	10.5	10.3	0.2	9.7	9.7	—	9
Liverpool — Dublin	7.5	7.4	0.1	7.7	7.6	—	-2
Leeds/Bradford — Dublin	3.7	3.7	—	3.7	3.6	0.1	1
Edinburgh — Dublin	4.0	4.0	—	3.9	3.8	0.1	1
Bristol — Dublin	3.1	3.1	—	3.2	3.1	—	-2
Other Routes	13.2	12.5	0.7	12.5	11.6	0.9	6
<b>Italy</b>	222.3	79.9	142.4	221.0	86.2	134.8	1
London — Genoa (g)	1.9	—	1.9	1.7	—	1.7	15
— Milan	45.8	26.8	19.0	40.5	26.4	14.1	13
— Rimini (g)	8.1	—	8.1	5.1	—	5.1	58
— Rome	45.3	29.4	15.8	43.9	31.7	12.2	3
— Venice	12.6	5.4	7.1	13.1	6.9	6.2	-4
— Other Italy	37.7	15.9	21.9	38.0	18.4	19.6	-1
Luton — Rimini	4.9	—	4.9	6.9	—	6.9	-28
— Other Italy	38.2	—	38.2	42.5	—	42.5	-10
Other S.E. England — Italy	—	—	—	—	—	—	—
N. England — Italy (h)	12.6	—	12.6	12.2	—	12.2	3
Other Routes	15.1	2.4	12.8	17.1	2.9	14.2	-11
<b>Luxembourg</b>	5.8	5.6	0.1	4.8	4.6	0.2	20
London — Luxembourg	5.6	5.6	—	4.7	4.6	0.1	19
Other Routes	0.1	—	0.1	0.1	—	—	89
<b>Netherlands</b>	175.3	171.2	4.1	155.1	152.0	3.2	13
London — Amsterdam	109.3	107.5	1.8	97.9	96.2	1.8	12
— Rotterdam	19.8	19.7	0.1	17.9	17.8	0.1	11
Other S.E. England — Netherlands	8.9	8.3	0.6	7.2	7.0	0.2	23
Manchester — Amsterdam	10.4	10.2	0.3	9.3	9.2	0.1	12
Other Routes	26.8	25.6	1.3	22.8	21.8	1.0	18
<b>Norway</b>	50.3	36.4	13.8	34.1	25.9	8.2	47
London — Oslo	26.3	18.0	8.3	20.8	15.6	5.2	27
Other Routes	23.9	18.4	5.5	13.3	10.2	3.1	80
<b>Portugal</b>	34.4	20.2	14.3	32.7	17.4	15.3	5
London — Lisbon	15.3	11.3	4.0	13.6	10.1	3.5	13
Other Routes	19.1	8.9	10.2	19.1	7.4	11.8	—
<b>Soviet Union and Eastern Europe (b)</b>	44.2	24.9	19.4	47.2	24.3	22.9	-6
London — Moscow	8.6	7.7	0.9	7.5	6.5	1.0	14
— Prague	3.0	3.0	—	3.4	3.4	—	-13
Other Routes	32.7	14.2	18.5	36.2	14.4	21.9	-10

Table 18 cont.

	August —October 1976			August —October 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Spain</b>	545.5	106.3	439.2	636.0	118.1	518.0	-14
London — Barcelona	20.6	15.8	4.8	24.1	15.6	8.5	-15
— Ibiza	15.3	2.3	13.0	19.4	3.3	16.1	-21
— Madrid	35.8	29.3	6.5	36.1	29.8	6.3	-1
— Malaga	30.2	16.3	13.9	34.0	18.1	15.9	-11
— Palma	66.1	16.5	49.6	87.8	23.5	64.4	-25
— Other Spain	76.3	25.2	51.1	92.5	26.2	66.2	-17
Luton — Alicante	9.3	—	9.3	14.0	—	14.0	-34
— Barcelona	1.0	—	1.0	2.0	—	2.0	-51
— Gerona	6.8	—	6.8	12.4	—	12.3	-45
— Ibiza	11.1	—	11.1	12.1	—	12.1	-8
— Palma	21.6	—	21.6	26.5	—	26.5	-18
— Other Spain	18.4	—	18.4	14.8	—	14.8	25
Other S.E. England — Spain	0.1	—	0.1	0.2	—	0.2	-48
Manchester — Barcelona	5.3	—	5.3	7.1	—	7.1	-25
— Palma	31.9	—	31.9	33.9	0.1	33.8	-6
Other N. England — Spain	70.7	0.5	70.1	74.9	1.1	73.8	-6
Scotland — Spain	37.0	0.1	36.9	34.7	—	34.7	7
Other Routes	87.9	0.3	87.6	109.6	0.4	109.2	-20
<b>Sweden</b>	39.5	20.5	19.1	32.6	19.2	13.4	21
London — Stockholm	23.6	14.5	9.1	20.5	13.2	7.3	15
Other Routes	16.0	6.0	10.0	12.1	6.0	6.2	32
<b>Switzerland</b>	113.1	81.3	31.8	105.5	77.5	27.9	7
London — Basle	7.8	6.7	1.1	7.0	6.6	0.4	11
— Geneva	39.4	31.4	8.0	36.5	29.3	7.2	8
— Zurich	54.0	37.2	16.8	47.6	36.1	11.5	13
Luton — Switzerland	5.1	—	5.1	7.7	—	7.7	-33
Other Routes	6.8	5.9	0.9	6.6	5.6	1.0	3
<b>Yugoslavia</b>	55.0	18.9	36.1	59.3	19.5	39.7	-7
London — Dubrovnic	9.4	1.5	7.9	10.8	2.7	8.1	-13
— Ljubljana	3.8	2.6	1.2	2.5	2.2	0.4	51
Luton — Yugoslavia	5.4	—	5.4	6.6	—	6.6	-19
Other Routes	36.5	14.9	21.6	39.3	14.7	24.6	-7
<b>Other Europe</b>	95.2	58.1	37.1	90.8	52.6	38.2	5
<b>WESTERN HEMISPHERE</b>							
<b>Canada</b>	182.8	97.9	84.9	171.5	89.8	81.7	7
London — Montreal	21.8	18.5	3.3	20.7	17.4	3.3	5
— Toronto	64.5	34.6	29.9	63.5	31.6	31.9	2
— Other Canada	48.1	23.7	24.4	46.8	21.3	25.5	3
Other UK — Montreal	3.9	3.5	0.4	2.0	2.0	—	90
— Toronto	36.3	14.1	22.2	32.4	14.8	17.7	12
Other Routes	8.3	3.5	4.8	6.1	2.8	3.3	37

Table 18 cont.

	August —October 1976			August —October 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>United States</b>	396.2	292.1	104.2	316.8	250.5	66.3	25
London – New York	153.9	114.3	39.6	112.8	91.5	21.3	36
– Other East Coast USA	96.0	82.6	13.4	68.3	62.3	6.0	41
– Chicago and Detroit	50.6	36.9	13.7	38.0	30.2	7.8	33
– West Coast USA	68.9	48.1	20.8	65.4	48.1	17.3	5
– Other USA	7.0	1.4	5.6	12.9	9.2	3.7	–46
Other UK – New York	16.1	8.7	7.4	15.4	9.1	6.3	5
Other Routes	3.7	0.1	3.6	4.1	0.2	3.9	–11
<b>West Atlantic and Caribbean Islands</b>	28.8	28.1	0.7	26.6	26.6	—	8
<b>Central and South America</b>	10.6	9.7	0.9	13.3	13.0	0.3	–20
<b>REST OF THE WORLD</b>							
<b>Canary Islands</b>	53.2	5.4	47.7	38.8	8.0	30.8	37
<b>North Africa (c)</b>	30.4	15.0	15.4	26.9	14.7	12.2	13
<b>East Africa (d)</b>	15.8	13.8	2.0	14.6	12.1	2.5	8
<b>Central Africa (e)</b>	7.6	7.4	0.2	7.4	7.4	—	2
<b>West Africa (d)</b>	21.5	18.9	2.6	16.9	14.0	2.9	27
<b>South Africa</b>	28.0	28.0	—	28.8	28.5	0.3	–3
<b>Middle East (f)</b>	135.9	133.5	2.4	99.2	97.4	1.8	37
<b>India</b>	19.2	19.2	—	17.5	17.5	—	10
<b>Pakistan</b>	9.1	9.1	—	9.1	9.1	0.1	—
<b>Far East</b>	66.0	62.1	3.9	62.8	59.3	3.6	5
<b>Australia and New Zealand</b>	34.2	34.2	—	38.8	38.6	0.2	–12
<b>Other Routes n.e.i.</b>	36.6	11.1	25.6	32.2	11.9	20.4	14
<b>ALL ROUTES</b>	<b>3 434.1</b>	<b>2 185.5</b>	<b>1 248.7</b>	<b>3 234.5</b>	<b>2 036.0</b>	<b>1 198.5</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		August 1976 —October 1976 (000)	August 1975 —October 1975 (000)	Percentage change
London (a)	Aberdeen	20.5	19.1	8
	Belfast	42.0	48.7	-14
	Birmingham	9.8	3.3	—
	Channel Islands	59.5	65.2	-9
	Edinburgh	69.0	55.7	24
	Glasgow	79.0	80.5	-2
	Isle of Man	3.3	3.9	-16
	Leeds/Bradford	11.6	11.7	-1
	Liverpool	8.6	9.7	-11
	Manchester	42.2	41.2	2
	Newcastle	24.8	24.7	—
	Tees-side	11.9	9.8	21
	Other airports	8.2	8.6	-4
Belfast	Birmingham	6.6	6.8	-3
	East Midlands	3.0	3.5	-14
	Edinburgh	1.8	2.2	-20
	Glasgow	8.0	8.8	-9
	Isle of Man	4.8	5.7	-16
	Leeds/Bradford	3.2	4.0	-20
	Liverpool	2.9	3.4	-14
	Manchester	10.5	11.6	-9
	Newcastle	1.8	2.2	-21
	Other airports	9.1	9.3	-3
Channel Islands	Bournemouth	7.0	7.1	-2
	Birmingham	11.0	11.8	-7
	Bristol/Glamorgan	7.1	8.2	-14
	East Midlands	9.3	11.8	-22
	Glasgow	2.5	2.7	-8
	Leeds/Bradford	3.0	4.3	-31
	Liverpool	2.5	3.1	-19
	Manchester	6.3	7.0	-10
	Newcastle	1.6	2.2	-28
	Southampton	29.6	32.5	-9
	Other airports	14.9	16.2	-8
Edinburgh	Birmingham	2.8	1.7	63
	Glasgow	—	0.1	—
	Manchester	3.4	3.6	-4
	Other airports	8.9	10.4	-15
Glasgow	Birmingham	4.6	4.1	12
	East Midlands	3.6	3.4	3
	Isle of Man	2.5	2.9	-12
	Leeds/Bradford	1.3	1.3	6
	Liverpool	—	—	—
	Manchester	5.3	5.0	5
	Southampton	1.3	2.0	-32
	Other Scottish airports	16.3	16.5	-1
	Other airports	1.4	2.5	-43
Isle of Man	Blackpool	7.9	11.0	-28
	Liverpool	8.4	10.0	-16
	Manchester	4.6	5.5	-15
	Newcastle	1.0	1.2	-16
	Other airports	6.0	5.7	-5
Penzance	Isles of Scilly	10.7	10.3	4
Other Routes		36.7	30.1	22
TOTAL		663.3	673.5	-2

(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    October 1976

Table 20

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others		Set down	Picked up	British Airways		Others		Set down	Picked up
		Set down	Picked up	Set down	Picked up			Set down	Picked up	Set down	Picked up		
London Area Airports													
+Gatwick	6 449·9	—	—	411·9	1 186·7	19·3	7·0	—	—	1 030·6	3 262·4	159·1	372·9
+Heathrow	37 918·1	5 122·0	5 649·9	69·7	269·5	9 894·8	14 926·6	163·4	83·7	124·6	324·1	213·3	1 076·5
+Luton	294·3	—	—	0·2	—	—	—	—	—	27·7	40·1	72·3	154·0
+Southend	979·0	—	—	449·0	387·0	—	—	—	—	22·0	18·0	54·0	49·0
+Stansted	2 087·2	—	—	0·4	—	—	—	—	—	247·1	1 340·8	230·8	268·1
TOTAL (London Area)	47 728·5	5 122·0	5 649·9	931·2	1 843·2	9 914·1	14 933·6	163·4	83·7	1 452·0	4 985·4	729·5	1 920·5
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+Leeds/Bradford	57·3	7·2	6·8	5·5	4·6	5·9	5·1	—	0·2	—	—	9·0	13·0
+Liverpool	1 165·1	22·2	159·7	—	—	74·4	37·1	—	—	15·7	603·9	28·4	223·7
+Manchester	3 165·5	314·7	291·5	12·0	5·2	1 024·7	1 414·7	12·9	—	—	45·1	4·0	40·7
+Birmingham	268·6	74·0	50·5	27·7	2·3	49·7	55·9	—	—	0·4	5·5	—	2·6
+Coventry	40·0	—	—	—	—	—	—	—	—	—	24·3	—	15·7
+East Midlands	706·1	—	—	176·8	305·5	—	—	—	—	34·8	151·9	15·0	22·1
+Newcastle	77·6	8·3	17·2	26·6	25·3	—	—	—	—	—	0·2	—	—
+Tees-side	25·1	—	—	14·8	10·3	—	—	—	—	—	—	—	—
+Bristol	51·6	8·7	5·1	3·9	0·2	15·0	18·7	—	—	—	—	—	—
+Glamorgan	32·0	2·1	17·4	3·1	1·6	2·6	1·1	—	—	1·0	3·1	—	—
Swansea	0·7	—	—	—	—	—	—	—	—	0·2	0·5	—	—
+Blackpool	50·4	—	—	7·0	43·4	—	—	—	—	—	—	—	—
+Bournemouth	465·3	—	1·3	156·3	194·7	—	—	4·7	—	—	108·3	—	—
+Cambridge	193·3	—	—	—	—	—	—	—	—	15·9	22·4	91·5	63·5
+Exeter	23·2	—	—	5·9	17·3	—	—	—	—	—	—	—	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	8·0	6·3	1·7	—	—	—	—	—	—	—	—	—	—
+Lydd	391·9	—	—	130·0	261·9	—	—	—	—	—	—	—	—
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+Norwich	35·5	—	—	15·3	19·0	—	—	—	—	0·8	0·4	—	—
Penzance Heliport	8·0	1·7	6·3	—	—	—	—	—	—	—	—	—	—
+Southampton	214·7	3·6	13·0	13·5	65·9	—	—	—	—	—	109·9	—	8·8
+Edinburgh	135·1	24·5	37·8	23·1	42·0	4·3	3·4	—	—	—	—	—	—
+Glasgow	1 666·2	609·5	309·6	57·5	47·5	219·3	420·4	—	1·6	—	0·5	0·1	0·2
+Prestwick	1 146·4	480·6	155·7	0·3	—	253·2	95·4	—	0·2	—	—	68·7	92·3
+Aberdeen	447·4	39·4	84·5	19·9	29·2	—	—	10·3	35·3	63·0	165·5	0·3	—
Benbecula	21·8	13·6	7·8	0·4	—	—	—	—	—	—	—	—	—
Inverness	32·4	3·7	28·7	—	—	—	—	—	—	—	—	—	—
Islay	2·7	2·3	0·4	—	—	—	—	—	—	—	—	—	—
+Kirkwall	50·2	30·3	14·6	—	—	—	—	3·2	—	0·8	1·3	—	—
Stornoway	39·7	31·8	5·7	—	0·8	—	—	—	—	—	—	—	1·4
+Sumburgh	154·8	45·1	8·0	0·5	—	—	—	11·4	32·1	43·9	12·9	0·9	—
Tiree	0·9	—	—	0·8	0·1	—	—	—	—	—	—	—	—
Wick	6·1	2·5	0·8	0·2	0·2	—	—	—	—	—	—	—	2·4
+Belfast	1 151·3	92·8	249·5	112·1	42·3	2·6	4·9	—	—	635·6	11·5	—	—
+Isle of Man	244·6	166·9	31·9	39·8	6·0	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	59 808·0	7 113·8	7 155·4	1 784·2	2 968·5	11 565·8	16 990·3	205·9	153·1	2 264·1	6 252·6	947·4	2 406·9
Channel Islands Airports													
Alderney	24·0	—	—	18·9	4·5	—	—	—	—	0·5	0·1	—	—
Guernsey	645·3	7·6	2·7	154·3	71·2	0·2	—	—	—	213·1	196·2	—	—
Jersey	829·3	50·3	46·6	487·8	201·3	1·2	0·1	—	—	5·6	7·4	—	29·0
TOTAL (Channel Islands Airports)	1 498·6	57·9	49·3	661·0	277·0	1·4	0·1	—	—	219·2	203·7	—	29·0

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	August 1976 —October 1976 (tonnes)	August 1975 —October 1975 (tonnes)	Percentage change
<b>London Area Airports</b>			
+Gatwick	6 309.7	6 144.7	2.7
+Heathrow	35 166.2	31 615.9	11.2
+Luton	287.0	83.0	—
+Southend	1 213.3	1 297.3	−6.5
+Stansted	1 977.5	1 486.9	33.0
TOTAL (London Area)	44 953.8	40 627.9	10.6
Westland Heliport (Battersea)	—	—	—
<b>Other UK Airports</b>			
+Leeds/Bradford	58.3	65.1	−10.4
+Liverpool	1 041.0	855.9	21.6
+Manchester	2 766.7	2 714.6	1.9
+Birmingham	237.7	234.7	1.3
+Coventry	18.3	—	—
+East Midlands	854.5	595.4	43.5
+Newcastle	71.3	90.4	−21.1
+Tees-side	22.9	27.3	−16.1
+Bristol	43.4	50.6	−14.2
+Glamorgan	50.0	15.0	—
Swansea	2.4	—	—
+Blackpool	60.2	49.6	21.4
+Bournemouth	467.5	316.6	47.7
+Cambridge	77.1	76.0	1.4
+Exeter	23.5	37.4	−37.2
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	7.8	8.5	−8.2
+Lydd	353.7	265.4	33.3
+Manston	—	150.3	—
+Norwich	34.1	41.7	−18.2
Penzance Heliport	7.8	8.5	−8.2
+Southampton	157.0	145.3	8.1
+Edinburgh	130.1	162.1	−19.7
+Glasgow	1 566.0	1 483.8	5.5
+Prestwick	1 028.6	1 076.4	−4.4
+Aberdeen	425.2	330.6	28.6
Benbecula	21.7	24.2	−10.3
Inverness	31.4	20.9	50.2
Islay	2.6	4.4	−40.9
+Kirkwall	50.2	44.6	12.6
Stornoway	38.2	41.1	−7.1
+Sumburgh	135.9	94.3	44.1
Tiree	1.2	1.4	−14.3
Wick	12.3	10.7	15.0
+Belfast	1 288.2	927.2	38.9
+Isle of Man	227.0	253.3	−10.4
TOTAL (Incl. London Area)	56 267.6	50 851.2	10.7
<b>Channel Islands Airports</b>			
Alderney	26.4	25.8	2.3
Guernsey	690.2	692.5	−0.3
Jersey	881.7	908.1	−2.9
TOTAL (Channel Islands Airports)	1 598.4	1 606.5	−0.5

# All Scheduled Services    October 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	10 946	3 173	14 474	251 439	2 975 918	1 637 373	55.0	6 306	370 445	201 183	9 588	37 712	153 883	54.3
British Airways European Division	6 744	9 363	12 843	766 018	867 860	568 271	65.5	3 484	91 352	52 960	1 240	1 906	49 816	58.0
British Airways Regional Division	1 574	5 014	4 680	218 719	126 690	78 224	61.7	927	12 034	6 770	38	227	6 505	56.3
British Airways Helicopters	18	298	88	6 322	582	386	66.3	10	39	31	—	1	31	80.4
British Caledonian Airways	2 063	2 485	3 746	100 563	230 408	115 424	50.1	1 037	26 152	12 806	496	1 911	10 399	49.0
Air Anglia	527	1 360	1 671	21 273	21 783	9 690	44.5	75	2 222	1 006	—	37	969	45.3
Aurigny Air Services	101	1 871	576	19 044	1 448	989	68.4	70	139	83	—	3	79	59.7
British Air Ferries	133	664	540	14 138	4 806	2 743	57.1	817	629	434	—	185	250	69.0
British Island Airways	287	1 551	1 640	43 697	14 343	8 509	59.3	169	1 320	752	—	29	723	57.0
British Midland Airways	539	1 608	1 708	52 451	38 881	19 923	51.2	246	3 334	1 660	—	109	1 551	49.7
Brymon Airways	60	328	301	2 000	808	389	48.2	1	73	36	—	—	36	49.8
Dan-Air Services	333	1 105	1 135	26 389	19 505	10 246	52.5	—	1 586	828	—	—	828	52.2
Intra Airways	25	189	121	4 715	1 107	689	62.3	4	89	52	—	—	52	58.7
Loganair	80	652	399	3 144	853	425	49.8	—	78	39	—	—	39	49.8
TOTAL Passenger Services	23 429	29 661	43 921	1 529 912	4 304 992	2 453 281	57.0	13 144	509 498	278 640	11 362	42 118	225 161	54.7
Cargo Services														
British Airways Overseas Division	733	215	1 018					2 062	23 870	14 518	206	14 315		60.8
British Airways European Division	388	493	631					2 822	4 986	2 319	50	2 270		46.5
British Caledonian Airways	82	23	110					227	2 739	917	63	854		33.5
Air Freight	34	161	181					342	117	72	—	72		61.5
Air-Bridge Carriers	28	91	101					512	321	181	—	181		56.5
British Island Airways	89	285	328					563	409	181	25	156		44.2
Intra Airways	17	112	88					269	61	43	—	43		70.2
TOTAL Cargo Services	1 372	1 380	2 456					6 797	32 502	18 230	343	17 890		56.1
GRAND TOTAL	24 801	31 041	46 377	1 529 912	4 304 992	2 453 281	5.70	19 941	542 000	296 870	11 705	60 008	225 161	54.8

International Scheduled Services    October 1976

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	Percentage of available
Passenger Services														
British Airways Overseas Division	10 946	3 173	14 474	251 439	2 975 918	1 637 373	55.0	6 306	370 445	201 183	9 588	37 712	153 883	54.3
British Airways European Division	5 655	6 968	10 346	573 104	729 242	477 886	65.5	3 043	76 862	45 065	1 196	1 745	42 126	58.6
British Airways Regional Division	261	612	689	26 667	23 603	13 985	59.3	110	2 329	1 195	2	52	1 141	51.3
British Caledonian Airways	1 632	1 568	2 725	59 721	195 388	9 6610	49.4	648	22 561	11 002	378	1 820	8 804	48.8
Air Anglia	376	750	1 114	13 829	15 747	6 464	41.0	75	1 607	684	—	37	646	42.5
Aurigny Air Services	101	1 871	576	19 044	1 448	989	68.4	70	139	83	—	3	79	59.7
British Air Ferries	133	664	540	14 138	4 806	2 743	57.1	817	629	434	—	185	250	69.0
British Island Airways	108	485	926	15 315	5 393	3 314	61.5	36	496	290	—	9	282	58.5
British Midland Airways	110	302	350	6 457	8 003	3 237	40.5	60	635	279	—	27	253	44.0
Brymon Airways	24	96	110	417	311	108	34.6	—	27	9	—	—	9	34.3
Dan-Air Services	175	374	544	10 435	10 377	5 372	51.8	—	841	431	—	—	431	51.2
Intra Airways	12	149	71	3 467	454	268	59.1	3	37	20	—	—	20	54.6
TOTAL Passenger Services	19 532	17 012	32 463	994 033	3 970 691	2 248 350	56.6	11 167	476 608	260 675	11 163	41 589	207 924	54.7
Cargo Services														
British Airways Overseas Division	733	215	1 018					2 062	23 870	14 518	206	14 315		60.8
British Airways European Division	360	441	561					2 214	4 391	1 981	48	1 934		45.1
British Caledonian Airways	81	22	109					223	2 735	915	61	854		33.5
Air Freight	34	161	181					342	117	72	—	72		61.5
British Island Airways	37	78	127					114	170	67	—	67		39.7
TOTAL Cargo Services	1 246	917	1 996					4 955	31 283	17 553	314	17 241		56.1
GRAND TOTAL	20 777	17 929	34 459	994 033	3 970 691	2 248 350	56.6	16 122	507 891	278 228	11 478	58 830	207 924	54.8



Domestic Scheduled Services    October 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	1 089	2 395	2 497	192 914	138 617	90 385	65·2	441	14 490	7 896	44	161	7 690	54·5
British Airways Regional Division	1 313	4 402	3 991	192 052	103 087	64 239	62·3	818	9 705	5 575	36	174	5 365	57·4
British Airways Helicopters	18	298	88	6 322	582	386	66·3	10	39	31	—	1	31	80·4
British Caledonian Airways	431	917	1 022	40 842	35 020	18 814	53·7	388	3 591	1 804	118	91	1 595	50·3
Air Anglia	151	610	557	7 444	6 036	3 226	53·4	—	615	323	—	—	323	52·5
British Island Airways	179	1 066	714	28 382	8 951	5 195	58·0	133	824	462	—	20	442	56·1
British Midland Airways	430	1 306	1 358	45 994	30 878	16 685	54·0	186	2 708	1 380	—	82	1 299	51·0
Brymon Airways	36	232	190	1 583	496	282	56·8	1	46	27	—	—	27	58·9
Dan-Air Services	158	731	591	15 954	9 128	4 874	53·4	—	745	397	—	—	397	53·3
Intra Airways	13	40	50	1 248	653	421	64·4	1	52	32	—	—	32	61·7
Loganair	80	652	399	3 144	853	425	49·8	—	78	39	—	—	39	49·8
TOTAL Passenger Services	3 897	12 649	11 458	535 879	334 301	204 932	61·3	1 977	32 889	17 965	198	529	17 237	54·6
Cargo Services														
British Airways European Division	29	52	70					607	594	338	2	336		56·8
British Caledonian Airways	1	1	1					4	4	2	2	—		51·3
Air-Bridge Carriers	28	91	101					512	321	181	—	181		56·5
British Island Airways	52	207	201					449	239	113	25	88		47·4
Intra Airways	17	112	88					269	61	43	—	43		70·2
TOTAL Cargo Services	126	463	460					1 842	1 219	677	29	649		55·5
GRAND TOTAL	4 024	13 112	11 918	535 879	334 301	204 932	61·3	3 818	34 109	18 642	227	1 177	17 237	54·7

# All Non-scheduled Services - October 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	364	79	476	9 729	78 914	63 713	80.7	—	8 952	6 047	—	6 047	67.6
British Airways European Division	516	475	965	32 061	50 294	37 365	74.3	1 189	7 840	4 658	1 361	3 297	59.4
British Airtours	1 122	594	1 700	87 466	212 668	166 121	78.1	—	19 313	14 227	—	14 227	73.7
British Airways Regional Division	41	85	101	4 311	4 089	2 535	62.0	—	374	208	—	208	55.5
British Airways Helicopters	291	2 209	1 451	18 293	5 922	2 698	45.6	175	575	243	27	216	42.3
British Caledonian Airways	1 922	860	2 820	60 454	213 014	168 121	78.9	1 598	36 601	25 211	10 427	14 784	68.9
Air Anglia	61	178	181	353	425	122	28.7	—	43	12	—	12	28.7
Air Freight	46	140	235	1 386	764	432	56.6	92	146	89	56	32	60.7
Air-Bridge Carriers	70	173	253	—	—	—	—	687	709	273	273	—	38.6
Alidair	155	367	441	8 884	9 184	4 410	48.0	133	986	438	65	373	44.5
Beecham Imperial	7	11	15	54	55	31	56.8	—	5	3	—	3	56.9
Bristow Helicopters	534	3 428	3 346	24 824	8 893	4 438	49.9	254	761	449	49	400	59.0
Britannia Airways	2 714	1 741	4 329	183 367	352 822	288 696	81.8	—	30 003	24 548	—	24 548	81.8
British Air Ferries	44	115	199	907	921	335	36.3	171	290	104	74	30	35.8
British Executive Air Services	34	260	212	1 433	474	187	39.5	20	44	18	3	15	40.9
British Island Airways	63	155	213	2 059	756	583	77.1	59	285	141	90	51	49.4
British Midland Airways	226	118	330	11 348	38 009	25 716	67.7	11	3 217	2 148	142	2 006	66.8
Dan-Air Services	4 148	2 923	7 022	223 057	439 030	352 721	80.3	318	49 622	38 796	10 585	28 211	78.2
Fairflight Charters	73	151	214	850	540	404	74.8	19	56	39	11	28	69.6
Fitair	5	11	16	47	50	21	42.0	—	4	2	—	2	50.0
Green Shield Stamp	38	47	67	128	339	122	35.9	—	34	10	—	10	29.2
I D S Aircraft	25	45	47	146	155	59	38.1	—	12	5	—	5	41.7
International Aviation Service	1 099	393	1 734	—	—	—	—	4 255	38 043	26 106	26 106	—	68.6
Intra Airways	27	83	100	3 355	1 297	988	76.2	13	119	82	8	74	69.1
Laker Airways	1 891	747	2 701	83 092	370 408	284 908	76.9	—	37 094	28 240	—	28 240	76.1
Loganair	71	731	342	2 313	613	146	23.9	—	54	13	—	13	24.6
Lowland Aero Service	8	25	27	60	48	19	39.6	—	5	1	—	1	20.0
MAM Aviation	79	81	118	237	709	231	32.6	—	70	19	—	19	27.1
Management Aviation	16	84	82	395	160	75	46.9	32	26	12	6	6	46.2
McAlpine Aviation	165	260	273	712	1 266	199	15.7	—	96	33	—	33	34.4
Monarch Airlines	932	583	1 490	59 684	137 380	102 899	74.9	—	13 521	9 333	—	9 333	69.0
Northern Air Taxis	16	33	53	75	111	38	34.2	—	9	3	—	3	33.3
Northern Executive Aviation	20	61	76	254	124	89	71.8	12	14	10	3	7	71.4
Peters Aviation	41	67	130	504	539	334	62.1	3	41	30	2	28	73.5
Ryburn Air	11	63	47	32	55	18	32.1	—	7	2	—	1	25.8
Thurston Aviation	61	235	227	348	320	87	27.2	12	39	10	3	7	25.6
Tradewinds Airways	484	158	968	—	—	—	—	1 397	12 697	7 311	7 311	—	57.6
Trans-Meridian Air Cargo	898	266	2 005	—	—	—	—	2 131	24 148	14 934	14 934	—	61.8
Vernair Transport	69	154	254	543	459	294	64.0	—	40	25	—	25	60.8
TOTAL	18 386	18 189	35 257	822 761	1 930 806	1 509 154	78.2	12 590	285 893	203 833	71 539	132 294	71.3
Class 5A Licence TOTAL	738	446	1 104	24 933	67 047	49 801	74.3	..	20 090	14 659	10 453	4 206	73.0
TOTAL Excludes 5A Licence	17 648	17 743	34 153	797 828	1 863 759	1 459 353	78.3	12 590	265 803	189 174	61 086	128 088	71.2

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

# International Non-scheduled Services October 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	364	79	476	9 729	78 914	63 713	80.7	—	8 952	6 047	—	6 047	67.6
British Airways European Division	512	469	958	31 495	49 648	37 072	74.7	1 189	7 773	4 632	1 361	3 271	59.6
British Airtours	1 122	594	1 700	87 466	212 668	166 121	78.1	—	19 313	14 227	—	14 227	73.7
British Airways Regional Division	30	53	67	3 366	3 431	2 207	64.3	—	320	182	—	182	56.8
British Airways Helicopters	273	2 050	1 365	18 144	5 765	2 682	46.5	170	561	241	27	214	43.0
<b>British Caledonian Airways</b>	<b>1 922</b>	<b>860</b>	<b>2 820</b>	<b>60 454</b>	<b>213 014</b>	<b>168 121</b>	<b>78.9</b>	<b>1 598</b>	<b>36 601</b>	<b>25 211</b>	<b>10 427</b>	<b>14 784</b>	<b>68.9</b>
Air Anglia	10	23	37	44	71	22	30.7	—	7	2	—	2	30.7
Air Freight	23	66	114	39	35	21	60.9	83	82	55	53	2	67.1
Air-Bridge Carriers	40	57	135	—	—	—	—	205	361	144	144	—	39.9
Alidair	125	284	346	8 276	8 573	4 213	49.1	—	808	356	—	356	44.1
Beecham Imperial	5	7	11	44	39	25	63.8	—	3	2	—	2	63.5
Bristow Helicopters	534	3 428	3 346	24 824	8 893	4 438	49.9	254	761	449	49	400	59.0
Britannia Airways	2 714	1 741	4 329	183 367	352 822	288 696	81.8	—	30 003	24 548	—	24 548	81.8
British Air Ferries	42	107	189	826	878	313	35.6	171	282	102	74	28	36.0
British Executive Air Services	34	260	212	1 433	474	187	39.5	20	44	18	3	15	40.9
British Island Airways	34	94	118	1 344	511	421	82.3	—	155	94	57	37	60.5
British Midland Airways	225	114	325	11 283	37 934	25 701	67.8	—	3 210	2 142	138	2 005	66.7
Dan-Air Services	4 003	2 521	6 540	216 119	433 718	350 448	80.8	165	49 010	38 525	10 499	28 026	78.6
Fairflight Charters	64	119	175	629	439	329	74.9	18	49	33	10	23	67.3
Fitair	5	11	16	47	50	21	42.0	—	4	2	—	2	50.0
Green Shield Stamp	31	27	53	93	273	100	36.8	—	27	8	—	8	29.7
I D S Aircraft	25	45	47	146	155	59	38.1	—	12	5	—	5	41.7
International Aviation Service	1 099	393	1 734	—	—	—	—	4 255	38 043	26 106	26 106	—	68.6
Intra Airways	24	70	88	2 845	1 131	855	75.6	13	106	72	8	64	68.0
Laker Airways	1 891	747	2 701	83 092	370 408	284 908	76.9	—	37 094	28 240	—	28 240	76.1
MAM Aviation	68	63	102	184	612	199	32.5	—	61	16	—	16	26.2
Management Aviation	16	84	82	395	160	75	46.9	32	26	12	6	6	46.2
McAlpine Aviation	123	157	192	563	971	153	15.8	—	76	29	—	29	38.2
Monarch Airlines	932	583	1 490	59 684	137 380	102 899	74.9	—	13 521	9 333	—	9 333	69.0
Northern Air Taxis	5	6	16	20	34	16	47.1	—	3	1	—	1	33.3
Northern Executive Aviation	5	7	16	29	32	21	65.6	—	2	1	—	1	50.0
Peters Aviation	40	60	122	450	516	319	61.8	3	39	29	2	27	74.1
Ryburn Air	11	63	47	32	55	18	32.1	—	7	2	—	1	25.8
Thurston Aviation	41	139	157	172	190	51	26.8	10	25	7	3	4	28.0
Tradewinds Airways	484	158	968	—	—	—	—	1 397	12 697	7 311	7 311	—	57.6
Trans-Meridian Air Cargo	898	266	2 005	—	—	—	—	2 131	24 148	14 934	14 934	—	61.8
Vernair Transport	8	16	31	42	42	27	62.6	—	4	2	—	2	57.7
<b>TOTAL</b>	<b>17 783</b>	<b>15 821</b>	<b>33 127</b>	<b>806 676</b>	<b>1 919 836</b>	<b>1 504 449</b>	<b>78.4</b>	<b>11 719</b>	<b>284 189</b>	<b>203 120</b>	<b>71 213</b>	<b>131 907</b>	<b>71.5</b>
<b>Class 5A Licence TOTAL</b>	<b>735</b>	<b>436</b>	<b>1 097</b>	<b>24 363</b>	<b>66 693</b>	<b>49 631</b>	<b>74.4</b>	<b>..</b>	<b>20 053</b>	<b>14 644</b>	<b>10 453</b>	<b>4 191</b>	<b>73.0</b>
<b>TOTAL Excludes 5A Licence</b>	<b>17 048</b>	<b>15 385</b>	<b>32 030</b>	<b>782 313</b>	<b>1 853 143</b>	<b>1 454 818</b>	<b>78.5</b>	<b>11 719</b>	<b>264 136</b>	<b>188 476</b>	<b>60 760</b>	<b>127 716</b>	<b>71.4</b>

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

Domestic Non-scheduled Services    October 1976

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	4	6	7	566	646	293	45.4	—	67	26	—	26	38.8
British Airways Regional Division	11	32	34	945	659	328	49.8	—	55	26	—	26	48.4
British Airways Helicopters	18	159	86	149	157	16	10.2	5	14	2	1	1	14.3
Air Anglia	51	155	144	309	354	100	28.3	—	35	10	—	10	28.3
Air Freight	23	74	121	1 347	729	411	56.4	9	64	34	3	31	52.5
Air-Bridge Carriers	29	116	118	—	—	—	—	482	348	129	129	—	37.2
Alidair	30	83	94	608	611	197	32.3	133	178	82	65	17	45.9
Beecham Imperial	2	4	4	10	16	6	39.7	—	1	1	—	1	40.9
British Air Ferries	2	8	10	81	43	22	51.0	—	7	2	—	2	27.4
British Island Airways	29	61	95	715	245	162	66.2	59	131	47	33	14	36.3
British Midland Airways	1	4	5	65	75	15	20.4	11	7	6	4	1	78.8
Dan-Air Services	145	402	482	6 938	5 312	2 273	42.8	153	612	272	86	186	44.4
Fairflight Charters	9	32	40	221	101	75	74.3	1	7	6	1	5	85.7
Green Shield Stamp	7	20	14	35	66	21	32.4	—	7	2	—	2	27.1
Intra Airways	3	13	12	510	166	133	80.4	—	13	10	—	10	78.1
Loganair	71	731	342	2 313	613	146	23.9	—	54	13	—	13	24.6
Lowland Aero Service	8	25	27	60	48	19	39.6	—	5	1	—	1	20.0
MAM Aviation	11	18	16	53	97	32	33.0	—	9	3	—	3	33.3
McAlpine Aviation	42	103	81	149	295	46	15.6	—	20	4	—	4	20.0
Northern Air Taxis	11	27	37	55	77	22	28.6	—	6	2	—	2	33.3
Northern Executive Aviation	15	54	61	225	92	68	73.9	12	12	9	3	6	75.0
Peters Aviation	2	7	9	54	23	16	68.8	—	2	1	—	1	61.4
Thurston Aviation	20	96	71	176	130	36	27.7	1	14	3	—	3	21.4
Vernair Transport	62	138	223	501	416	267	64.1	—	36	22	—	22	61.2
TOTAL	603	2 368	2 130	16 085	10 970	4 706	42.9	870	1 704	713	326	387	41.8
Class 5A Licence TOTAL	3	10	7	570	354	170	48.0	..	37	15	—	15	40.5
TOTAL Excludes 5A Licence	600	2 358	2 123	15 515	10 616	4 536	42.7	870	1 667	698	326	372	41.9

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

Class 2 Licence Operations    October 1976

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		Percentage of available
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	
International Services											
British Airways Overseas Division	177	37	223	5 713	—	43 622	31 791	72·9	5 278	3 072	58·2
British Caledonian Airways	639	130	815	14 106	—	120 181	96 777	80·5	11 698	8 591	73·4
Dan-Air Services	17	6	20	532	—	3 197	2 957	92·5	255	237	92·7
Laker Airways	674	143	884	24 152	3 197	213 272	161 422	75·7	21 685	16 142	74·4
TOTAL	1 508	316	1 942	44 503	3 197	380 271	292 947	77·0	38 917	28 042	72·1

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

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km			Number of IT passengers uplifted	
								Available (000)	Used (000)	Percentage of available	Class 2	Class 4
<b>International Services</b>												
British Airways Overseas Division	39	7	60	1 224	6 942	6 776	97·6	751	606	80·7	—	—
British Airways European Division	279	218	467	27 001	41 568	33 291	80·1	4 199	2 923	69·6	—	—
British Airways Airtours	904	504	1 363	75 466	170 897	135 068	79·0	15 553	11 509	74·0	—	—
British Airways Regional Division	16	22	34	1 480	1 787	1 407	78·7	164	113	68·7	—	—
British Caledonian Airways	572	496	1 014	40 063	62 881	47 081	74·9	5 949	4 046	68·0	—	—
Britannia Airways	2 619	1 618	4 160	171 327	340 421	279 975	82·2	28 948	23 807	82·2	—	—
British Island Airways	1	3	3	138	32	29	92·0	3	3	84·8	—	—
Dan-Air Services	3 046	1 995	5 042	188 592	361 626	294 006	81·3	28 925	23 518	81·3	—	110
Intra Airways	13	39	46	1 773	820	601	73·3	62	45	72·4	—	—
Laker Airways	816	412	1 194	41 638	108 738	84 037	77·3	10 633	8 293	78·0	—	—
Monarch Airlines	813	519	1 303	53 220	121 040	90 799	75·0	11 814	8 235	69·7	—	—
TOTAL International Services	9 117	5 833	14 686	601 922	1 216 752	973 069	80·0	107 001	83 097	77·7	—	110
<b>Domestic Services</b>												
Intra Airways	—	4	1	118	5	4	81·9	1	—	72·1	—	—
TOTAL Domestic Services	—	4	1	118	5	4	81·9	1	—	72·1	—	—
GRAND TOTAL	9 117	5 837	14 687	602 040	1 216 757	973 073	80·0	107 002	83 098	77·7	—	110

## All Class 4 Licence Operations October 1976

**Table 26.1**

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km		Percentage of available	Tonne—km		
				IT	Other		Used (000)	Available (000)		Used (000)	Percentage of available	
British Airways Overseas Division	136	31	174	—	2 258	24 657	22 057	89.5	2 464	2 049	83.1	
British Airways European Division	20	30	40	—	2 144	2 184	1 430	65.5	198	119	60.1	
British Caledonian Airways	124	61	193	—	4 905	20 704	18 222	88.0	2 014	1 559	77.4	
Britannia Airways	30	17	48	—	1 099	3 913	1 973	50.4	333	168	50.2	
British Island Airways	2	8	8	—	358	96	89	92.7	9	8	86.2	
British Midland Airways	8	10	21	—	696	593	578	97.3	50	45	90.7	
Dan-Air Services	522	307	856	110	23 728	62 191	49 624	79.8	4 976	3 961	79.6	
Intra Airways	7	30	27	—	1 377	433	357	82.5	33	27	80.7	
Laker Airways	222	150	390	—	10 850	20 217	15 976	79.0	1 833	1 457	79.5	
Loganair	12	389	76	—	1 321	93	48	52.2	8	4	52.2	
Monarch Airlines	61	42	101	—	4 486	7 871	6 624	84.2	771	601	77.8	
TOTAL	1 145	1 075	1 934	110	53 222	142 951	116 977	81.8	12 689	9 997	78.8	

## International Class 4 Licence Operations October 1976

**Table 26.2**

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km		Percentage of available	Tonne—km		
				IT	Other		Used (000)	Available (000)		Used (000)	Percentage of available	
British Airways Overseas Division	136	31	174	—	2 258	24 657	22 057	89.5	2 464	2 049	83.1	
British Airways European Division	19	28	37	—	2 033	1 984	1 351	68.1	178	112	63.0	
British Caledonian Airways	124	61	193	—	4 905	20 704	18 222	88.0	2 014	1 559	77.4	
Britannia Airways	30	17	48	—	1 099	3 913	1 973	50.4	333	168	50.2	
British Island Airways	1	4	4	—	160	47	41	86.1	4	4	79.8	
British Midland Airways	8	10	21	—	696	593	578	97.3	50	45	90.7	
Dan-Air Services	522	307	856	110	23 728	62 191	49 624	79.8	4 976	3 961	79.6	
Intra Airways	5	21	17	—	985	272	228	83.7	21	17	82.2	
Laker Airways	222	150	390	—	10 850	20 217	15 976	79.0	1 833	1 457	79.5	
Monarch Airlines	61	42	101	—	4 486	7 871	6 624	84.2	771	601	77.8	
TOTAL	1 128	671	1 841	110	51 200	142 450	116 672	81.9	12 644	9 971	78.9	

## Domestic Class 4 Licence Operations October 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		
				IT	Other				Available (000)	Used (000)	Percentage of available
British Airways European Division	1	2	3	—	111	200	79	39·6	20	7	34·3
British Island Airways	1	4	4	—	198	49	48	99·1	5	4	92·4
Intra Airways	3	9	10	—	392	160	129	80·4	12	10	78·3
Loganair	12	389	76	—	1 321	93	48	52·2	8	4	52·2
TOTAL	17	404	93	—	2 022	502	305	60·7	45	25	55·4

## All Class 6 Licence Operations October 1976

**Table 27.1**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	9	20	19	133	138	69	50.1
British Caledonian Airways	436	124	590	1 428	12 954	8 383	64.7
Air Freight	5	22	26	65	16	14	87.9
Air-Bridge Carriers	33	125	133	511	385	142	36.9
British Air Ferries	17	57	90	145	145	55	37.7
Dan-Air Services	54	125	185	306	283	138	48.7
International Aviation Service	551	168	812	2 593	20 516	16 810	81.9
Tradewinds Airways	225	84	462	571	5 923	3 804	64.2
Trans-Meridian Air Cargo	333	115	721	812	9 248	6 987	75.5
<b>TOTAL</b>	<b>1 664</b>	<b>840</b>	<b>3 037</b>	<b>6 565</b>	<b>49 608</b>	<b>36 401</b>	<b>73.4</b>

## International Class 6 Licence Operations October 1976

**Table 27.2**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	9	20	19	133	138	69	50.1
British Caledonian Airways	436	124	590	1 428	12 954	8 383	64.7
Air Freight	5	22	26	65	16	14	87.9
Air-Bridge Carriers	4	9	15	29	37	13	34.2
British Air Ferries	17	57	90	145	145	55	37.7
Dan-Air Services	20	63	79	152	104	52	49.6
International Aviation Service	551	168	812	2 593	20 516	16 810	81.9
Tradewinds Airways	225	84	462	571	5 923	3 804	64.2
Trans-Meridian Air Cargo	333	115	721	812	9 248	6 987	75.5
<b>TOTAL</b>	<b>1 599</b>	<b>662</b>	<b>2 814</b>	<b>5 929</b>	<b>49 082</b>	<b>36 186</b>	<b>73.7</b>

## Domestic Class 6 Licence Operations October 1976

**Table 27.3**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Air-Bridge Carriers	30	116	118	482	348	129	37.1
Dan-Air Services	35	62	106	154	178	86	48.3
<b>TOTAL</b>	<b>64</b>	<b>178</b>	<b>223</b>	<b>636</b>	<b>526</b>	<b>215</b>	<b>40.9</b>

All Class 7 Licence Operations    October 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	291	2 209	1 451	18 293	5 922	2 698	45·6	175	575	243	27	216	42·3
Bristow Helicopters	534	3 428	3 346	24 824	8 893	4 438	49·9	254	761	449	49	400	59·0
British Executive Air Services	34	260	212	1 433	474	187	39·5	21	44	18	3	15	40·9
TOTAL	859	5 897	5 009	44 550	15 289	7 323	47·9	450	1 380	710	80	631	51·4

International Class 7 Licence Operations    October 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	273	2 050	1 365	18 144	5 765	2 682	46·5	170	561	241	27	214	43·0
Bristow Helicopters	534	3 428	3 346	24 824	8 893	4 438	49·9	254	761	449	49	400	59·0
British Executive Air Services	34	260	212	1 433	474	187	39·5	21	44	18	3	15	40·9
TOTAL	841	5 738	4 923	44 401	15 132	7 307	48·3	445	1 366	708	79	629	51·8

Domestic Class 7 Licence Operations    October 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	18	159	86	149	157	16	10·2	5	14	2	1	1	14·3
TOTAL	18	159	86	149	157	16	10·2	5	14	2	1	1	14·3



# All Exempt Operations    October 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	12	4	18	534	3 694	3 089	83·6	—	459	321	—	321	70·0
British Airways European Division	207	205	437	2 591	6 296	2 523	40·1	1 057	3 278	1 536	1 292	244	46·9
British Airtours	2	2	4	300	361	286	79·4	—	33	26	—	26	79·4
British Airways Regional Division	10	30	33	836	599	301	50·3	1	49	24	—	24	50·3
 British Caledonian Airways	 77	 29	 104	 719	 2 577	 1 237	 48·0	 170	 2 110	 1 655	 1 545	 110	 78·4
 Air Anglia	 61	 178	 181	 353	 425	 122	 28·7	 —	 43	 12	 —	 12	 28·7
Air Freight	30	87	154	1 386	764	432	56·6	27	89	46	14	32	52·2
Air-Bridge Carriers	36	48	120	—	—	—	—	176	324	131	131	—	40·4
Alidair	63	143	191	1 767	2 744	994	36·2	134	379	149	65	84	39·4
Beecham Imperial	7	11	15	54	55	31	56·8	—	5	3	—	3	56·9
Britannia Airways	65	106	122	10 941	8 488	6 748	79·5	—	722	574	—	574	79·5
British Air Ferries	27	58	109	804	835	298	35·7	26	145	49	23	26	33·9
British Island Airways	32	66	111	971	434	309	71·2	60	148	60	33	26	40·3
British Midland Airways	12	11	27	256	1 385	231	16·7	12	121	23	5	18	18·9
Dan-Air Services	159	382	472	9 876	11 474	5 873	51·2	13	926	496	22	474	53·6
Fairflight Charters	73	151	214	850	540	404	74·8	20	56	39	11	28	69·6
Fitair	5	11	16	47	50	21	42·0	—	4	2	—	2	50·0
Green Shield Stamp	38	47	67	128	339	122	35·9	—	34	10	—	10	29·2
I D S Aircraft	25	45	47	146	155	59	38·1	—	12	5	—	5	41·7
International Aviation Service	497	206	859	—	—	—	—	1 662	15 645	7 734	7 734	—	49·4
Intra Airways	6	10	26	87	39	26	66·9	13	23	10	8	2	43·2
Laker Airways	178	42	233	3 255	28 180	23 474	83·3	—	2 943	2 347	—	2 347	79·8
Loganair	59	342	266	992	520	98	18·8	—	46	9	—	9	19·6
Lowland Aero Service	8	25	27	60	48	19	39·6	—	5	1	—	1	20·0
MAM Aviation	79	81	118	237	709	231	32·6	—	70	19	—	19	27·1
Management Aviation	16	84	82	395	160	75	46·9	32	26	12	6	6	46·2
McAlpine Aviation	165	260	273	712	1 266	199	15·7	—	96	33	—	33	34·4
Northern Air Taxis	16	33	53	75	111	38	34·2	—	9	3	—	3	33·3
Northern Executive Aviation	20	61	76	254	124	89	71·8	13	14	10	3	7	71·4
Peters Aviation	41	67	130	504	539	334	62·1	3	41	30	2	28	73·5
Ryburn Air	11	63	47	32	55	18	32·1	—	7	2	—	1	25·8
Thurston Aviation	61	235	227	348	320	87	27·2	12	39	10	3	7	25·6
Tradewinds Airways	259	74	506	—	—	—	—	827	6 774	3 507	3 507	—	51·8
Trans-Meridian Air Cargo	544	141	1 182	—	—	—	—	1 320	13 749	6 914	6 914	—	50·3
Vernair Transport	69	154	254	543	459	294	64·0	—	40	25	—	25	60·8
 TOTAL	 2 970	 3 492	 6 800	 40 053	 73 742	 48 063	 65·2	 5 576	 48 462	 25 827	 21 321	 4 507	 53·3

# International Exempt Operations    October 1976

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	12	4	18	534	3 694	3 089	83.6	—	459	321	—	321	70.0
British Airways European Division	205	203	434	2 461	6 096	2 431	39.9	1 057	3 258	1 528	1 292	236	46.9
British Airtours	2	2	4	300	361	286	79.4	—	33	26	—	26	79.4
British Caledonian Airways	77	29	104	719	2 577	1 237	48.0	170	2 110	1 655	1 545	110	78.4
Air Anglia	10	23	37	44	71	22	30.7	—	7	2	—	2	30.7
Air Freight	8	13	33	39	35	21	60.9	18	25	13	11	2	51.4
Air-Bridge Carriers	37	48	120	—	—	—	—	176	324	131	131	—	40.6
Alidair	33	60	97	1 159	2 133	797	37.4	—	201	67	—	67	33.6
Beecham Imperial	5	7	11	44	39	25	63.8	—	3	2	—	2	63.5
Britannia Airways	65	106	122	10 941	8 488	6 748	79.5	—	722	574	—	574	79.5
British Air Ferries	25	50	99	723	792	276	34.9	26	138	47	23	24	34.3
British Island Airways	6	15	24	590	285	217	76.0	—	26	19	—	19	70.5
British Midland Airways	11	7	23	191	1 310	216	16.5	—	114	17	1	17	15.2
Dan-Air Services	49	42	95	2 938	6 162	3 600	58.4	13	493	311	22	288	63.1
Fairflight Charters	64	119	175	629	439	329	74.9	19	49	33	10	23	67.3
Fitair	5	11	16	47	50	21	42.0	—	4	2	—	2	50.0
Green Shield Stamp	31	27	53	93	273	100	36.8	—	27	8	—	8	29.7
I D S Aircraft	25	45	47	146	155	59	38.1	—	12	5	—	5	41.7
International Aviation Service	497	206	859	—	—	—	—	1 662	15 645	7 734	7 734	—	49.4
Intra Airways	6	10	26	87	39	26	66.9	13	23	10	8	2	43.2
Laker Airways	178	42	233	3 255	28 180	23 474	83.3	—	2 943	2 347	—	2 347	79.8
MAM Aviation	68	63	102	184	612	199	32.5	—	61	16	—	16	26.2
Management Aviation	16	84	82	395	160	75	46.9	32	26	12	6	6	46.2
McAlpine Aviation	123	157	192	563	971	153	15.8	—	76	29	—	29	38.2
Northern Air Taxis	5	6	16	20	34	16	47.1	—	3	1	—	1	33.3
Northern Executive Aviation	5	7	16	29	32	21	65.6	—	2	1	—	1	50.0
Peters Aviation	40	60	122	450	516	319	61.8	3	39	29	2	27	74.1
Ryburn Air	11	63	47	32	55	18	32.1	—	7	2	—	1	25.8
Thurston Aviation	41	139	157	172	190	51	26.8	11	25	7	3	4	28.0
Tradewinds Airways	259	74	506	—	—	—	—	827	6 774	3 507	3 507	—	51.8
Trans-Meridian Air Cargo	544	141	1 182	—	—	—	—	1 320	13 749	6 914	6 914	—	50.3
Vernair Transport	8	16	31	42	42	27	62.6	—	4	2	—	2	57.7
TOTAL	2 469	1 879	5 081	26 827	63 790	43 853	68.7	5 345	47 380	25 373	21 211	4 162	53.6

# Domestic Exempt Operations October 1976

**Table 29.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	1	2	3	130	200	93	46.4	—	20	8	—	8	40.7
British Airways Regional Division	10	30	33	836	599	301	50.3	1	49	24	—	24	50.3
Air Anglia	51	155	144	309	354	100	28.3	—	35	10	—	10	28.3
Air Freight	23	74	121	1 347	729	411	56.4	9	64	34	3	31	52.5
Alidair	30	83	94	608	611	197	32.3	134	178	82	65	17	45.9
Beecham Imperial	2	4	4	10	16	6	39.7	—	1	1	—	1	40.9
British Air Ferries	2	8	10	81	43	22	51.0	—	7	2	—	2	27.4
British Island Airways	27	51	87	381	148	92	62.0	60	122	41	33	8	33.8
British Midland Airways	1	4	5	65	75	15	20.4	12	7	6	4	1	78.8
Dan-Air Services	110	340	377	6 938	5 312	2 273	42.8	—	434	186	—	186	42.8
Fairflight Charters	9	32	40	221	101	75	74.3	1	7	6	1	5	85.7
Green Shield Stamp	7	20	14	35	66	21	32.4	—	7	2	—	2	27.1
Loganair	59	342	266	992	520	98	18.8	—	46	9	—	9	19.6
Lowland Aero Service	8	25	27	60	48	19	39.6	—	5	1	—	1	20.0
MAM Aviation	11	18	16	53	97	32	33.0	—	9	3	—	3	33.3
McAlpine Aviation	42	103	81	149	295	46	15.6	—	20	4	—	4	20.0
Northern Air Taxis	11	27	37	55	77	22	28.6	—	6	2	—	2	33.3
Northern Executive Aviation	15	54	61	225	92	68	73.9	13	12	9	3	6	75.0
Peters Aviation	2	7	9	54	23	16	68.8	—	2	1	—	1	61.4
Thurston Aviation	20	96	71	176	130	36	27.7	2	14	3	—	3	21.4
Vernair Transport	62	138	223	501	416	267	64.1	—	36	22	—	22	61.2
<b>TOTAL</b>	<b>501</b>	<b>1 613</b>	<b>1 720</b>	<b>13 226</b>	<b>9 952</b>	<b>4 211</b>	<b>42.3</b>	<b>230</b>	<b>1 081</b>	<b>455</b>	<b>110</b>	<b>345</b>	<b>42.1</b>

Class 5 Operations for UK Operators    October 1976

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	1	2	2	325	246	121	49.2	..	27	11	—	—	11	40.7
British Airtours	216	88	333	11 700	41 410	30 767	74.3	..	3 728	2 692	—	—	2 692	72.2
British Airways Regional Division	15	33	34	1 995	1 704	827	48.5	..	162	71	—	—	71	43.8
British Caledonian Airways	5	1	8	147	1 010	790	78.2	..	98	71	—	—	71	72.4
Alidair	40	151	113	3 769	2 630	1 023	38.9	..	242	86	—	—	86	35.5
British Island Airways	4	16	15	592	195	156	80.0	..	17	14	—	—	14	82.4
British Midland Airways	105	45	146	5 985	19 027	15 724	82.6	..	1 531	1 255	—	28	1 227	82.0
Dan-Air Services	350	108	448	219	542	261	48.2	..	14 257	10 447	—	10 425	22	73.3
Monarch Airlines	2	2	4	201	283	132	46.6	..	28	12	—	—	12	42.9
TOTAL	738	446	1 104	24 933	67 047	49 801	74.3	..	20 090	14 659	—	10 453	4 206	73.0

Class 5 Operations for Non-UK Operators    October 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			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Caledonian Airways	69	19	95	409	4 062	2 937	72.3	..	1 779	906	—	642	264	50.9
Air Freight	11	31	55	—	—	—	—	..	41	28	—	28	—	68.3
Alidair	52	73	136	3 348	3 810	2 393	62.8	..	365	203	—	—	203	55.6
British Island Airways	24	62	76	—	—	—	—	..	108	57	—	57	—	52.8
British Midland Airways	101	52	135	4 411	17 004	9 183	54.0	..	1 515	825	—	109	716	54.5
International Aviation Service	52	19	63	—	—	—	—	..	1 882	1 561	—	1 561	—	82.9
Monarch Airlines	55	20	82	1 777	8 186	5 344	65.3	..	907	485	—	—	485	53.5
TOTAL	385	286	744	9 945	33 062	19 857	60.1	..	7 747	5 099	—	3 431	1 668	65.8

# Aircraft Type and Utilisation—All Airlines October 1976

Table 31.1

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1976	Daily utilisation per aircraft (hrs) Quarter ended September 1976
Aviation Traders Carvair	64	153	57	202	90	1 365	349	3	4.1
Aviation Traders Merchantman	458	—	556	—	821	—	—	5	4.9
AW650 Argosy	90	—	255	—	331	—	—	3	3.0
BAC 111-200	772	1 540	8	1 719	9	67 208	37 165	9	7.1
BAC 111-300/400	1 800	2 144	1	3 355	1	121 495	114 968	17	8.9
BAC 111-500	3 936	5 820	1	7 788	1	399 506	289 514	39	8.0
BAC Britannia-300	154	—	78	—	331	—	—	2	5.9
BAC VC10 Standard	—	—	—	—	—	—	—	2	—
BAC VC10 Super	3 201	1 035	—	4 346	—	52 968	282 854	15	11.2
BAC Viscount-700	103	239	55	240	64	5 536	2 018	4	3.2
BAC Viscount-700D/800/810	1 274	4 405	9	4 195	22	154 244	48 605	31	5.2
BAC/Aerospatiale Concorde	182	32	—	130	—	2 238	12 940	3	2.2
Beagle 206	24	58	—	80	—	135	57	3	1.7
Beechcraft B80 Queen-Air	56	118	—	199	—	484	261	4	1.5
Bell 206 Jetranger	13	137	—	62	—	131	12	1	1.8
Bell 212 Twin	62	784	—	387	—	4 376	360	6	2.1
Boeing 707-120/120B	456	139	—	601	—	14 592	54 960	2	13.4
Boeing 707-320C/336	5 114	1 069	493	4 560	2 297	62 766	349 436	32	8.2
Boeing 707-420	1 525	719	—	2 263	—	101 060	223 155	13	9.4
Boeing 720/720B	542	287	—	816	—	33 423	67 269	3	11.9
Boeing 727-100	758	414	—	1 165	—	46 512	89 303	5	10.0
Boeing 737-200	2 714	1 741	—	4 329	—	183 367	288 696	14	12.3
Boeing 747	5 346	1 293	—	6 994	—	151 502	1 084 385	19	14.0
Britten-Norman Islander	138	1 386	16	689	17	5 440	440	12	2.3
Britten-Norman Trislander	156	2 080	—	828	—	20 292	1 280	12	3.2
Canadair CL 44	1 381	—	424	—	2 973	—	—	13	6.9
Cessna 340	11	63	—	47	—	32	18	1	0.7
Cessna 401/421	6	21	—	14	—	16	4	1	0.6
Cessna 500 Citation	25	45	—	47	—	146	59	2	0.6
DC10	1 155	230	—	1 482	—	50 908	270 297	5	12.2
DC3 Dakota/Pionair	123	252	345	240	402	5 234	890	12	2.3
DC8-54/55F Jet Trader	346	—	115	—	477	—	—	2	8.2
DC9	60	174	—	159	—	8 821	3 026	1	9.0
DH 104 Dove	43	63	20	123	5	441	221	2	2.9
DH 106 Comet 48/C	1 404	818	—	2 244	—	77 166	132 446	18	7.2
DH 114 Heron	57	84	20	161	11	724	426	5	1.6
DHC 6 Twin-Otter	27	135	—	126	—	911	275	1	6.3
Fokker Friendship 100/600	478	1 234	—	1 519	—	20 811	9 443	7	7.2
HP Herald 100/200	601	2 344	389	2 351	479	63 266	13 102	19	5.1
HS 121 Trident 1C	363	667	—	788	—	40 216	21 604	10	2.9
HS 121 Trident 1E	292	521	—	610	—	39 892	22 315	3	7.0
HS 121 Trident 2E	1 685	1 254	—	2 658	—	83 580	114 573	15	6.5
HS 121 Trident 3B	2 587	3 480	—	5 081	—	321 154	235 981	25	6.6
HS 125	274	342	—	425	—	1 072	573	17	0.9
HS 748	477	1 449	110	1 536	167	31 840	10 749	11	6.4
Lockheed L1011 Tristar	877	640	—	1 400	—	107 778	151 534	7	6.8
PA23 Aztec/Apache	50	152	33	153	41	262	76	8	0.8
PA31 Navajo	158	432	31	467	35	1 162	485	12	1.6
Partenavia P68B	—	—	—	—	—	—	—	1	—
Riley Dove	14	27	4	44	1	189	91	1	1.8
Sikorsky 58T	110	719	31	658	31	4 404	660	9	2.4
Sikorsky S61N	659	3 638	—	3 693	—	38 780	6 571	32	3.7
Westland Wessex	49	970	—	347	—	3 576	181	4	3.0
TOTAL	42 252	45 347	3 051	71 321	8606	2 331 021	3 943 626	503	6.2

# Aircraft Type and Utilisation—Individual Airlines Table 31.2

## October 1976

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft 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>British Airways Overseas Division</b>									
DC10	490	56	—	591	—	10 348	90 576	2	13.2
BAC VC10 Standard	—	—	—	—	—	—	—	2	—
BAC VC10 Super	3 201	1 035	—	4 346	—	52 968	282 854	15	11.2
Lockheed L1011 Tristar	376	168	—	526	—	10 663	51 142	2	9.3
Boeing 707-320C/336	2 152	482	215	1 921	1 018	24 694	135 403	11	9.4
Boeing 707-420	285	64	—	380	—	6 416	44 067	4	8.9
Boeing 747	5 345	1 293	—	6 994	—	151 502	1 084 385	19	14.0
BAC/Aerospatiale Concorde	182	32	—	130	—	2 238	12 940	3	2.2
<b>TOTAL</b>	<b>12 031</b>	<b>3 130</b>	<b>215</b>	<b>14 888</b>	<b>1 018</b>	<b>258 829</b>	<b>1 701 367</b>	<b>58</b>	<b>11.1</b>
<b>British Airways European Division</b>									
BAC 111-500	1 748	3 661	—	3 769	—	241 672	110 654	18	7.0
HS 121 Trident 2E	1 685	1 254	—	2 658	—	83 580	114 573	15	6.5
Aviation Traders Merchantman	458	—	556	—	821	—	—	5	4.9
HS 121 Trident 1C	362	667	—	788	—	40 216	21 604	10	2.9
HS 121 Trident 3B	2 587	3 480	—	5 081	—	321 154	235 981	25	6.6
Lockheed L1011 Tristar	501	472	—	874	—	97 115	100 392	5	5.9
<b>TOTAL</b>	<b>7 342</b>	<b>9 534</b>	<b>556</b>	<b>13 170</b>	<b>821</b>	<b>783 737</b>	<b>583 204</b>	<b>78</b>	<b>6.0</b>
<b>British Airtours</b>									
Boeing 707-420	1 240	655	—	1 883	—	94 644	179 088	9	9.6
<b>British Airways Regional Division</b>									
HS 748	96	331	—	333	—	9 280	2 722	2	5.3
BAC Viscount-700D/800/810	766	3 050	—	2 670	—	110 082	29 788	20	4.9
BAC 111-300/400	484	1 334	—	1 196	—	68 842	26 775	7	7.7
HS 121 Trident 1E	292	521	—	610	—	39 892	22 315	3	7.0
<b>TOTAL</b>	<b>1 638</b>	<b>5 236</b>	<b>—</b>	<b>4 809</b>	<b>—</b>	<b>228 096</b>	<b>81 600</b>	<b>32</b>	<b>5.8</b>
<b>British Airways Helicopters</b>									
Sikorsky S61N	268	1 778	—	1 323	—	21 485	2 935	13	3.4
Bell 206 Jetranger	13	137	—	62	—	131	12	1	1.8
Sikorsky 58T	15	171	—	82	—	762	67	2	2.7
Bell 212 Twin	13	421	—	72	—	2 237	70	1	1.3
<b>TOTAL</b>	<b>309</b>	<b>2 507</b>	<b>—</b>	<b>1 539</b>	<b>—</b>	<b>24 615</b>	<b>3 084</b>	<b>17</b>	<b>3.1</b>
<b>British Caledonian Airways</b>									
BAC 111-200	585	1 299	—	1 349	—	53 347	25 532	7	6.8
BAC 111-500	1 028	1 271	1	1 973	1	74 491	67 513	12	7.6
Boeing 707-320C/336	2 419	502	174	2 373	839	29 806	189 543	11	11.2
<b>TOTAL</b>	<b>4 032</b>	<b>3 072</b>	<b>175</b>	<b>5 695</b>	<b>840</b>	<b>157 644</b>	<b>282 588</b>	<b>30</b>	<b>8.8</b>
<b>Air Anglia</b>									
Fokker Friendship 100/600	478	1 234	—	1 519	—	20 811	9 443	7	7.2
PA31 Navajo	109	304	—	332	—	815	369	5	2.7
<b>TOTAL</b>	<b>588</b>	<b>1 538</b>	<b>—</b>	<b>1 851</b>	<b>—</b>	<b>21 626</b>	<b>9 812</b>	<b>12</b>	<b>5.4</b>

**Table 31.2 cont.**

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1976	Daily utilisation per aircraft (hrs) Quarter ended September 1976
<b>Air Freight</b>									
DC3 Dakota/Pionair	81	76	225	126	290	1 386	432	7	1.8
<b>Air-Bridge Carriers</b>									
AW650 Argosy	90	—	255	—	331	—	—	3	3.0
BAC Viscount-700D/800/810	8	—	9	—	22	—	—	1	1.4
TOTAL	98	—	264	—	353	—	—	4	2.6
<b>Alldair</b>									
BAC Viscount-700	103	239	55	240	64	5 536	2 017	4	2.6
BAC Viscount-700D/800/810	52	73	—	136	—	3 348	2 393	1	5.5
TOTAL	155	312	55	376	64	8 884	4 410	5	3.2
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	97	1 803	—	556	—	18 758	977	6	4.2
Britten-Norman Islander	3	68	—	19	—	286	13	2	0.7
TOTAL	101	1 871	—	575	—	19 044	989	8	3.3
<b>Beecham Imperial</b>									
HS 125	7	11	—	15	—	54	31	1	0.5
<b>Bristow Helicopters</b>									
Sikorsky S61N	391	1 860	—	2 370	—	17 295	3 636	19	3.9
Westland Wessex	49	970	—	347	—	3 576	181	4	3.0
Sikorsky 58T	79	495	—	526	—	3 247	518	6	2.8
Bell 212 Twin	15	103	—	103	—	706	103	1	4.5
TOTAL	534	3 428	—	3 346	—	24 824	4 438	30	3.5
<b>Britannia Airways</b>									
Boeing 737-200	2 714	1 741	—	4 329	—	183 367	288 696	14	12.3
<b>British Air Ferries</b>									
HP Herald 100/200	113	569	—	447	—	13 680	2 729	4	3.0
Aviation Traders Carvair	64	153	57	202	90	1 365	349	3	4.1
TOTAL	177	722	57	649	90	15 045	3 078	7	3.5
<b>British Executive Air Services</b>									
Bell 212 Twin	34	260	—	212	—	1 433	187	4	1.2
<b>British Island Airways</b>									
HP Herald 100/200	439	1 602	389	1 702	479	45 756	9 092	12	5.8
<b>British Midland Airways</b>									
HP Herald 100/200	49	173	—	202	—	3 830	1 281	3	5.0
BAC Viscount-700D/800/810	448	1 282	—	1 389	—	40 814	16 424	9	6.4
DC9	60	174	—	159	—	8 821	3 026	1	9.0
Boeing 707-320C/336	158	71	—	213	—	6 778	17 892	6	2.5
TOTAL	716	1 700	—	1 963	—	60 243	38 623	19	4.9

**Table 31.2 cont.**

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1976	Daily utilisation per aircraft (hrs) Quarter ended September 1976
<b>Brymon Airways</b>									
Britten-Norman Islander	32	193	—	174	—	1 089	114	2	4.6
DHC 6 Twin-Otter	27	135	—	126	—	911	275	1	6.3
TOTAL	60	328	—	300	—	2 000	389	3	5.2
<b>Dan-Air Services</b>									
HS 748	381	1 118	110	1 203	167	22 560	8 027	9	6.7
BAC 111-200	187	241	8	370	9	13 861	11 634	2	7.9
BAC 111-300/400	546	376	1	950	1	24 713	37 967	5	8.7
BAC 111-500	770	592	—	1 372	—	57 082	75 717	6	10.0
DH 106 Comet 4B/C	1 404	818	—	2 244	—	77 166	132 446	18	7.2
Boeing 727-100	758	414	—	1 165	—	46 512	89 303	5	10.0
Boeing 707-320C/336	385	14	104	53	440	1 488	6 599	4	3.4
TOTAL	4 432	3 573	223	7 357	617	243 382	361 693	49	7.7
<b>Fairflight Charters</b>									
DH 114 Heron	16	22	15	38	4	220	92	1	2.5
DH 104 Dove	43	63	20	123	5	441	221	2	2.9
Riley Dove	14	27	4	44	1	189	91	1	1.8
PA23 Aztec/Apache	—	—	—	—	—	—	—	1	0.7
TOTAL	73	112	39	205	10	850	404	5	2.2
<b>Fitair</b>									
PA31 Navajo	5	11	—	16	—	47	21	1	1.1
<b>Green Shield Stamp</b>									
HS 125	38	47	—	67	—	128	122	1	1.6
<b>I D S Aircraft</b>									
Cessna 500 Citation	25	45	—	47	—	146	59	2	0.6
PA31 Navajo	—	—	—	—	—	—	—	2	—
TOTAL	25	45	—	47	—	146	59	4	0.3
<b>International Aviation Service</b>									
BAC Britannia-300	154	—	78	—	331	—	—	2	6.0
DC8-54/55F Jet Trader	346	—	115	—	477	—	—	2	8.2
TOTAL	500	—	193	—	808	—	—	4	7.1
<b>Intra Airways</b>									
DC3 Dakota/Pionair	42	176	120	114	112	3 848	457	5	2.9
<b>Laker Airways</b>									
BAC 111-300/400	770	434	—	1 209	—	27 940	50 226	5	10.8
DC10	665	174	—	891	—	40 560	179 721	3	11.7
Boeing 707-120/120B	456	139	—	601	—	14 592	54 960	2	13.4
TOTAL	1 891	747	—	2 701	—	83 092	284 908	10	11.6



**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>Loganair</b>									
Britten-Norman Trislander	58	277	—	272	—	1 534	303	6	2.2
Britten-Norman Islander	92	1 106	—	469	—	3 923	269	7	2.2
TOTAL	151	1 383	—	741	—	5 457	572	13	2.2
<b>Lowland Aero Service</b>									
Beagle 206	8	25	—	27	—	60	19	1	1.2
<b>MAM Aviation</b>									
HS 125	79	81	—	118	—	237	231	2	1.4
<b>Management Aviation</b>									
Sikorsky 58T	16	53	31	50	31	395	75	1	2.0
<b>McAlpine Aviation</b>									
Cessna 401/421	6	21	—	14	—	16	4	1	0.6
HS 125	150	203	—	225	—	653	189	13	0.7
PA23 Aztec/Apache	9	36	—	34	—	43	6	2	0.3
TOTAL	165	260	—	273	—	712	199	16	0.6
<b>Monarch Airlines</b>									
BAC 111-500	389	296	—	674	—	26 261	35 630	3	11.5
Boeing 720/720B	542	287	—	816	—	33 423	67 268	3	11.9
TOTAL	932	583	—	1 490	—	59 684	102 899	6	11.7
<b>Moseley Aviation</b>									
PA31 Navajo	..	..	..	..	..	..	..	1	0.9
<b>Northern Air Taxis</b>									
Beagle 206	16	33	—	53	—	75	38	2	2.2
<b>Northern Executive Aviation</b>									
Britten-Norman Islander	10	19	16	27	17	142	44	1	1.6
PA31 Navajo	10	23	3	30	2	112	45	1	1.2
TOTAL	20	42	19	57	19	254	89	2	1.4
<b>Peters Aviation</b>									
DH 114 Heron	41	62	5	123	7	504	334	4	1.4
<b>Ryburn Air</b>									
Cessna 340	11	63	—	47	—	32	18	1	0.7
Partenavia P68B	—	—	—	—	—	—	—	1	—
TOTAL	11	63	—	47	—	32	18	2	0.4
<b>Thurston Aviation</b>									
PA23 Aztec/Apache	27	80	33	65	41	160	37	3	1.5
PA31 Navajo	34	94	28	89	33	188	50	2	1.8
TOTAL	61	174	61	154	74	348	87	5	1.6

**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>Tradewinds Airways</b>									
Canadair CL 44	484	—	158	—	968	—	—	5	6.2
<b>Trans-Meridian Air Cargo</b>									
Canadair CL44	898	—	266	—	2 005	—	—	8	7.3
<b>Vernair Transport</b>									
PA23 Aztec/Apache	14	36	—	54	—	59	33	2	0.6
Beechcraft B80 Queen-Air	56	118	—	199	—	484	261	4	1.5
<b>TOTAL</b>	<b>69</b>	<b>154</b>	<b>—</b>	<b>253</b>	<b>—</b>	<b>543</b>	<b>294</b>	<b>6</b>	<b>1.2</b>
<b>GRAND TOTAL</b>	<b>42 252</b>	<b>45 347</b>	<b>3 051</b>	<b>71 321</b>	<b>8 606</b>	<b>2 331 021</b>	<b>3 943 626</b>	<b>503</b>	<b>6.2</b>

# Operations Subject to Variable Charge by Type of Licence    October 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	538 751	295 023	71 005	224 021	54.7
Class 2	38 917	28 042	—	28 042	72.0
Class 3	106 938	83 051	—	83 051	77.7
Class 4	12 652	9 969	—	9 969	78.7
Class 5A	19 339	14 112	10 453	3 659	72.9
Class 6	36 247	25 694	25 548	146	70.9
Class 7	1 302	673	76	597	51.6
<b>TOTAL</b>	<b>754 146</b>	<b>456 563</b>	<b>107 081</b>	<b>349 485</b>	<b>60.5</b>
<b>Non-chargeable Operations</b>					
Aircraft hired from Foreign Operators	10 908	7 524	6 225	1 300	68.9
Exempt Services	41 700	22 391	17 892	4 499	53.5
Class 5B	6 182	3 830	2 162	1 668	61.9
Small Aircraft Operations	445	224	8	216	50.3
<b>TOTAL</b>	<b>59 234</b>	<b>33 970</b>	<b>26 287</b>	<b>7 683</b>	<b>57.3</b>
<b>GRAND TOTAL</b>	<b>813 380</b>	<b>490 533</b>	<b>133 368</b>	<b>357 169</b>	<b>60.3</b>

# Output by Type of Licence and Aircraft Ownership    October 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	539 109	420	2 470	542 000
Class 2	38 917	—	—	38 917
Class 3	106 938	64	—	107 002
Class 4	12 661	28	—	12 689
Class 6	36 247	9 804	3 557	49 608
Class 7	1 380	—	—	1 380
Exempt Services	41 700	2 632	4 130	48 462
<b>TOTAL</b>	<b>776 951</b>	<b>12 948</b>	<b>10 157</b>	<b>800 056</b>
Class 5A	19 339	—	751	20 090
Class 5B	6 182	1 565	—	7 747
<b>TOTAL</b>	<b>25 521</b>	<b>1 565</b>	<b>751</b>	<b>27 837</b>
<b>GRAND TOTAL</b>	<b>802 472</b>	<b>14 513</b>	<b>10 908</b>	<b>827 893</b>

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# Appendix A Definitions—Traffic Statistics

## MOVEMENTS AT AIRPORTS

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

## AIR PASSENGERS

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

## TYPES OF SERVICES

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

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

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

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

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

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

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

## CLASSES OF LICENCE

**Class 1** authorises scheduled service flights;

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

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

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

**Class 5** authorises substitute charter flights;

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

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

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

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

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

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

## Appendix B Measures and their Computation

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

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