

Civil Aviation Authority



CAA Monthly Statistics
(up to and including August 1976)

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Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

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

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

The series comprise:

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

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

Contents

Foreword

Civil Aviation Statistics—August 1976

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

Appendix A	Definitions—Traffic Statistics	54
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Appendix B	Measures and their Computation	56
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Civil Aviation Statistics—August 1976

Activity at Airports

Air transport movements reached a level of 75 000 during August 1976, a growth of 5.2 per cent against August 1975. London area movements accounted for 37 000 (1.7 per cent growth) whilst over the rest of the UK there was an increase of 8.7 per cent (a total of 38 000 movements). Over the three month period June to August 1976 an aggregate growth of 5.8 per cent was reported compared with a year earlier. This comprised a 2.8 per cent growth in the London area and an increase of 8.9 per cent elsewhere in the UK. With the exception of Stansted all airports within the London area reported growth; Luton only marginally (12 additional movements per month), Heathrow by 1.2 per cent (269 additional movements per month), Southend by 3.5 per cent (39 additional movements per month) and Gatwick by 8.2 per cent (655 additional movements per month). Stansted reported a 2.0 per cent decline (7 fewer movements per month). Outside the London area, Aberdeen reported the greatest increase in actual movements (1235 additional movements per month; 45.6 per cent growth), followed by Edinburgh (250 additional movements; 14.7 per cent growth) and Birmingham (204 additional movements; 9.8 per cent growth). Coventry reported the heaviest rate of decline (−27.3 per cent) and the heaviest growth rate was at Wick (83.1 per cent). Scheduled movements during the period June to August 1976, as compared with the previous year, grew by 3.3 per cent and charter movements by 13.4 per cent. The UK operators' share of total and scheduled movements increased marginally to stand at 76.6 per cent and 73.9 per cent respectively, but their share of charter traffic declined marginally to stand at 84.1 per cent.

More than 5 million terminal passengers used UK airports during August (2.8 per cent more than in August 1975). London area passengers grew by 4.4 per cent to more than 3.5 million whilst over the remainder of the UK there was a marginal decline (1.6 million passengers). During the three months June to August 1976 an aggregate growth of 4.4 per cent was reported, 5.9 per cent in the London area and 1.3 per cent elsewhere in the UK. Gatwick, Heathrow and Southend all reported growth (30 226 additional passengers per month; 4.5 per cent growth, 171 537 additional passengers; 7.9 per cent growth and 1688 additional passengers; 7.0 per cent growth respectively). Luton recorded 7.3 per cent decline (17 385 fewer passengers per month) and Stansted 5.0 per cent decline (1474 fewer passengers). Outside the London area, Edinburgh reported the greatest increase in actual passengers handled (19 920 additional passengers per month; 23.4 per cent growth), followed by Aberdeen with 18 637 additional passengers (30.8 per cent growth) and Manchester with 18 504 additional passengers (6.0 per cent growth). Belfast reported the heaviest fall in passengers handled (15 605 fewer per month; 11.6 per cent decline), whilst the heaviest rate of decline (−78.3 per cent) was reported at Manston. The heaviest growth rate was reported at Cambridge (72.0 per cent). Passengers travelling by scheduled services increased by 4.6 per cent and those by charter

services by 3.9 per cent. The UK operators claimed less of these increases than foreign operators; their share of total passengers fell 1.1 percentage points to 68.2 per cent; scheduled passengers fell 1.0 percentage points to 64.2 per cent and charter passengers fell 1.1 percentage points to 77.8 per cent.

Between June and August 1976 a monthly average of 4.8 million passengers used UK airports; 3.6 million travelled on international services (5.0 per cent growth) and 1.2 million on domestic services (2.0 per cent growth). International scheduled passengers increased by 7.0 per cent. Services to the USA, which carried 14.5 per cent of the total scheduled traffic achieved a 22.6 per cent growth. Services to France carried 11.2 per cent of the traffic (a marginal decline) and those to the Irish Republic 8.6 per cent (1.5 per cent growth). Total international charter passengers increased by 3.0 per cent. Services to Spain carried 35.7 per cent of the traffic (12.8 per cent decline), services to Italy carried 12.1 per cent (12.9 per cent growth) and those to the USA 9.7 per cent (58.2 per cent growth). Of the passengers travelling on the main domestic routes, only those travelling on London services increased (6.2 per cent growth). Routes to the Isle of Man were used by 15.6 per cent fewer passengers, to the Channel Islands by 12.4 per cent fewer, and to Belfast by 12.3 per cent fewer; those to Glasgow and Edinburgh were used by 5.5 per cent fewer and 3.0 per cent fewer respectively.

More than 50 000 tonnes of air freight were handled at UK airports in August 1976, 6.0 per cent growth as compared with August 1975. This comprised an increase of 6.9 per cent over the London area and 2.2 per cent over the rest of the UK. During the period June to August 1976 an overall growth of 4.3 per cent was recorded as compared with the previous year. London area tonnage rose by 4.4 per cent whilst over the rest of the UK tonnage rose by 3.8 per cent. Luton, Stansted and Heathrow all reported growth. In the case of Luton the increase was more than one fold (218.4 additional tonnes per month). Stansted and Heathrow reported 353.2 additional tonnes per month (23.2 per cent growth) and 1556.8 additional tonnes per month (4.8 per cent growth) respectively. Gatwick handled 226.7 fewer tonnes per month (3.5 per cent decline) and Southend 72.0 fewer tonnes (6.2 per cent decline). Outside the London area, Liverpool, Bournemouth and Aberdeen reported the greatest increases in tonnage handled (176.6 additional tonnes per month; 22.2 per cent growth, 176.1 additional tonnes; 46.2 per cent growth and 126.3 additional tonnes; 39.9 per cent growth respectively). Manchester reported the largest fall in tonnage handled (146.4 fewer tonnes per month; 5.7 per cent decline), followed by Southampton with 47.3 fewer tonnes per month (29.3 per cent decline). Freight carried on scheduled services grew by 3.8 per cent whilst that carried on charter services grew by 6.3 per cent. The UK operators' share of total cargo fell (2.5 percentage points to 49.6 per cent), as did their share of scheduled and charter tonnage (2.4 percentage points to 43.3 per cent and 3.2 percentage points to 75.8 per cent respectively).

Output of UK Airlines

The output of UK airlines for all services in August 1976 was 928 million available tonne-kilometres, an increase of 5.0 per cent on August 1975.

The scheduled services output of 574 million available tonne-kilometres was 5.9 per cent higher than a year earlier. The overall load factor was 60.2 per cent compared with 58.7 the previous year. Seat kilometres used were 67.7 per cent of those available. Seat factors on domestic and international scheduled services were 64.4 and 68.0 per cent respectively compared with 69.4 and 66.9 per cent a year earlier.

The non-scheduled output of 354 million available tonne-kilometres was 3.5 per cent higher than in August 1975. Advance Booking Charters and Inclusive Tour Charters accounted for 65.2 and 148.1 million available tonne-kilometres respectively compared with 58.1 and 136.1 million a year earlier.

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

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

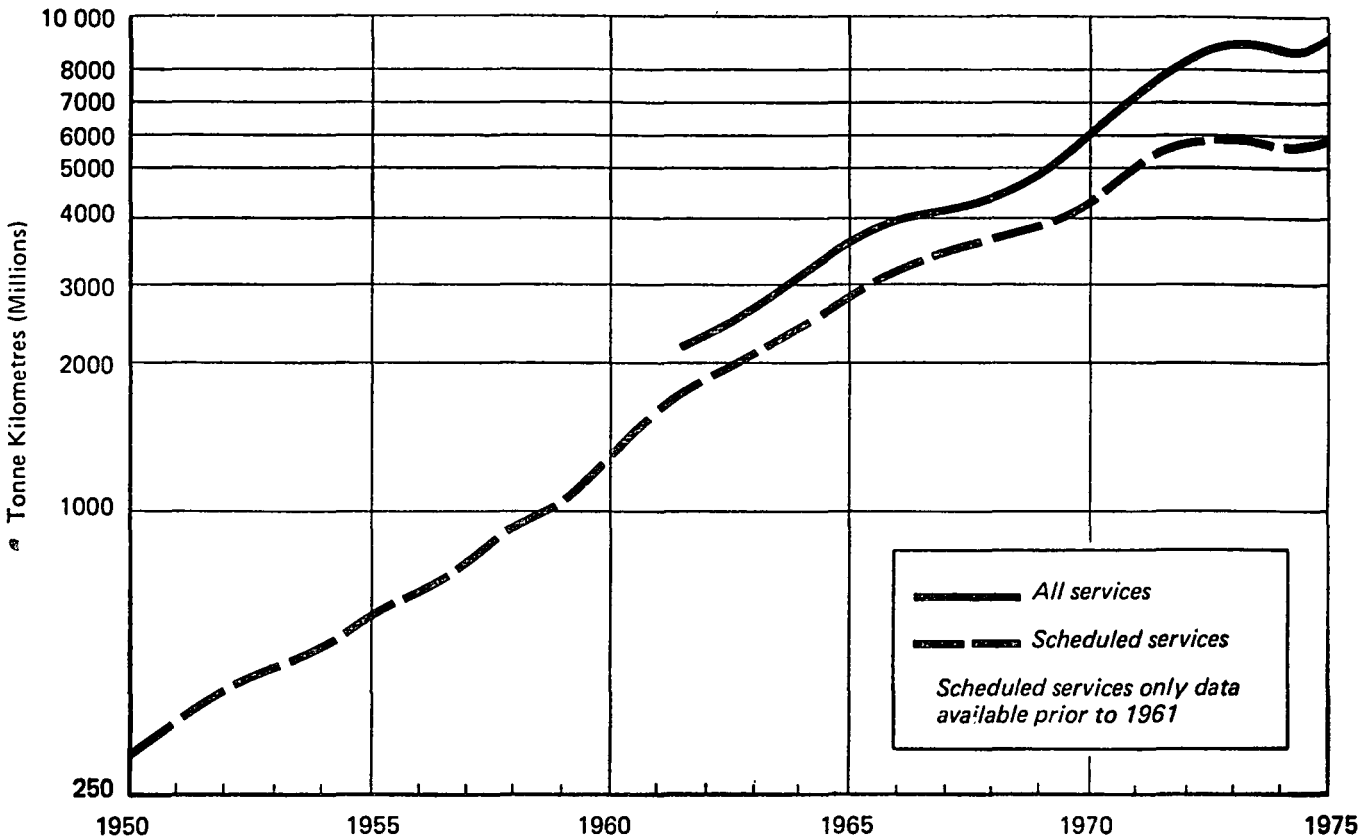
Table 1

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

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

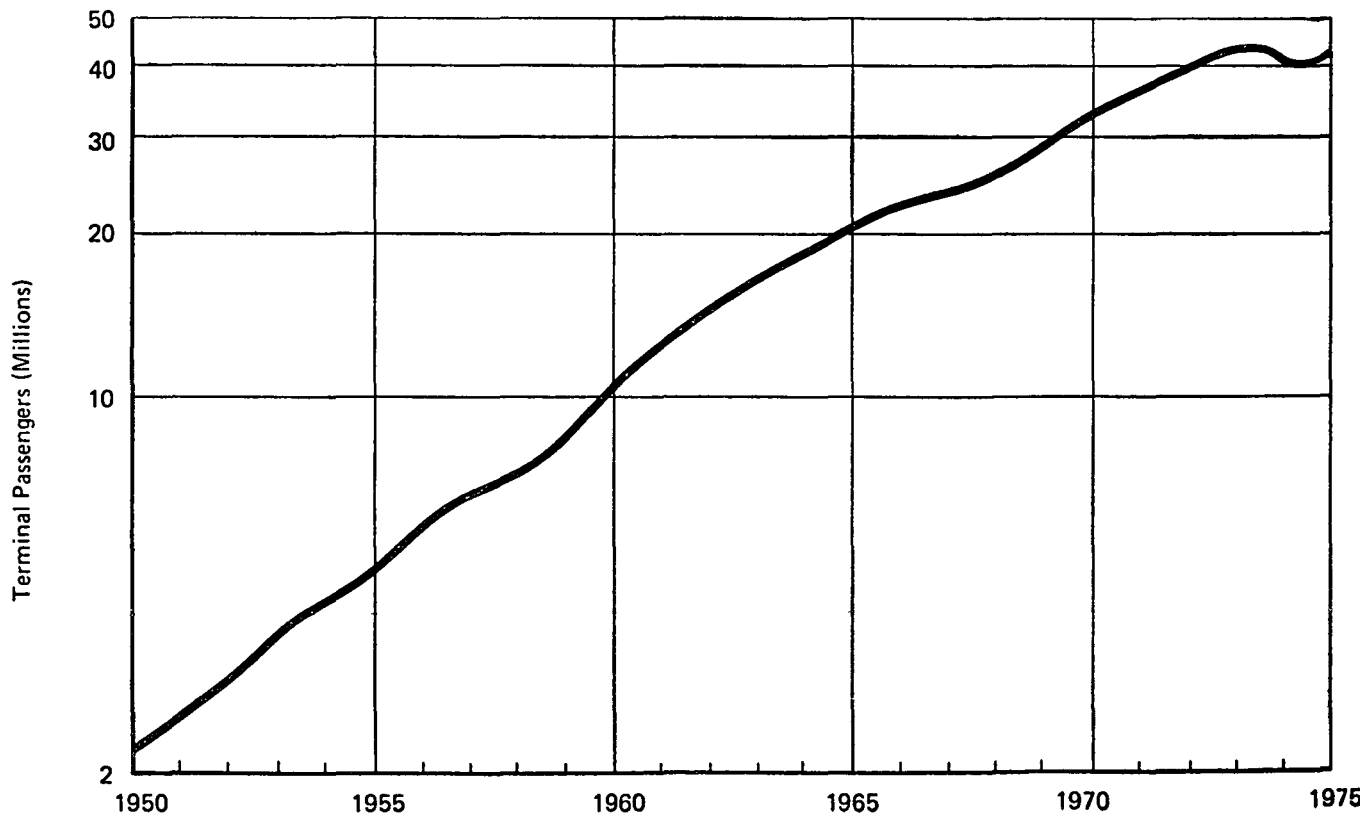
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1976

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
1975	1 911	701	41 846	8 928	5 984	2 994
Year ended						
August 1975	1 896	701	41 060	8 645	5 941	2 705
August 1976	1 920	726	43 663	9 475	6 412	3 064
Latest year's growth (percentages)						
	1.3	3.6	6.3	9.6	7.9	13.3
Mean rates of growth (percentages) to 1975						
20 years	6.6	4.7	11.8	..	13.0	..
10 years	6.7	3.3	8.1	11.6	9.2	18.1
5 years	4.1	2.8	4.0	5.1	6.1	3.1

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	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
1975 January	51.0	2 506	30.9	1 375	7.8	369	11.5	706	0.8	56
February	44.3	2 186	26.5	1 178	7.0	352	10.3	617	0.6	38
March	50.0	2 904	27.8	1 460	9.6	572	11.4	787	1.2	84
April	56.5	3 099	33.4	1 624	9.8	577	12.0	814	1.3	84
May	63.2	3 658	36.5	1 811	12.1	769	12.7	912	1.8	166
June	65.1	4 076	35.9	1 854	13.8	943	13.1	1 035	2.3	244
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
1976 January	50.8	2 703	29.3	1 436	9.1	436	11.5	770	0.9	61
February	47.6	2 419	27.8	1 305	8.5	402	10.7	671	0.7	41
March	54.4	2 995	31.7	1 613	9.9	490	11.8	813	1.1	78
April	60.2	3 536	34.2	1 748	12.3	732	12.2	932	1.5	124
May	65.9	3 906	36.8	1 896	13.8	796	13.1	995	2.2	219
June	69.2	4 275	38.2	2 016	15.4	949	12.9	1 054	2.7	256
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

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total	Commercial			Non-commercial			
	(000)	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
1975 January	128.5	55.5	51.0	4.4	73.0	48.6	16.9	7.5
February	116.3	48.5	44.3	4.2	67.8	44.5	16.7	6.6
March	157.8	56.4	50.0	6.4	101.4	72.2	20.1	9.1
April	163.3	62.0	56.6	5.4	101.3	72.6	19.4	9.4
May	183.0	70.8	63.2	7.6	112.2	82.2	19.3	10.7
June	187.8	73.7	65.1	8.6	114.1	90.0	15.0	9.1
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
1976 January	122.4	55.4	50.8	4.6	67.1	46.0	12.5	8.6
February	121.3	52.1	47.6	4.4	69.3	48.8	12.1	8.3
March	146.9	60.3	54.4	5.9	86.6	60.5	15.7	10.4
April	179.7	67.2	60.2	7.0	112.5	84.5	18.5	9.5
May	179.5	74.0	65.9	8.1	105.4	79.3	16.9	9.3
June	184.3	78.0	69.2	8.8	106.3	84.1	12.1	10.1
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

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1974	31 110	5 793	2 609	1 422	1 176	4 080	5 623	4 380	2 982	7 952
1975	30 062	5 606	2 622	1 430	1 153	4 094	5 242	5 472	2 696	8 007
1974 1st quarter	25 752	4 776	1 814	1 145	835	2 538	4 576	3 473	2 104	4 956
2nd quarter	33 689	6 168	2 876	1 516	1 355	4 880	6 025	4 483	3 238	9 053
3rd quarter	36 786	6 801	3 398	1 740	1 478	5 578	6 924	5 043	3 961	11 103
4th quarter	28 212	5 427	2 347	1 286	1 036	3 324	4 966	4 519	2 624	6 697
1975 1st quarter	26 019	4 738	1 951	1 195	1 011	2 919	3 860	4 570	2 200	5 880
2nd quarter	31 315	5 979	2 888	1 487	1 350	4 795	5 675	5 260	2 862	8 919
3rd quarter	35 491	6 689	3 288	1 661	1 369	5 451	6 474	5 895	3 490	10 728
4th quarter	27 421	5 016	2 360	1 375	881	3 211	4 960	6 164	2 231	6 501
1976 1st quarter	26 318	4 661	2 089	1 387	877	2 770	4 677	6 041	2 131	5 500
2nd quarter	32 305	6 015	3 053	1 696	1 230	4 715	5 868	7 423	2 817	9 202
1975 January	26 821	5 174	1 907	1 286	1 047	2 755	4 770	4 838	2 420	5 485
February	23 496	4 333	1 748	1 095	878	2 541	3 996	4 257	1 983	5 052
March	27 739	4 707	2 199	1 205	1 109	3 456	2 814	4 616	2 198	7 104
April	29 564	5 156	2 545	1 340	1 136	4 186	5 189	5 012	2 441	7 658
May	31 959	6 300	2 981	1 548	1 346	4 923	5 837	5 433	2 863	9 782
June	32 421	6 481	3 139	1 574	1 567	5 275	6 000	5 336	3 282	9 318
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
1976 January	26 882	4 606	1 985	1 332	833	2 570	4 689	5 701	2 175	5 060
February	24 553	4 386	1 958	1 350	737	2 472	4 402	5 760	2 030	4 652
March	27 520	4 992	2 325	1 480	1 061	3 267	4 941	6 661	2 188	6 788
April	30 598	5 227	2 652	1 498	1 060	4 316	5 223	7 206	2 421	8 317
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

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1974	2 306	259	122	64	35	84	256	78	138	163
1975	2 412	275	136	65	34	86	253	96	131	168
1974 1st quarter	1 760	197	78	51	26	40	213	59	99	72
2nd quarter	2 435	271	128	67	37	98	259	75	141	198
3rd quarter	3 043	351	180	86	50	133	338	96	204	262
4th quarter	1 986	215	103	53	26	62	212	80	108	122
1975 1st quarter	1 810	180	85	50	24	49	165	76	94	89
2nd quarter	2 469	296	149	68	37	101	264	92	135	192
3rd quarter	3 250	389	198	84	51	128	352	116	197	267
4th quarter	2 120	233	111	56	23	66	230	100	99	123
1976 1st quarter	1 914	193	84	52	23	46	210	94	88	82
2nd quarter	2 704	310	147	76	37	97	293	120	124	193
1975 January	1 782	181	64	48	22	39	192	78	100	67
February	1 535	161	76	44	20	41	162	69	78	74
March	2 112	197	114	58	30	67	141	80	105	125
April	2 183	223	116	56	28	82	212	86	114	140
May	2 491	307	154	70	36	109	267	93	130	217
June	2 733	357	177	79	48	112	313	97	161	219
July	3 248	387	197	85	51	125	366	116	207	256
August	3 404	412	211	87	57	137	359	112	219	303
1976 January	1 947	188	71	48	18	38	211	89	94	65
February	1 698	177	80	49	20	41	186	87	80	67
March	2 097	215	102	60	30	59	232	107	91	115
April	2 506	254	127	62	31	90	240	114	113	157
May	2 679	313	152	78	37	97	319	118	114	207
June	2 926	364	162	87	42	103	319	128	144	215
July	3 460	406	190	98	50	119	404	139	188	251
August	3 552	419	194	97	56	126	374	138	182	284

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
1975	January	42 296	4 257	815	127	63	1 256	2 511	437	1 212	1 796
	February	43 036	3 979	769	161	74	1 217	2 246	376	1 145	1 850
	March	49 744	4 355	765	126	64	1 380	2 223	475	1 325	1 829
	April	44 145	4 028	858	125	59	1 296	2 577	592	1 230	1 708
	May	41 960	4 040	907	109	59	1 186	2 719	541	1 244	1 673
	June	43 011	3 353	948	132	60	1 297	2 537	557	1 172	1 677
	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
1976	January	40 051	3 649	641	83	44	864	2 337	551	1 104	1 228
	February	40 483	3 782	623	72	46	1 026	2 383	656	1 203	1 527
	March	45 860	4 203	937	162	52	1 396	2 819	850	1 215	2 209
	April	42 696	3 972	828	93	65	1 329	2 571	708	1 145	2 128
	May	44 772	4 197	789	122	65	1 115	2 897	752	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

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1966		249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967		262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968		271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969		312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970		344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971		382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972		449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973		496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1974		478.9	263.9	9.9	65.5	188.5	55.1	3 684.7	2 117.4	57.5
1975		498.0	275.9	11.0	60.3	204.5	55.4	3 824.0	2 292.7	60.0
1974	1st quarter	417.4	228.2	9.0	65.4	153.8	54.7	3 116.4	1 718.1	55.1
	2nd quarter	455.1	238.0	8.2	58.9	170.9	52.3	3 578.2	1 928.6	53.9
	3rd quarter	572.8	328.2	9.8	69.3	249.2	57.3	4 454.6	2 820.1	63.3
	4th quarter	470.2	261.0	12.5	68.4	180.1	55.5	3 589.5	2 002.9	55.8
1975	1st quarter	439.3	241.6	10.8	63.2	167.7	55.0	3 315.6	1 868.7	56.4
	2nd quarter	496.6	264.9	10.4	63.2	191.3	53.3	3 783.0	2 142.2	56.6
	3rd quarter	568.9	333.6	10.6	64.4	258.3	58.7	4 438.7	2 926.4	66.0
	4th quarter	487.0	263.5	12.2	50.4	200.8	54.1	3 758.7	2 233.5	59.4
1976	1st quarter	491.2	265.3	11.4	63.6	190.3	54.0	3 778.3	2 119.9	56.1
	2nd quarter	568.6	311.7	11.5	65.8	234.3	54.8	4 470.4	2 603.2	58.2
1975	January	422.5	226.6	9.2	50.8	166.7	53.6	3 253.4	1 863.7	57.3
	February	392.3	209.0	10.3	59.3	139.4	53.3	2 957.6	1 543.7	52.2
	March	503.2	289.2	12.9	79.4	196.9	57.5	3 735.7	2 198.6	58.9
	April	426.9	230.2	9.4	59.1	161.7	53.9	3 221.4	1 816.0	56.4
	May	469.5	251.5	10.2	59.6	181.7	53.6	3 591.9	2 030.5	56.5
	June	593.4	313.1	11.6	70.9	230.6	52.8	4 535.8	2 580.0	56.9
	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
1976	January	454.9	248.7	10.0	49.2	189.5	54.7	3 542.4	2 124.6	60.0
	February	441.6	228.2	10.2	57.8	160.2	51.7	3 405.7	1 776.6	52.2
	March	577.0	319.0	14.0	83.9	221.1	55.3	4 386.8	2 458.4	56.0
	April	531.8	285.3	11.5	63.5	210.4	53.7	4 156.7	2 360.1	56.8
	May	524.4	284.7	10.7	61.6	212.3	54.3	4 147.4	2 347.5	56.6
	June	649.7	365.0	12.2	72.4	280.3	56.2	5 107.0	3 101.9	60.7
	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

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1966		24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967		25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968		25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969		24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970		25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971		26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972		28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973		32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1974		30.8	17.8	0.2	1.9	15.7	57.8	298.2	188.0	63.0
1975		28.3	16.3	0.2	1.2	14.9	57.6	278.5	177.1	63.6
1974	1st quarter	24.3	14.8	0.2	1.8	12.7	60.9	228.1	152.2	66.7
	2nd quarter	34.6	19.1	0.2	1.9	17.0	55.2	337.9	204.1	60.4
	3rd quarter	37.6	22.5	0.2	1.9	20.4	59.8	374.2	243.4	65.0
	4th quarter	26.7	14.8	0.3	1.8	12.8	55.4	252.7	152.2	60.2
1975	1st quarter	21.7	11.7	0.2	1.2	10.2	53.9	202.8	121.4	59.9
	2nd quarter	29.4	16.9	0.2	1.2	15.4	57.5	292.2	183.6	62.8
	3rd quarter	35.1	21.9	0.2	1.2	20.4	62.4	352.9	242.7	68.8
	4th quarter	26.9	14.8	0.2	1.0	13.5	55.0	265.9	160.6	60.4
1976	1st quarter	27.2	14.1	0.2	1.1	12.7	51.8	264.9	151.1	57.1
	2nd quarter	33.8	18.5	0.2	1.2	17.1	54.7	334.1	202.6	60.7
1975	January	25.0	12.6	0.3	1.5	10.8	50.4	232.8	128.3	55.1
	February	21.0	10.6	0.2	1.1	9.3	50.7	195.8	110.5	56.4
	March	19.1	11.9	0.2	1.1	10.6	62.4	179.8	125.4	69.7
	April	27.5	15.0	0.2	1.3	13.5	54.6	264.8	160.2	60.5
	May	30.3	17.5	0.2	1.2	16.0	57.7	304.8	190.6	62.6
	June	30.5	18.3	0.2	1.2	16.8	59.8	306.9	200.1	65.2
	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
1976	January	27.3	13.9	0.2	1.1	12.6	51.0	263.7	149.0	56.5
	February	25.8	12.9	0.2	1.1	11.6	50.0	251.0	137.7	54.9
	March	28.6	15.5	0.2	1.2	14.0	54.3	279.9	166.7	59.6
	April	31.3	16.7	0.2	1.2	15.4	53.6	310.6	182.5	58.7
	May	34.8	18.9	0.2	1.2	17.4	54.2	342.5	207.0	60.4
	June	35.3	19.8	0.2	1.2	18.4	56.0	349.3	218.4	62.5
	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

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
1975 January	397.4	214.0	9.0	49.3	155.8	53.9	3 020.6	1 735.4	57.5
February	371.3	198.3	10.1	58.1	130.2	53.4	2 761.8	1 433.2	51.9
March	484.1	277.2	12.6	78.2	186.4	57.3	3 555.8	2 073.1	58.3
April	399.4	215.2	9.1	57.8	148.3	53.9	2 956.6	1 655.8	56.0
May	439.3	234.0	10.0	58.4	165.7	53.3	3 287.2	1 839.8	56.0
June	562.8	294.8	11.3	69.7	213.8	52.4	4 228.9	2 380.0	56.3
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
1976 January	427.6	234.7	9.7	48.2	176.9	54.9	3 278.6	1 975.5	60.3
February	415.7	215.3	10.0	56.7	148.6	51.8	3 154.7	1 638.9	51.9
March	548.5	303.5	13.8	82.6	207.1	55.3	4 106.9	2 291.7	55.8
April	500.5	268.6	11.3	62.3	195.0	53.7	3 846.1	2 177.6	56.6
May	489.7	265.8	10.5	60.4	194.9	54.3	3 804.8	2 140.6	56.3
June	614.4	345.2	12.0	71.2	262.0	56.2	4 757.7	2 883.5	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

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1974	211.7	30.4	86.3	12.4	44.5	6.1	81.1	12.0
1975	245.2	33.0	85.9	11.6	48.0	6.5	111.3	15.0
1974 1st quarter	174.5	29.5	69.4	11.7	20.5	3.5	54.6	14.3
2nd quarter	221.6	32.7	101.2	15.0	44.1	6.5	76.3	11.3
3rd quarter	281.0	32.9	116.9	13.7	85.2	10.0	78.8	9.2
4th quarter	169.7	26.5	57.7	9.0	27.4	4.2	84.6	13.3
1975 1st quarter	175.4	28.5	48.9	7.9	23.8	3.8	102.7	16.8
2nd quarter	245.7	33.1	95.8	12.9	48.7	6.6	101.3	13.6
3rd quarter	329.1	36.7	128.1	14.3	88.5	9.9	112.5	12.5
4th quarter	230.4	32.1	70.8	9.9	31.0	4.3	128.5	17.9
1976 1st quarter	183.5	27.2	54.2	8.0	20.4	3.0	109.0	16.2
2nd quarter	267.7	32.0	111.0	13.3	55.6	6.7	101.1	12.1
1975 January	183.4	30.3	41.5	6.9	27.8	4.6	114.1	18.8
February	146.8	27.2	41.1	7.6	13.8	2.6	91.9	17.1
March	196.1	28.0	64.1	9.1	29.8	4.3	102.2	14.6
April	211.2	33.1	70.7	11.1	29.5	4.6	111.0	17.4
May	248.9	34.6	102.5	14.3	43.2	6.0	103.2	14.4
June	277.2	31.8	114.1	13.1	73.5	8.4	89.6	10.3
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
1976 January	192.6	29.9	53.1	8.2	27.3	4.2	112.2	17.4
February	160.8	26.7	50.4	8.4	13.7	2.3	96.7	16.1
March	197.2	25.5	59.0	7.6	20.1	2.6	118.1	15.3
April	235.8	30.7	89.4	11.6	39.9	5.2	106.5	13.9
May	262.6	33.3	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

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1966		239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967		289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968		366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969		513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970		696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971		964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972		1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973		1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1974		991.5	794.9	80.1	519.5	5 124	7 493	1 462	1 530
1975		981.0	844.3	86.1	558.3	5 158	7 587	1 471	1 512
1974	1st quarter	787.6	600.0	76.2	380.7	4 023	6 007	1 493	1 576
	2nd quarter	1 168.2	874.9	74.9	579.6	6 025	8 606	1 428	1 509
	3rd quarter	1 346.4	1 152.9	85.6	764.0	6 996	10 161	1 453	1 509
	4th quarter	663.8	551.7	83.0	353.8	3 450	5 199	1 507	1 559
1975	1st quarter	559.8	486.7	86.9	328.8	3 048	4 376	1 436	1 480
	2nd quarter	1 088.5	908.8	83.5	622.4	5 809	8 367	1 440	1 460
	3rd quarter	1 466.5	1 325.2	90.4	868.0	7 649	11 281	1 475	1 527
	4th quarter	809.2	656.4	81.1	414.1	4 125	6 323	1 533	1 585
1976	1st quarter	615.9	520.6	84.5	338.5	3 234	4 806	1 486	1 538
	2nd quarter	1 262.3	998.5	79.1	639.9	6 276	9 496	1 513	1 560
1975	January	475.3	390.0	82.0	259.4	2 539	3 742	1 474	1 504
	February	469.9	423.1	90.1	285.8	2 616	3 711	1 419	1 480
	March	734.2	647.0	88.1	441.4	3 990	5 676	1 423	1 466
	April	807.9	675.7	83.6	453.6	4 362	6 216	1 425	1 489
	May	1 148.1	935.0	81.4	636.3	6 113	8 766	1 434	1 469
	June	1 309.6	1 115.8	85.2	777.2	6 952	10 118	1 455	1 436
	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
1976	January	602.4	479.4	79.6	314.1	3 199	4 753	1 486	1 527
	February	573.9	496.0	86.4	325.2	3 024	4 449	1 471	1 525
	March	671.5	586.5	87.3	376.2	3 479	5 216	1 499	1 559
	April	1 011.4	852.8	84.3	560.4	5 158	7 604	1 474	1 522
	May	1 269.3	946.0	74.5	610.5	6 351	9 533	1 501	1 549
	June	1 506.3	1 196.7	79.4	748.9	7 319	11 352	1 551	1 598
	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

Non-scheduled Services by UK Airlines

Table 9.3

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

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1966		128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967		124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968		154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969		228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970		411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971		531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972		549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973		506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1974		436.1	352.7	80.9	104.8	1 523	2 483	1 630	3 366
1975		466.4	370.4	79.4	112.4	1 574	2 606	1 656	3 295
1974	1st quarter	192.5	149.5	77.7	43.7	959	1 220	1 272	3 421
	2nd quarter	435.5	334.2	76.7	102.5	1 537	2 434	1 584	3 260
	3rd quarter	840.4	710.5	84.5	211.0	2 540	4 751	1 883	3 391
	4th quarter	276.0	216.6	78.5	61.8	1 055	1 525	1 446	3 505
1975	1st quarter	241.7	198.8	82.3	59.4	1 026	1 442	1 406	3 347
	2nd quarter	446.9	355.6	76.2	108.6	1 558	2 505	1 608	3 274
	3rd quarter	853.3	679.0	79.6	212.6	2 550	4 606	1 806	3 194
	4th quarter	323.6	248.0	76.6	69.0	1 163	1 869	1 607	3 594
1976	1st quarter	217.8	174.9	80.3	54.0	1 007	1 397	1 387	3 239
	2nd quarter	564.6	425.0	75.3	126.7	1 790	3 013	1 683	3 354
1975	January	275.2	227.9	82.8	64.0	1 062	1 653	1 556	3 561
	February	140.1	113.0	80.7	31.5	718	840	1 170	3 587
	March	309.9	255.5	82.5	82.8	1 297	1 832	1 413	3 086
	April	289.1	225.0	77.8	77.7	1 237	1 686	1 363	2 896
	May	415.0	292.0	70.4	98.4	1 532	2 252	1 470	2 968
	June	696.7	549.8	78.9	149.8	1 906	3 577	1 877	3 670
	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
1976	January	291.8	234.2	80.3	67.4	1 146	1 828	1 595	3 475
	February	147.3	115.5	78.4	38.2	807	992	1 229	3 024
	March	214.2	174.9	81.7	56.5	1 067	1 371	1 285	3 096
	April	412.9	319.3	77.3	105.4	1 551	2 355	1 513	3 029
	May	474.3	367.9	77.6	109.3	1 693	2 510	1 483	3 366
	June	806.5	587.7	72.9	165.4	2 127	4 174	1 962	3 553
	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

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages

European continent and Mediterranean Sea area(b)		Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe		Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968		914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54	
1969		1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61	
1970		1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63	
1971		1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73	
1972		1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88	
1973		1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100	
1974		1 648	72	40	223	187	45	148	67	135	23	36	36	403	23	86	27	96	
1975		1 751	66	41	228	190	58	155	83	136	29	26	42	442	28	91	34	103	
1974	3rd quarter	2 237	84	50	277	212	67	232	93	152	31	46	53	615	32	105	54	131	
	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	
	June–Aug	2 384	71	50	271	218	98	235	106	147	42	37	64	687	38	111	67	142	
1976	1st quarter	1 238	57	35	193	173	23	98	75	118	28	16	28	212	21	80	9	72	
	2nd quarter	1 978	76	46	258	216	86	175	99	164	43	25	43	443	38	103	44	119	
	June–Aug	2 438	76	56	273	235	125	243	138	163	58	32	63	597	45	114	63	156	
Rest of World		Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)							
1968		270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9							
1969		327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6							
1970		392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8							
1971		433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8							
1972		512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8							
1973		560.3	—	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2							
1974		551.1	21.4	21.5	108.6	11.5	23.2	10.5	19.3	243.8	11.3	80.0							
1975		600.8	27.3	23.0	117.2	12.5	28.9	15.1	24.1	244.9	13.1	94.6							
1974	3rd quarter	794.3	24.5	28.4	200.5	15.0	24.8	12.2	21.8	355.7	17.0	94.5							
	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							
	June–Aug	807.3	27.0	26.7	207.2	15.7	28.1	14.5	23.7	345.0	16.4	103.0							
1976	1st quarter	470.8	27.7	20.1	55.8	12.7	30.6	15.3	27.5	168.3	12.4	100.3							
	2nd quarter	679.5	29.9	24.4	122.6	11.2	27.8	11.3	24.9	314.4	14.2	98.8							
	June–Aug	922.9	34.2	29.9	202.9	15.8	31.4	14.3	28.6	419.7	21.1	125.0							

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 August 1976

Table 11

	Total	Commercial Movements					Other flights by air transport operators	Non-commercial Movements			
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training		Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	11 265	8 874	—	697	—	240	34	—	1 358	—	62
+ Heathrow	25 699	24 179	—	90	—	73	328	—	997	2	30
+ Luton	7 421	2 287	249	323	41	35	11	2 878	1 575	1	21
+ Southend	5 634	1 160	126	—	—	124	—	2 443	1 767	14	—
+ Stansted	2 342	352	—	73	—	1 052	22	70	691	78	4
TOTAL (London Area)	52 361	36 852	375	1 183	41	1 524	395	5 391	6 388	95	117
Westland Heliport (Battersea)	716	206	—	202	—	—	—	—	212	—	96
Other UK Airports											
+ Leeds/Bradford	5 032	1 037	—	17	51	138	38	2 698	1 031	2	20
+ Liverpool	6 437	1 067	—	196	41	46	9	3 991	1 037	4	46
+ Manchester	8 112	4 961	330	312	3	28	228	1 192	988	2	68
+ Birmingham	6 673	2 359	—	106	10	156	29	2 842	1 141	2	28
+ Coventry	5 741	3	—	1	175	388	37	3 496	1 595	—	46
+ East Midlands	5 990	1 251	4	182	17	656	120	2 594	995	3	168
+ Newcastle	3 298	1 362	84	55	525	50	8	893	274	—	47
+ Tees-side	4 908	577	504	31	—	63	—	3 152	490	—	91
+ Bristol	2 894	762	—	6	—	—	4	1 406	706	—	10
+ Glamorgan	6 263	591	—	29	—	204	—	5 150	275	4	10
Swansea	2 061	73	—	64	49	4	—	1 512	307	—	52
+ Blackpool	9 503	560	812	29	9	456	—	6 297	1 170	—	170
+ Bournemouth	5 277	574	306	93	—	728	—	1 506	2 032	6	32
+ Cambridge	5 373	73	2	48	22	1 154	—	2 614	443	—	1 017
+ Exeter	3 084	388	—	14	222	34	—	1 227	867	—	332
Gloucester/Cheltenham	3 419	71	54	—	6	424	—	2 185	663	—	16
Hawarden	1 982	—	—	—	—	10	—	1 796	170	—	6
Isles of Scilly	759	640	—	2	20	—	—	—	89	—	8
+ Lydd	4 127	396	—	—	—	8	—	1 954	1 665	—	104
+ Manston	315	66	—	—	34	69	—	—	146	—	—
+ Norwich	1 461	563	—	33	144	65	391	—	246	4	15
Penzance Heliport	522	482	—	—	—	—	40	—	—	—	—
+ Southampton	5 612	1 410	—	62	17	3 219	2	225	669	—	8
+ Edinburgh	7 592	1 943	2	15	—	86	69	62	4 703	12	700
+ Glasgow	7 414	3 705	—	15	—	46	181	1 965	1 077	—	425
+ Prestwick	3 082	1 269	—	73	—	386	42	724	234	—	354
+ Aberdeen	7 299	3 912	—	391	—	490	7	1 782	671	18	28
Benbecula	290	231	—	—	18	2	26	—	4	—	9
Inverness	2 359	668	—	—	368	419	—	762	122	2	18
Islay	165	70	—	12	43	2	—	—	38	—	—
+ Kirkwall	1 405	814	—	39	103	4	16	277	136	2	14
Stornoway	488	294	—	10	34	10	6	49	27	2	56
+ Sumburgh	2 312	1 321	—	214	459	251	7	42	12	2	4
Tiree	77	62	—	1	—	—	—	—	14	—	—
Wick	645	362	—	18	2	10	1	216	20	—	16
+ Belfast	7 688	2 166	—	113	10	—	—	2 386	316	—	2 697
+ Isle of Man	2 866	1 409	12	72	139	544	—	561	107	18	4
TOTAL (Incl. London Area)	195 602	74 550	2 485	3 638	2 562	11 674	1 656	60 947	31 080	178	6 832
Channel Islands Airports											
Alderney	1 271	637	634	1 271	—	—	—	—	—	—	—
Guernsey	3 668	1 827	1 841	3 668	—	—	—	—	—	—	—
Jersey	6 736	3 356	3 380	6 736	—	—	—	—	—	—	—
TOTAL (Channel Islands Airports)	11 675	5 820	5 855	11 675	—	—	—	—	—	—	—

Air Transport Movements by Type and Nationality of Operator August 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	8 874	44	3 176	378	734	3 630	912
+Heathrow	24 179	10 772	525	11 824	553	16	489
+Luton	2 287	—	88	—	—	2 012	187
+Southend	1 160	—	886	—	—	248	26
+Stansted	352	—	12	7	—	90	243
TOTAL (London Area)	36 852	10 816	4 687	12 209	1 287	5 996	1 857
Westland Heliport (Battersea)	206	—	—	—	—	206	—
Other UK Airports							
+Leeds/Bradford	1 037	438	475	38	—	69	17
+Liverpool	1 067	598	—	90	5	330	44
+Manchester	4 961	1 708	322	943	209	1 499	280
+Birmingham	2 359	749	654	195	2	665	94
+Coventry	3	—	2	—	—	1	—
+East Midlands	1 251	—	806	1	1	409	34
+Newcastle	1 362	361	732	—	—	228	41
+Tees-side	577	—	508	—	—	47	22
Bristol	762	327	125	64	16	153	77
Glamorgan	591	269	189	12	20	41	60
Swansea	73	—	—	—	—	73	—
+Blackpool	560	—	522	—	—	38	—
+Bournemouth	574	—	490	—	—	77	7
+Cambridge	73	—	34	—	—	33	6
Exeter	388	—	368	—	—	4	16
Gloucester/Cheltenham	71	—	32	—	—	39	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	640	482	156	—	—	2	—
+Lydd	396	—	392	—	—	4	—
Manston	66	—	—	—	—	53	13
Norwich	563	—	492	—	—	59	12
Penzance Heliport	482	482	—	—	—	—	—
+Southampton	1 410	194	1 130	—	—	73	13
+Edinburgh	1 943	981	741	70	3	91	57
+Glasgow	3 705	1 674	848	424	48	537	174
+Prestwick	1 269	606	37	285	5	134	202
+Aberdeen	3 912	823	451	—	436	2 087	115
Benbecula	231	53	178	—	—	—	—
Inverness	668	324	187	—	33	96	28
Islay	70	50	—	—	—	20	—
+Kirkwall	814	230	161	12	12	394	5
Stornoway	294	104	159	—	—	27	4
+Sumburgh	1 321	232	54	—	335	698	2
Tiree	62	—	52	—	—	10	—
Wick	362	98	248	—	—	5	11
+Belfast	2 166	1 393	483	46	—	131	113
+Isle of Man	1 409	575	832	—	—	—	2
TOTAL (Incl. London Area)	74 550	23 567	16 547	14 389	2 412	14 329	3 306
Channel Islands Airports							
Alderney	1 271	—	1 182	—	—	89	—
Guernsey	3 668	372	2 810	128	—	315	43
Jersey	6 736	1 206	4 321	186	—	500	523
TOTAL (Channel Islands Airports)	11 675	1 578	8 313	314	—	904	566

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages

	June 1976 —August 1976	June 1975 —August 1975	Percentage Change
London Area Airports			
+Gatwick	8 609	7 954	8.2
+Heathrow	23 512	23 243	1.2
+Luton	2 224	2 212	0.5
+Southend	1 164	1 125	3.5
+Stansted	345	352	-2.0
TOTAL (London Area)	35 854	34 887	2.8
Westland Heliport (Battersea)	291	350	-16.9
Other UK Airports			
+Leeds/Bradford	1 010	935	8.0
+Liverpool	1 078	1 049	2.8
+Manchester	4 845	4 714	2.8
+Birmingham	2 282	2 078	9.8
+Coventry	8	11	-27.3
+East Midlands	1 242	1 196	3.8
+Newcastle	1 342	1 188	13.0
+Tees-side	570	459	24.2
+Bristol	746	779	-4.2
+Glamorgan	584	614	-4.9
Swansea	82	68	20.6
+Blackpool	573	595	-3.7
+Bournemouth	615	638	-3.6
+Cambridge	77	58	32.8
+Exeter	372	383	-2.9
Gloucester/Cheltenham	70	59	18.6
Hawarden	—	—	—
Isles of Scilly	622	609	2.1
+Lydd	412	366	12.6
+Manston	78	96	-18.7
+Norwich	577	585	-1.4
Penzance Heliport	463	441	5.0
+Southampton	1 262	1 310	-3.7
+Edinburgh	1 951	1 701	14.7
+Glasgow	3 667	3 661	0.2
+Prestwick	1 200	1 087	10.4
+Aberdeen	3 942	2 707	45.6
Benbecula	229	148	54.7
Inverness	647	512	26.4
Islay	75	83	-9.6
+Kirkwall	832	652	27.6
Stornoway	291	171	70.2
+Sumburgh	1 270	1 118	13.6
Tiree	61	60	1.7
Wick	379	207	83.1
+Belfast	2 132	2 104	1.3
+Isle of Man	1 381	1 409	-2.0
TOTAL (Incl. London Area)	73 110	69 087	5.8
Channel Islands Airports			
Alderney	1 056	1 040	1.5
Guernsey	3 357	3 304	1.6
Jersey	6 122	6 180	-0.9
TOTAL (Channel Islands Airports)	10 535	10 525	0.1

Air Transport Landings Diverted to UK Reporting Airports August 1976

Table 14

Airport of intended landing	Total number of diversions	Date of diversions																															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Gatwick	17																1Lu 1St	1Em	1Em												4Bi 2He 1St 6Ma 5Bi 8Pr 13Ma		
Heathrow	28				2Bi																												
Luton	17								1Em 2St								1He			1Bi 1He									1Em		1Em 7Bi 2He		
Manchester	3				2Li										1Li																		
Birmingham	2										1Lu				1Lu									1Em									
Newcastle	5								1Em 2Ma						1Lu										1Em	1Em							
Edinburgh	6										1Pr				3Gl					2Pr 2Pr 4Ed	2Pr	1Pr											
Glasgow	15								2Pr	1Pr 1Ab																						2Pr	
Aberdeen	4																																
Kirkwall	1																3Ed	1Ed 1Wi															
Sumburgh	24						5Ki 3Ab	2Ki					6Ki														1Ki						
Isle of Man	1																														1Bi		
Other Internal	4																														1He		
Overseas	9	1He					2Ki			1Ma		1Pr					1He 1Pr			1St 1Ki	1Lu	1Ex											1Sw
All Aerodromes	136	1			4		10	2	8	3	2	1	6		5		8	3	9	6	9	1		1	1	1			1	51	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

August 1976

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators					
				British Airways		Others		British Airways		Others					
				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit		
London Area Airports															
+Gatwick	783 075	779 148	3 927	2 267	—	136 354	—	7 360	49	124 271	195	378 685	1 773	130 211	1 910
+Heathrow	2 517 949	2 471 451	46 498	1 118 501	—	19 597	—	1 198 527	42 769	70 022	133	461	—	64 343	3 596
+Luton	244 320	242 274	2 046	—	—	3 779	180	—	—	—	—	223 037	1 866	15 458	—
+Southend	29 339	29 339	—	—	—	28 212	—	—	—	—	—	1 121	—	6	—
+Stansted	30 405	30 081	324	—	—	184	20	884	—	—	—	645	119	28 368	185
TOTAL (London Area)	3 605 088	3 552 293	52 795	1 120 768	—	188 126	200	1 206 771	42 818	194 293	328	603 949	3 758	238 386	5 691
Westland Heliport (Battersea)	470	470	—	—	—	—	—	—	—	—	—	470	—	—	—
Other UK Airports															
+Leeds/Bradford	36 997	34 066	2 931	22 570	—	7 727	2 904	3 321	—	—	—	356	23	92	4
+Liverpool	42 533	42 253	280	27 679	—	—	—	5 844	—	210	—	7 138	280	1 382	—
+Manchester	357 369	342 403	14 966	105 487	1 759	6 022	1 410	34 827	4 234	25 217	—	142 329	3 756	28 521	3 807
+Birmingham	140 890	134 569	6 321	38 175	484	13 140	3 825	13 560	845	200	—	60 255	858	9 239	309
+Coventry	41	41	—	—	—	41	—	—	—	—	—	—	—	—	—
+East Midlands	60 268	59 782	486	—	—	27 836	131	114	—	189	—	29 905	347	1 738	8
+Newcastle	80 217	76 040	4 177	27 039	—	20 056	3 972	—	—	—	—	25 204	67	3 741	138
+Tees-side	23 071	21 364	1 707	—	—	15 145	1 707	—	—	—	—	4 392	—	1 827	—
+Bristol	38 574	33 157	5 417	6 104	4 106	2 390	541	4 147	79	134	469	13 604	122	6 778	100
+Glamorgan	24 210	22 286	1 924	9 760	75	2 208	1 503	207	153	1 119	—	3 308	120	5 684	73
+Swansea	851	851	—	—	—	—	—	—	—	—	—	851	—	—	—
+Blackpool	15 189	15 189	—	—	—	15 049	—	—	—	—	—	140	—	—	—
+Bournemouth	11 489	10 842	647	—	—	8 314	413	—	—	—	—	2 470	228	58	6
+Cambridge	1 371	1 371	—	—	—	1 252	—	—	—	—	—	101	—	18	—
+Exeter	10 364	8 968	1 396	—	—	8 113	1 299	—	—	—	—	140	—	715	97
+Gloucester/Cheltenham	1 199	1 199	—	—	—	841	—	—	—	—	—	358	—	—	—
+Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+Isles of Scilly	14 398	14 398	—	13 395	—	997	—	—	—	—	—	6	—	—	—
+Lydd	8 806	8 806	—	—	—	8 798	—	—	—	—	—	8	—	—	—
+Manston	199	199	—	—	—	—	—	—	—	—	—	125	—	74	—
+Norwich	13 022	13 022	—	—	—	11 738	—	—	—	—	—	532	—	752	—
+Penzance Heliport	13 395	13 395	—	13 395	—	—	—	—	—	—	—	—	—	—	—
+Southampton	37 990	37 823	167	8 273	155	29 235	—	—	—	—	—	195	12	120	—
+Edinburgh	108 796	105 396	3 400	69 945	1 575	18 503	1 820	4 681	—	85	—	7 895	5	4 287	—
+Glasgow	208 929	205 509	3 420	96 718	308	26 060	16	20 299	2 871	3 383	165	41 036	40	18 013	20
+Prestwick	97 648	63 329	34 319	25 324	13 446	1 257	—	9 197	9 561	129	184	12 993	3 960	14 429	7 168
+Aberdeen	81 460	79 913	1 547	37 222	1 203	11 876	108	—	—	4 025	—	23 370	109	3 420	127
+Benbecula	2 109	2 056	53	1 506	—	550	53	—	—	—	—	—	—	—	—
+Inverness	14 990	13 962	1 028	11 252	1 028	1 143	—	—	—	106	—	325	—	1 136	—
+Islay	1 338	1 324	14	1 278	14	—	—	—	—	—	—	46	—	—	—
+Kirkwall	11 243	10 164	1 079	7 161	773	703	—	16	112	126	—	2 158	194	—	—
+Stornoway	4 496	4 496	—	3 786	—	573	—	—	—	—	—	73	—	64	—
+Sumburgh	23 064	22 770	294	8 273	—	168	—	—	—	4 630	—	9 661	294	38	—
+Tiree	422	422	—	—	—	392	—	—	—	—	—	30	—	—	—
+Wick	4 076	2 424	1 652	1 304	1 652	1 087	—	—	—	—	—	19	—	14	—
+Belfast	126 796	126 634	162	91 042	—	16 479	5	2 550	—	—	—	5 642	136	10 921	21
+Isle of Man	56 899	55 541	1 358	26 953	448	28 514	910	—	—	—	—	—	—	74	—
TOTAL (Incl. London Area)	5 280 267	5 138 727	141 540	1 774 409	27 026	474 333	20 817	1 305 534	60 673	233 846	1 146	999 084	14 309	351 521	17 569
Channel Islands Airports															
+Alderney	13 098	13 082	16	—	—	12 819	12	—	—	—	—	263	4	—	—
+Guernsey	75 338	74 329	1 009	21 572	—	49 323	860	650	—	—	—	2 182	98	602	51
+Jersey	198 568	196 827	1 741	74 112	105	108 123	1 190	5 868	428	—	—	1 161	13	7 563	5
TOTAL (Channel Is. Airports)	287 004	284 238	2 766	95 684	105	170 265	2 062	6 518	428	—	—	3 606	115	8 165	56

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	June 1976 —August 1976	June 1975 —August 1975	Percentage change
London Area Airports			
+ Gatwick	706 368	676 142	4.5
+ Heathrow	2 333 446	2 161 909	7.9
+ Luton—	219 334	236 719	-7.3
+ Southend	25 914	24 226	7.0
+ Stansted	27 910	29 384	-5.0
TOTAL (London Area)	3 312 972	3 128 380	5.9
Westland Heliport (Battersea)	730	756	-3.4
Other UK Airports			
+ Leeds/Bradford	31 878	31 982	-0.3
+ Liverpool	39 403	46 718	-15.7
+ Manchester	325 024	306 520	6.0
+ Birmingham	125 324	128 810	-2.7
+ Coventry	184	386	-52.3
+ East Midlands	56 360	65 925	-14.5
+ Newcastle	72 806	66 673	9.2
+ Tees-side	21 317	16 871	26.4
+ Bristol	28 426	28 267	0.6
+ Glamorgan	20 398	23 015	-11.4
Swansea	779	716	8.8
+ Blackpool	15 359	18 059	-15.0
+ Bournemouth	10 333	11 987	-13.8
+ Cambridge	1 300	756	72.0
+ Exeter	8 195	8 826	-7.1
Gloucester/Cheltenham	1 097	737	48.8
Hawarden	—	—	—
Isles of Scilly	13 539	12 484	8.5
+ Lydd	7 220	9 337	-22.7
+ Manston	177	817	-78.3
+ Norwich	12 857	11 812	8.8
Penzance Heliport	12 533	11 470	9.3
+ Southampton	32 479	37 638	-13.7
+ Edinburgh	105 053	85 133	23.4
+ Glasgow	203 957	204 705	-0.4
+ Prestwick	56 734	55 916	1.5
+ Aberdeen	79 082	60 445	30.8
Benbecula	2 059	2 096	-1.8
Inverness	13 480	11 585	16.4
Islay	1 188	1 175	1.1
+ Kirkwall	9 954	9 453	5.3
Stornoway	4 329	4 679	-7.5
+ Sumburgh	22 108	16 125	37.1
Tiree	380	392	-3.1
Wick	2 313	2 454	-5.7
+ Belfast	118 952	134 557	-11.6
+ Isle of Man	52 288	60 947	-14.2
TOTAL (Incl. London Area)	4 822 568	4 618 602	4.4
Channel Islands Airports			
Alderney	10 220	9 645	6.0
Guernsey	65 688	67 723	-3.0
Jersey	174 187	181 911	-4.2
TOTAL (Channel Islands Airports)	250 095	259 279	-3.5

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
	June-Aug 1976	June-Aug 1976	June-Aug 1975	Per- centage change	June-Aug 1976	June-Aug 1975	Per- centage change
London Area Airports							
+ Gatwick	706 368	640 102	607 978	5	66 266	68 164	-3
+ Heathrow	2 333 446	2 002 387	1 856 119	8	331 059	305 791	8
+ Luton	219 334	215 164	232 607	-7	4 170	4 112	1
+ Southend	25 914	25 364(a)	23 985(a)	6	551	241	129
+ Stansted	27 910	27 698	29 125	-5	211	258	-18
TOTAL (London Area)	3 312 972	2 910 715	2 749 814	6	402 257	378 566	6
Westland Heliport (Battersea)	730	—	2	—	730	754	-3
Other UK Airports							
+ Leeds/Bradford	31 878	6 307	5 168	22	25 571	26 814	-5
+ Liverpool	39 403	15 286	19 086	-20	24 117	27 631	-13
+ Manchester	325 024	245 971	229 026	7	79 053	77 493	2
+ Birmingham	125 324	87 883	95 718	-8	37 441	33 091	13
+ Coventry	184	122	—	—	62	386	-84
+ East Midlands	56 360	36 149	43 293	-17	20 211	22 632	-11
+ Newcastle	72 806	36 503	32 047	14	36 303	34 626	5
+ Tees-side	21 317	5 967	3 332	79	15 350	13 539	13
+ Bristol	28 426	22 893	22 505	2	5 533	5 762	-4
+ Glamorgan	20 398	12 138	14 868	-18	8 260	8 146	1
Swansea	779	32	34	-6	747	682	10
+ Blackpool	15 359	730	375	95	14 629	17 684	-17
+ Bournemouth	10 333	2 734	3 788	-28	7 599	8 199	-7
+ Cambridge	1 300	93	149	-38	1 207	607	99
+ Exeter	8 195	1 966	1 750	12	6 229	7 076	-12
Gloucester/Cheltenham	1 097	—	—	—	1 097	737	49
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	13 539	—	—	—	13 539	12 484	8
+ Lydd	7 220	7 198	9 315	-23	22	21	5
+ Manston	177	177	817	-78	—	—	—
+ Norwich	12 857	6 581	6 376	3	6 275	5 436	15
Penzance	12 533	—	—	—	12 533	11 470	9
+ Southampton	32 479	542	493	10	31 936	37 145	-14
+ Edinburgh	105 053	19 023	10 320	84	86 030	74 813	15
+ Glasgow	203 957	77 717	77 051	1	126 240	127 654	-1
+ Prestwick	56 734	50 153	49 215	2	6 581	6 701	-2
+ Aberdeen	79 082	25 746	19 289	33	53 336	41 157	30
Benbecula	2 059	—	—	—	2 059	2 096	-2
Inverness	13 480	1 009	1	—	12 471	11 584	8
Islay	1 188	—	—	—	1 188	1 175	1
+ Kirkwall	9 954	89	253	-65	9 865	9 200	7
Stornoway	4 329	19	5	—	4 311	4 674	-8
+ Sumburgh	22 108	6 627	4 051	64	15 481	12 074	28
Tiree	380	—	—	—	380	392	-3
Wick	2 313	3	—	—	2 310	2 454	-6
+ Belfast	118 952	15 686	15 012	4	103 266	119 545	-14
+ Isle of Man	52 288	2 655	2 233	19	49 633	58 714	-15
TOTAL (Incl. London Area)	4 822 568	3 598 715	3 415 387	5	1 223 852	1 203 215	2

(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

	June —August 1976			June —August 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	21.2	11.8	9.4	18.6	10.9	7.7	14
London — Vienna	17.2	11.0	6.2	16.8	10.9	5.8	2
Other Routes	4.1	0.8	3.2	1.8	—	1.8	—
Belgium	75.6	72.9	2.8	71.4	69.3	2.1	6
London — Brussels	47.3	46.8	0.6	44.5	44.4	0.1	6
Other S.E. England — Belgium	22.1	21.7	0.4	21.1	20.6	0.5	5
Other Routes	6.2	4.4	1.8	5.8	4.3	1.5	8
Denmark	55.7	39.5	16.2	50.1	38.2	11.9	11
London — Copenhagen	43.8	33.2	10.6	39.9	31.5	8.4	10
Other Routes	11.9	6.3	5.6	10.3	6.7	3.5	16
Finland	15.8	11.3	4.5	13.1	8.0	5.1	20
France	273.5	247.1	26.4	270.7	248.2	22.5	1
London — Nice	21.8	19.9	1.9	22.3	19.8	2.6	—2
— Paris	168.5	162.6	5.9	168.8	164.9	4.0	—
— N. France (a)	12.1	10.3	1.8	12.6	10.7	1.9	—4
— Other France	33.8	27.6	6.2	30.6	25.7	4.9	10
Manchester — Paris	7.0	7.0	—	6.8	6.6	0.2	3
Other U.K. — Paris	10.8	8.1	2.7	9.7	8.3	1.4	11
Luton — Other France	1.3	—	1.3	0.8	—	0.8	54
Other S.E. England — France	10.3	10.3	0.1	11.8	11.7	0.1	—13
Other Routes	7.9	1.3	6.7	7.1	0.5	6.6	—12
Germany (Fed. Republic)	218.1	159.5	58.6	200.8	142.3	58.5	9
London — Dusseldorf	32.9	27.8	5.1	27.0	23.4	3.6	22
— Frankfurt	56.2	49.7	6.4	49.4	43.1	6.3	14
— Hamburg	25.6	23.3	2.3	22.7	20.1	2.6	13
— Munich	30.6	16.0	14.6	29.2	14.5	14.7	5
— Other Germany	37.7	33.7	4.0	35.6	32.3	3.3	6
Luton — Germany	18.4	—	18.4	20.0	—	20.0	—8
Manchester — Germany	10.4	6.6	3.9	9.3	5.9	3.4	12
Other Routes	6.3	2.5	3.8	7.7	3.2	4.5	—19
Gibraltar	8.9	7.3	1.6	9.8	8.8	1.0	—9
Greece	125.5	38.6	86.9	98.2	38.7	59.4	28
Iceland	4.8	4.8	—	6.2	6.0	0.2	—23
London — Reykjavik	3.2	3.2	—	4.0	3.8	0.2	—19
Glasgow — Reykjavik	1.5	1.5	—	2.2	2.2	—	—30
Other Routes	—	—	—	—	—	—	—

Table 18 cont.

	June —August 1976			June —August 1975			Percentage
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	194.0	190.2	3.8	190.7	187.3	3.4	2
London – Cork	17.1	17.1	—	16.4	16.4	0.1	4
– Dublin	87.4	85.6	1.8	86.2	84.9	1.3	1
– Shannon	14.6	13.9	0.7	13.2	13.0	0.2	10
Manchester – Dublin	14.5	14.5	—	14.8	14.6	0.2	–2
Birmingham – Dublin	13.8	13.8	—	13.8	13.8	—	—
Glasgow – Dublin	11.0	11.0	—	10.6	10.6	—	3
Liverpool – Dublin	7.9	7.9	0.1	8.4	8.4	0.1	–6
Leeds/Bradford – Dublin	4.3	4.3	—	4.0	4.0	—	7
Edinburgh – Dublin	4.2	4.2	—	4.8	4.2	0.6	–12
Bristol – Dublin	3.3	3.3	—	3.5	3.5	—	–5
Other Routes	15.9	14.9	1.0	14.9	14.0	0.9	7
Italy	242.9	76.5	166.4	234.9	87.5	147.4	3
London – Genoa (g)	2.3	—	2.3	2.4	—	2.4	–4
– Milan	47.6	24.4	23.3	44.8	27.9	16.9	6
– Rimini (g)	11.5	—	11.5	7.9	—	7.9	45
– Rome	43.6	27.8	15.9	42.2	32.3	10.0	3
– Venice	13.7	5.3	8.5	11.9	6.1	5.8	15
– Other Italy	38.9	16.6	22.3	38.4	18.6	19.8	1
Luton – Rimini	6.9	—	6.8	9.0	—	9.0	–24
– Other Italy	43.2	—	43.2	44.8	—	44.8	–4
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	15.8	—	15.8	13.0	—	13.0	22
Other Routes	19.2	2.5	16.8	20.3	2.5	17.8	–5
Luxembourg	5.5	5.3	0.1	5.0	4.9	0.1	9
London – Luxembourg	5.3	5.3	—	5.0	4.9	0.1	7
Other Routes	0.1	—	0.1	—	—	—	—
Netherlands	163.5	160.8	2.7	146.6	142.5	4.0	12
London – Amsterdam	101.7	100.7	1.0	91.7	89.3	2.5	11
– Rotterdam	17.1	17.0	0.1	16.2	16.1	0.2	5
Other S.E. England – Netherlands	8.1	7.6	0.5	6.9	6.4	0.5	18
Manchester – Amsterdam	9.2	9.1	—	8.8	8.8	—	4
Other Routes	27.5	26.3	1.2	22.9	22.0	0.9	20
Norway	58.0	42.1	15.9	41.8	30.3	11.5	39
London – Oslo	29.6	19.7	9.8	22.3	15.2	7.1	32
Other Routes	28.4	22.3	6.1	19.4	15.1	4.4	46
Portugal	32.2	19.1	13.0	36.7	19.6	17.1	–12
London – Lisbon	14.0	10.6	3.4	13.8	10.5	3.4	1
Other Routes	18.2	8.5	9.6	22.8	9.1	13.7	–20
Soviet Union and Eastern Europe (b)	50.7	24.8	25.9	54.7	24.8	30.0	–7
London – Moscow	8.0	6.9	1.2	7.9	6.9	1.0	2
– Prague	3.0	3.0	—	3.3	3.3	—	–10
Other Routes	39.7	14.9	24.7	43.6	14.6	29.0	–9

Table 18 cont.

	June —August 1976			June —August 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	596.9	106.4	490.5	686.8	124.0	562.8	-13
London — Barcelona	23.6	17.2	6.5	29.4	18.8	10.5	-20
— Ibiza	17.2	2.1	15.1	19.5	2.3	17.2	-11
— Madrid	36.3	29.3	7.0	37.4	30.4	6.9	-3
— Malaga	28.4	15.1	13.3	35.9	19.3	16.6	-21
— Palma	66.8	16.1	50.7	91.7	22.7	69.0	-27
— Other Spain	86.0	25.5	60.5	101.9	28.8	73.1	-16
Luton — Alicante	9.9	—	9.9	15.8	—	15.8	-38
— Barcelona	1.9	—	1.9	2.9	—	2.9	-37
— Gerona	10.3	—	10.3	14.8	0.1	14.8	-31
— Ibiza	12.0	—	12.0	13.3	—	13.3	-10
— Palma	23.4	—	23.4	28.8	—	28.8	-19
— Other Spain	15.8	—	15.8	17.3	—	17.3	-9
Other S.E. England — Spain	0.1	—	0.1	0.5	—	0.5	-80
Manchester — Barcelona	7.4	—	7.4	8.7	—	8.7	-14
— Palma	33.2	—	33.2	35.4	—	35.4	-6
Other N. England — Spain	80.8	0.6	80.2	81.7	0.9	80.8	-1
Scotland — Spain	44.3	0.2	44.1	36.8	0.2	36.6	20
Other Routes	99.6	0.3	99.4	115.2	0.5	114.7	-14
Sweden	45.4	19.6	25.8	38.4	19.3	19.1	18
London — Stockholm	26.0	13.7	12.3	23.4	13.1	10.2	11
Other Routes	19.4	5.9	13.5	15.0	6.1	8.9	29
Switzerland	113.6	83.5	30.1	110.7	79.6	31.1	3
London — Basle	7.9	7.7	0.2	7.6	6.9	0.7	4
— Geneva	40.7	32.2	8.5	37.1	30.0	7.1	10
— Zurich	50.0	36.5	13.5	47.2	36.3	10.9	6
Luton — Switzerland	6.6	—	6.6	9.8	—	9.8	-33
Other Routes	8.4	7.1	1.3	8.9	6.4	2.5	-6
Yugoslavia	63.3	20.2	43.1	66.6	20.6	46.0	-5
London — Dubrovnic	10.4	2.0	8.4	11.1	2.7	8.4	-7
— Ljubljana	4.3	2.6	1.7	2.4	2.1	0.3	80
Luton — Yugoslavia	7.1	—	7.1	8.9	—	8.9	-20
Other Routes	41.6	15.6	26.0	44.2	15.9	28.3	-6
Other Europe	98.6	60.7	37.9	89.9	51.5	38.3	10
WESTERN HEMISPHERE							
Canada	170.3	86.5	83.7	207.2	102.6	104.5	-18
London — Montreal	17.9	14.4	3.6	26.2	22.3	3.9	-32
— Toronto	51.2	28.4	22.8	69.5	32.0	37.5	-26
— Other Canada	54.6	24.4	30.2	58.6	25.5	33.1	-7
Other U.K. — Montreal	3.2	2.7	0.5	3.2	2.9	0.3	-1
— Toronto	33.2	12.5	20.6	40.2	16.1	24.0	-17
Other Routes	10.2	4.1	6.1	9.5	3.8	5.8	7

Table 18 cont.

	June —August 1976			June —August 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	453.0	320.1	132.9	345.0	261.0	84.0	31
London — New York	152.4	108.9	43.5	129.7	103.1	26.6	17
— Other East Coast USA	102.4	89.8	12.6	82.3	76.2	6.1	24
— Chicago and Detroit	70.3	43.8	26.5	40.0	30.3	9.7	76
— West Coast USA	79.8	56.3	23.5	63.6	41.1	22.5	25
— Other USA	13.8	6.9	6.9	6.9	0.8	6.2	99
Other UK — New York	17.8	9.3	8.5	17.2	9.5	7.7	3
Other Routes	16.4	5.0	11.4	5.2	—	5.2	—
West Atlantic and Caribbean Islands	29.9	29.1	0.8	26.8	26.6	0.1	12
Central and South America	11.0	9.6	1.4	10.1	9.6	0.5	9
REST OF THE WORLD							
Canary Islands	48.4	4.8	43.6	32.6	5.6	27.0	48
North Africa (c)	30.3	14.9	15.5	26.5	15.0	11.6	14
East Africa (d)	15.8	14.1	1.7	15.7	13.3	2.4	1
Central Africa (e)	7.3	7.1	0.2	8.3	8.3	—	—11
West Africa (d)	21.0	17.9	3.1	16.4	13.3	3.1	28
South Africa	28.6	28.5	—	23.7	23.5	0.2	21
Middle East (f)	138.2	136.2	2.0	106.5	105.4	1.1	30
India	18.1	18.1	—	16.7	16.7	—	8
Pakistan	8.3	8.3	—	7.9	7.9	—	6
Far East	64.3	60.2	4.1	56.2	52.6	3.6	14
Australia and New Zealand	34.2	34.1	0.1	27.0	26.8	0.2	27
Other Routes n.e.i.	34.1	10.7	23.5	30.3	11.1	19.3	12
ALL ROUTES	3 576.3	2 202.1	1 374.2	3 398.3	2 061.3	1 337.0	5

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		June 1976 —August 1976 (000)	June 1975 —August 1975 (000)	Percentage change
London (a)	Aberdeen	21.1	16.7	27
	Belfast	45.7	53.7	-15
	Birmingham	9.0	3.3	—
	Channel Islands	63.2	64.7	-2
	Edinburgh	68.3	56.2	22
	Glasgow	77.7	75.6	3
	Isle of Man	3.7	4.1	-9
	Leeds/Bradford	12.1	11.0	10
	Liverpool	8.7	9.2	-5
	Manchester	42.6	38.9	9
	Newcastle	26.0	23.2	12
	Tees-side	11.7	9.6	22
	Other airports	7.6	8.0	-5
Belfast	Birmingham	6.7	7.4	-9
	East Midlands	3.2	3.8	-17
	Edinburgh	1.9	2.3	-19
	Glasgow	8.0	9.2	-13
	Isle of Man	7.3	8.9	-17
	Leeds/Bradford	3.6	4.3	-17
	Liverpool	3.2	3.7	-15
	Manchester	10.7	11.9	-10
	Newcastle	1.9	2.5	-26
	Other airports	11.2	11.8	-5
Channel Islands	Bournemouth	6.1	6.4	-5
	Birmingham	12.6	13.3	-5
	Bristol/Glamorgan	8.1	9.2	-11
	East Midlands	10.6	13.8	-23
	Glasgow	4.3	4.4	-2
	Leeds/Bradford	4.0	5.7	-30
	Liverpool	3.1	3.9	-19
	Manchester	8.1	8.4	-4
	Newcastle	2.1	2.9	-26
	Southampton	29.4	33.8	-13
	Other airports	17.4	19.0	-8
Edinburgh	Birmingham	2.4	1.7	43
	Glasgow	—	—	—
	Manchester	3.3	3.2	2
	Other airports	10.2	11.5	-11
Glasgow	Birmingham	4.1	4.2	-2
	East Midlands	3.4	3.1	8
	Isle of Man	3.5	4.1	-14
	Leeds/Bradford	1.3	1.2	8
	Liverpool	—	—	-37
	Manchester	5.0	4.8	4
	Southampton	1.6	2.1	-25
	Other Scottish airports	16.0	16.9	-5
	Other airports	1.4	2.0	-30
Isle of Man	Blackpool	10.2	13.0	-22
	Liverpool	8.7	10.9	-20
	Manchester	5.3	6.4	-18
	Newcastle	1.6	1.7	-6
	Other airports	9.3	9.6	-3
Penzance	Isles of Scilly	12.5	11.5	9
Other Routes		35.7	25.6	39
TOTAL		696.5	694.4	—

(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 August 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	6 065·6	—	—	436·3	920·2	15·7	27·4	—	—	888·9	3 337·6	151·2	288·3	
+ Heathrow	31 883·7	4 409·4	5 690·5	8·9	158·6	9 110·6	11 147·3	100·6	74·3	11·1	232·2	376·4	563·8	
+ Luton	336·4	—	—	0·1	—	—	—	—	—	29·1	9·7	166·2	131·3	
+ Southend	1 047·0	—	—	482·0	413·0	—	—	—	—	—	2·0	16·0	134·0	
+ Stansted	1 737·6	—	—	—	—	2·3	0·2	—	—	162·2	1 220·5	156·3	196·1	
TOTAL (London Area)	41 070·3	4 409·4	5 690·5	927·3	1 491·8	9 128·6	11 174·9	100·6	74·3	1 091·3	4 802·0	866·1	1 313·5	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Leeds/Bradford	51·1	6·5	7·6	4·2	5·1	3·0	0·2	—	—	0·8	—	16·5	7·2	
+ Liverpool	943·0	19·4	128·2	—	—	78·6	22·2	—	—	3·9	491·7	13·6	185·4	
+ Manchester	2 196·2	214·8	168·4	10·1	4·6	841·1	839·0	0·2	3·3	4·9	53·5	—	56·3	
+ Birmingham	181·1	50·2	42·7	12·7	2·9	36·4	36·0	—	—	—	0·2	—	—	
+ Coventry	3·6	—	—	—	—	—	—	—	—	—	3·6	—	—	
+ East Midlands	685·1	—	—	175·5	338·3	—	—	—	—	3·8	130·1	—	37·4	
+ Newcastle	57·0	4·2	16·5	18·4	17·7	—	—	—	—	0·2	—	—	—	
+ Tees-side	17·6	—	—	8·3	8·6	—	—	—	—	0·7	—	—	—	
+ Bristol	34·0	5·4	4·1	1·5	0·4	14·4	8·2	—	—	—	—	—	—	
+ Glamorgan	46·9	2·9	8·5	4·7	7·7	—	13·9	—	0·4	—	8·8	—	—	
Swansea	4·8	—	—	—	—	—	—	—	—	0·3	4·5	—	—	
+ Blackpool	63·8	—	—	5·4	58·4	—	—	—	—	—	—	—	—	
+ Bournemouth	480·6	—	—	212·7	200·6	—	—	—	—	—	38·8	—	28·5	
+ Cambridge	3·6	—	—	—	—	—	—	—	—	—	0·5	3·1	—	
+ Exeter	20·6	—	—	5·6	15·0	—	—	—	—	—	—	—	—	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	7·7	7·0	0·7	—	—	—	—	—	—	—	—	—	—	
+ Lydd	230·9	—	—	86·6	144·3	—	—	—	—	—	—	—	—	
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Norwich	29·4	—	—	13·8	15·0	—	—	—	—	0·5	0·1	—	—	
Penzance Heliport	7·7	0·7	7·0	—	—	—	—	—	—	—	—	—	—	
+ Southampton	115·5	2·3	19·2	25·9	63·2	—	—	—	—	2·3	2·6	—	—	
+ Edinburgh	122·8	23·8	32·1	26·0	32·9	1·7	3·8	—	—	—	0·5	2·0	—	
+ Glasgow	1 388·6	600·1	265·3	48·0	37·2	154·7	264·7	0·4	1·0	8·8	—	6·9	1·5	
+ Prestwick	862·8	436·1	132·9	—	—	154·3	67·0	—	—	—	22·4	34·6	15·5	
+ Aberdeen	415·3	45·2	81·4	19·5	24·3	—	—	6·5	21·3	68·3	147·4	0·5	0·9	
Benbecula	25·0	12·3	12·0	0·6	0·1	—	—	—	—	—	—	—	—	
Inverness	30·2	4·3	25·9	—	—	—	—	—	—	—	—	—	—	
Islay	2·2	1·8	0·4	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	49·0	31·1	10·6	—	—	—	—	—	—	0·9	1·4	—	5·0	
Stornoway	31·7	27·4	3·5	0·1	0·6	—	—	—	—	—	0·1	—	—	
+ Sumburgh	114·3	36·7	7·5	—	—	—	—	8·9	17·3	32·1	11·8	—	—	
Tiree	1·6	—	—	1·4	0·2	—	—	—	—	—	—	—	—	
Wick	11·0	2·5	0·5	0·1	0·1	—	—	—	—	—	—	—	7·8	
+ Belfast	942·2	91·4	235·6	75·6	25·3	5·5	3·8	—	—	504·2	0·8	—	—	
+ Isle of Man	223·4	141·1	24·6	51·9	5·8	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	50 470·6	6 176·6	6 925·7	1 735·9	2 500·1	10 418·3	12 433·7	116·6	117·6	1 723·0	5 720·8	943·3	1 659·0	
Channel Islands Airports														
Alderney	30·1	—	—	25·0	2·9	—	—	—	—	1·4	0·8	—	—	
Guernsey	726·4	8·2	2·9	165·3	72·5	0·8	—	—	—	210·8	265·9	—	—	
Jersey	916·8	50·0	27·3	563·1	252·5	2·7	0·4	—	—	8·2	12·6	—	—	
TOTAL (Channel Islands Airports)	1 673·3	58·2	30·2	753·4	327·9	3·5	0·4	—	—	220·4	279·3	—	—	

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	June 1976 —August 1976 (tonnes)	June 1975 —August 1975 (tonnes)	Percentage change
London Area Airports			
+Gatwick	6 187.1	6 413.8	−3.5
+Heathrow	33 927.3	32 370.5	4.8
+Luton	383.7	165.3	—
+Southend	1 093.0	1 165.0	−6.2
+Stansted	1 873.5	1 520.3	23.2
TOTAL (London Area)	43 464.7	41 634.9	4.4
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+Leeds/Bradford	40.7	51.8	−21.4
+Liverpool	972.6	796.0	22.2
+Manchester	2 405.9	2 552.3	−5.7
+Birmingham	197.0	197.0	—
+Coventry	1.6	—	—
+East Midlands	630.3	655.6	−3.9
+Newcastle	64.6	86.0	−24.9
+Tees-wide	18.5	26.3	−29.7
+Bristol	44.2	53.2	−16.9
+Glamorgan	37.5	15.5	—
Swansea	3.1	—	—
+Blackpool	62.7	57.2	9.6
+Bournemouth	557.0	380.9	46.2
+Cambridge	39.2	28.6	37.1
+Exeter	23.3	46.0	−49.3
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	8.4	8.3	1.2
+Lydd	324.7	238.9	35.9
+Manston	—	183.2	—
+Norwich	34.2	36.8	−7.1
Penzance Heliport	8.4	8.3	1.2
+Southampton	114.0	161.3	−29.3
+Edinburgh	133.6	141.4	−5.5
+Glasgow	1 493.7	1 408.1	6.1
+Prestwick	937.3	890.2	5.3
+Aberdeen	442.6	316.3	39.9
Benbecula	24.8	26.3	−5.7
Inverness	31.7	21.1	50.2
Islay	3.1	5.1	−39.2
+Kirkwall	43.9	37.7	16.4
Stornoway	35.3	38.9	−9.3
+Sumburgh	120.5	83.3	44.7
Tiree	1.5	1.5	—
Wick	9.0	4.9	83.7
+Belfast	982.7	926.7	6.0
+Isle of Man	233.2	245.3	−4.9
TOTAL (Incl. London Area)	53 545.4	51 334.7	4.3
Channel Islands Airports			
Alderney	27.2	26.8	1.5
Guernsey	793.8	795.3	−0.2
Jersey	962.1	922.4	4.3
TOTAL (Channel Islands Airports)	1 783.2	1 744.5	2.2

All Scheduled Services August 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	11 521	3 288	15 375	321 285	3 140 323	2 131 242	67.9	5 915	391 170	237 839	8 806	35 543	193 490	60.8
British Airways European Division	7 214	9 716	13 350	796 312	925 270	653 191	70.6	3 132	97 269	59 636	910	1 958	56 768	61.3
British Airways Regional Division	1 894	5 863	5 532	283 902	151 133	103 538	68.5	815	14 229	8 740	41	197	8 502	61.4
British Airways Helicopters	29	482	154	13 029	941	795	84.5	10	64	60	—	1	59	93.8
British Caledonian Airways	2 094	2 585	3 782	103 233	234 977	135 696	57.7	958	26 706	14 685	415	2 050	12 220	55.0
Air Anglia	540	1 397	1 771	25 324	22 016	12 056	54.8	57	2 244	1 233	—	27	1 206	54.9
Aurigny Air Services	165	2 587	909	29 433	2 355	1 873	79.5	58	228	153	—	3	150	67.3
British Air Ferries	135	690	561	17 845	5 335	3 310	62.0	931	704	505	—	204	301	71.7
British Island Airways	421	2 273	1 659	76 404	21 054	14 760	70.1	388	1 937	1 290	2	34	1 255	66.6
British Midland Airways	690	2 005	2 213	72 483	47 669	27 806	58.3	167	3 831	2 249	—	78	2 171	58.7
Brymon Airways	95	531	473	4 801	1 276	897	70.3	2	115	77	—	—	76	66.8
Dan-Air Services	469	1 520	1 584	44 971	27 588	17 458	63.3	—	2 248	1 424	—	—	1 424	63.4
Intra Airways	53	308	247	9 271	2 203	1 611	73.2	1	185	121	—	—	121	65.4
Loganair	80	704	411	3 524	849	460	54.2	—	77	42	—	—	42	54.2
TOTAL Passenger Services	25 400	33 949	48 020	1 801 817	4 582 988	3 104 693	67.7	12 434	541 006	328 053	10 174	40 094	277 785	60.6
Cargo Services														
British Airways Overseas Division	724	219	990					1 834	23 210	12 797	335	12 467		55.1
British Airways European Division	344	448	603					2 310	4 494	1 798	30	1 769		40.0
British Caledonian Airways	127	34	165					451	3 993	2 350	81	2 269		58.8
Air Freight	25	119	128					223	88	46	—	46		52.4
Air-Bridge Carriers	34	178	88					571	344	206	—	206		59.9
British Island Airways	90	294	327					561	414	170	20	150		41.2
Intra Airways	20	133	107					318	74	52	—	52		71.2
TOTAL Cargo Services	1 364	1 425	2 409					6 267	32 616	17 420	465	16 960		53.4
GRAND TOTAL	26 764	35 374	50 428	1 801 817	4 582 988	3 104 693	67.7	18 701	573 622	345 473	10 639	57 054	277 785	60.2

International Scheduled Services August 1976

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	Percentage of available
Passenger Services														
British Airways Overseas Division	11 521	3 288	15 375	321 285	3 140 323	2 131 242	67·9	5 915	391 170	237 839	8 806	35 543	193 490	60·8
British Airways European Division	6 095	7 247	10 863	598 689	781 985	560 641	71·7	2 703	82 279	51 462	872	1 788	48 800	62·5
British Airways Regional Divisions	300	691	800	34 585	27 453	17 854	65·0	85	2 683	1 461	2	43	1 416	54·5
British Caledonian Airways	1 647	1 612	2 731	61 621	198 313	117 712	59·4	599	22 945	12 971	302	1 973	10 696	56·5
Air Anglia	381	760	1 197	16 408	15 647	7 877	50·3	57	1 596	815	—	27	788	51·1
Aurigny Air Services	165	2 587	909	29 433	2 354	1 873	79·6	58	227	154	—	3	150	67·8
British Air Ferries	135	690	561	17 845	5 335	3 310	62·0	931	704	505	—	204	301	71·7
British Island Airways	145	677	577	23 666	7 264	5 153	70·9	24	668	444	—	6	438	66·5
British Midland Airways	115	318	359	7 561	8 309	3 387	40·8	42	648	285	—	21	264	43·9
Brymon Airways	36	148	166	1 121	465	296	63·8	—	40	25	—	—	25	63·2
Dan-Air Services	245	526	739	20 158	15 052	10 186	67·7	—	1 228	831	—	—	831	67·7
Intra Airways	26	225	134	6 823	1 018	795	78·1	1	89	60	—	—	60	67·2
TOTAL Passenger Services	20 811	18 769	34 411	1 139 195	4 203 518	2 860 327	68·0	10 416	504 276	306 851	9 983	39 609	257 259	60·8
Cargo Services														
British Airways Overseas Division	724	219	990					1 834	23 210	12 797	335	12 467		55·1
British Airways European Division	316	397	534					1 764	3 956	1 495	29	1 466		37·8
British Caledonian Airways	126	33	164					445	3 988	2 347	78	2 269		58·8
Air Freight	25	119	128					223	88	46	—	46		52·4
British Island Airways	36	76	123					85	165	50	—	50		30·3
TOTAL Cargo Services	1 227	844	1 938					4 350	31 407	16 734	441	16 298		53·3
GRAND TOTAL	22 038	19 613	36 349	1 139 195	4 203 518	2 860 327	68·0	14 766	535 683	323 585	10 424	55 907	257 259	60·4

Domestic Scheduled Services August 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	1 119	2 469	2 488	197 623	143 285	92 550	64.6	429	14 990	8 175	38	169	7 968	54.5
British Airways Regional Division	1 594	5 172	4 732	249 317	123 680	85 684	69.3	730	11 546	7 279	39	154	7 086	63.0
British Airways Helicopters	29	482	154	13 029	941	795	84.5	10	64	60	—	1	59	93.8
British Caledonian Airways	447	973	1 052	41 612	36 665	17 984	49.1	359	3 761	1 714	113	76	1 525	45.6
Air Anglia	159	637	574	8 916	6 369	4 178	65.6	—	649	418	—	—	418	64.4
British Island Airways	276	1 596	1 081	52 738	13 790	9 607	69.7	364	1 269	845	2	27	816	66.6
British Midland Airways	575	1 687	1 853	64 922	39 360	24 418	62.0	126	3 184	1 964	—	57	1 907	61.7
Brymon Airways	59	383	307	3 680	811	601	74.1	2	75	51	—	—	51	68.6
Dan-Air Services	224	994	845	24 813	12 536	7 272	58.0	—	1 019	593	—	—	593	58.2
Intra Airways	27	83	113	2 448	1 184	816	68.9	—	96	61	—	—	61	63.8
Loganair	80	704	411	3 524	849	460	54.2	—	77	42	—	—	42	54.2
TOTAL Passenger Services	4 589	15 180	13 609	662 622	379 470	244 365	64.4	2 018	36 730	21 202	191	485	20 526	57.7
Cargo Services														
British Airways European Division	28	51	70					546	538	304	1	303		56.4
British Caledonian Airways	1	1	1					5	5	3	3	—		63.5
Air-Bridge Carriers	34	178	88					571	344	206	—	206		59.9
British Island Airways	54	218	204					476	248	120	20	100		48.4
Intra Airways	20	133	107					318	74	52	—	52		71.2
TOTAL Cargo Services	137	581	470					1 917	1 209	686	24	661		56.7
GRAND TOTAL	4 726	15 761	14 079	662 622	379 470	244 365	64.4	3 935	37 939	21 888	215	1 146	20 526	57.7

All Non-scheduled Services August 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	1 039	247	1 403	30 534	220 608	195 497	88.6	—	24 578	18 129	—	18 129	73.8
British Airways European Division	602	486	1 073	34 543	62 179	48 623	78.2	768	8 419	5 105	853	4 252	60.6
British Airtours	1 773	908	2 745	153 687	335 284	307 082	91.6	—	30 512	25 893	—	25 893	84.9
British Airways Regional Division	99	125	182	7 201	9 859	8 074	81.9	6	929	654	3	651	70.4
British Airways Helicopters	266	2 043	1 332	17 076	5 391	2 268	42.1	123	522	199	17	182	38.1
British Caledonian Airways	2 877	1 341	4 279	111 575	326 231	286 495	87.8	2 064	52 023	37 762	12 404	25 358	72.6
Air Anglia	49	138	135	318	340	112	32.9	—	34	11	—	11	32.9
Air Freight	32	82	152	615	449	268	59.7	42	104	70	43	27	67.1
Air-Bridge Carriers	63	162	224	—	—	—	—	582	606	218	218	—	36.0
Alidair	178	534	530	15 846	10 752	5 876	54.7	109	1 141	551	51	500	48.3
Beecham Imperial	7	13	16	59	58	36	62.1	—	5	3	—	3	61.3
Bristow Helicopters	497	3 430	3 125	29 027	8 168	4 597	56.3	241	699	456	43	414	65.2
Britannia Airways	3 467	2 271	5 534	268 365	450 879	412 450	91.5	—	38 338	35 059	—	35 059	91.4
British Air Ferries	37	68	143	798	650	293	45.0	52	265	108	82	26	40.9
British Executive Air Services	48	348	243	1 570	545	216	39.6	13	50	17	2	15	34.0
British Island Airways	63	136	203	1 181	646	540	83.6	58	287	132	86	46	46.0
British Midland Airways	752	395	1 097	36 069	127 457	83 056	65.2	—	11 095	6 921	433	6 488	62.4
Dan-Air Services	5 916	4 165	10 088	368 932	704 590	592 480	84.1	272	56 598	47 548	119	47 429	84.0
Fairflight Charters	68	124	274	734	530	391	73.8	14	54	36	9	27	66.7
Firair	10	20	31	51	67	27	40.3	—	5	3	—	3	60.0
Green Shield Stamp	21	32	38	99	186	71	38.2	—	19	6	—	6	30.1
IDS Aircraft	17	36	31	115	102	53	52.0	—	8	4	—	4	50.0
International Aviation Service	791	270	1 358	—	—	—	—	2 493	24 459	15 350	15 350	—	62.8
Intra Airways	43	152	166	5 161	1 922	1 631	84.8	32	175	140	17	123	79.8
Laker Airways	2 585	1 020	3 575	128 721	512 951	431 450	84.1	—	51 314	42 335	—	42 335	82.5
Loganair	99	784	465	3 421	1 058	604	57.1	—	96	59	—	59	61.4
Lowland Aero Service	7	28	26	90	42	22	52.4	—	5	2	—	2	40.0
MAM Aviation	47	52	73	135	438	136	31.1	—	42	13	—	13	31.0
Management Aviation	10	52	47	323	128	60	46.9	2	16	6	1	5	37.5
McAlpine Aviation	154	233	252	598	1 156	421	36.4	—	93	34	—	34	36.6
Monarch Airlines	1 250	856	2 041	101 575	181 409	157 198	86.7	—	17 769	14 291	—	14 291	80.4
Moseley Aviation	8	26	29	130	51	41	80.4	—	5	3	—	3	60.0
Northern Air Taxis	14	33	51	80	106	39	36.8	—	9	3	—	3	33.3
Northern Executive Aviation	23	77	87	428	175	133	76.0	9	19	14	3	11	73.7
Peters Aviation	34	59	137	441	402	258	64.2	2	32	23	2	21	71.0
Ryburn Air	5	47	23	2	23	1	4.2	4	3	1	—	—	17.8
Thurston Aviation	45	185	161	316	302	76	25.2	5	29	9	3	6	31.0
Tradewinds Airways	470	169	942	—	—	—	—	1 508	12 342	7 004	7 004	—	56.7
Trans-Meridian Air Cargo	809	260	1 698	—	—	—	—	2 191	21 570	14 342	14 342	—	66.5
Vernair Transport	53	111	185	455	356	223	62.5	—	31	18	—	18	59.1
TOTAL	24 326	21 518	44 191	1 320 271	2 965 489	2 540 796	85.7	10 600	354 297	272 530	51 084	221 446	76.9
Class 5A Licence TOTAL	562	497	938	35 564	98 562	81 628	82.8	..	8 642	6 645	—	6 645	76.9
TOTAL Excludes 5A Licence	23 764	21 021	43 253	1 284 707	2 866 927	2 459 168	85.8	10 600	345 655	265 885	51 084	214 801	76.9

*Does not include cargo carried under Class 5 Licences.

International Non-scheduled Services August 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	1 039	247	1 403	30 534	220 608	195 497	88.6	—	24 578	18 129	—	18 129	73.8
British Airways European Division	602	486	1 073	34 543	62 179	48 623	78.2	768	8 419	5 105	853	4 252	60.6
British Airtours	1 773	908	2 745	153 687	335 284	307 082	91.6	—	30 512	25 893	—	25 893	84.9
British Airways Regional Division	87	87	146	6 258	9 171	7 768	84.7	3	874	628	1	627	71.9
British Airways Helicopters	252	1 904	1 266	16 899	5 272	2 250	42.7	116	511	196	16	180	38.4
British Caledonian Airways	2 877	1 341	4 279	111 575	326 231	286 495	87.8	2 064	52 023	37 762	12 404	25 358	72.6
Air Anglia	5	12	20	43	37	18	47.5	—	4	2	—	2	47.5
Air Freight	21	54	102	158	126	86	68.7	38	77	54	41	14	70.3
Air-Bridge Carriers	34	49	118	—	—	—	—	136	283	100	100	—	35.2
Alidair	142	427	409	14 722	9 832	5 506	56.0	—	926	468	—	468	50.6
Beecham Imperial	5	8	11	39	41	25	61.4	—	4	2	—	2	61.4
Bristow Helicopters	497	3 430	3 125	29 027	8 168	4 597	56.3	241	699	456	43	414	65.2
Britannia Airways	3 467	2 271	5 534	268 365	450 879	412 450	91.5	—	38 338	35 059	—	35 059	91.4
British Air Ferries	34	53	130	527	496	210	42.4	52	252	101	82	19	40.1
British Executive Air Services	48	348	243	1 570	545	216	39.6	13	50	17	2	15	34.0
British Island Airways	37	86	120	919	562	480	85.4	—	169	93	53	40	55.4
British Midland Airways	750	392	1 091	35 974	127 355	82 979	65.2	—	11 085	6 915	433	6 482	62.4
Dan-Air Services	5 788	3 823	9 651	363 115	700 124	590 541	84.3	135	56 060	47 313	42	47 271	84.4
Fairflight Charters	64	109	257	629	490	360	73.5	14	51	34	9	25	66.7
Fitair	7	12	22	47	46	26	56.5	—	4	2	—	2	50.0
Green Shield Stamp	15	15	27	39	136	45	33.0	—	14	4	—	4	25.4
IDS Aircraft	17	36	31	115	102	53	52.0	—	8	4	—	4	50.0
International Aviation Service	791	270	1 358	—	—	—	—	2 493	24 459	15 350	15 350	—	62.8
Intra Airways	39	108	143	3 320	1 851	1 561	84.4	28	162	132	15	117	81.9
Laker Airways	2 585	1 020	3 575	128 721	512 951	431 450	84.1	—	51 314	42 335	—	42 335	82.5
MAM Aviation	39	37	60	117	359	126	35.1	—	35	12	—	12	34.3
McAlpine Aviation	122	145	195	470	916	374	40.8	—	73	30	—	30	41.1
Monarch Airlines	1 250	856	2 041	101 575	181 409	157 198	86.7	—	17 769	14 291	—	14 291	80.4
Moseley Aviation	5	8	18	40	31	25	80.6	—	3	2	—	2	66.7
Northern Air Taxis	3	4	12	16	25	14	56.0	—	2	1	—	1	50.0
Northern Executive Aviation	6	11	16	56	43	29	67.4	—	5	3	1	2	60.0
Peters Aviation	30	50	119	376	371	234	63.0	2	28	21	1	19	72.8
Thurston Aviation	30	123	108	214	228	54	23.7	4	19	5	1	4	26.3
Tradewinds Airways	470	169	942	—	—	—	—	1 508	12 342	7 004	7 004	—	56.7
Trans-Meridian Air Cargo	809	260	1 698	—	—	—	—	2 191	21 570	14 342	14 342	—	66.5
Vernair Transport	2	4	7	6	9	3	30.6	—	1	—	—	—	30.6
TOTAL	23 742	19 163	42 090	1 303 696	2 955 877	2 536 375	85.8	9 811	352 720	271 864	50 792	221 072	77.1
Class 5A Licence TOTAL	560	491	932	35 356	98 491	81 566	82.8	..	8 635	6 639	—	6 639	76.9
TOTAL Excludes 5A Licence	23 182	18 672	41 158	1 268 340	2 857 386	2 454 809	85.9	9 811	344 085	265 225	50 792	214 433	77.1

*Does not include cargo carried under Class 5 Licences.

Domestic Non-scheduled Services August 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 Regional Division	11	38	36	943	688	306	44.4	3	55	26	1	25	46.6
British Airways Helicopters	14	139	66	177	119	18	15.1	7	11	3	1	2	27.3
Air Anglia	43	126	115	275	303	94	31.1	—	30	9	—	9	31.1
Air Freight	11	28	51	457	323	182	56.2	4	27	16	2	14	57.9
Air-Bridge Carriers	29	113	106	—	—	—	—	446	323	118	118	—	36.7
Alidair	36	107	121	1 124	920	370	40.2	109	215	83	51	31	38.6
Beecham Imperial	2	5	5	20	17	11	64.0	—	2	1	—	1	61.1
British Air Ferries	3	15	13	271	154	82	53.6	—	13	7	—	7	58.1
British Island Airways	26	50	83	262	83	60	71.5	58	118	38	33	6	32.4
British Midland Airways	2	3	5	95	101	77	76.0	—	10	7	—	7	66.6
Dan-Air Services	128	342	436	5 817	4 466	1 939	43.4	137	538	235	77	158	43.7
Fairflight Charters	4	15	17	105	40	31	77.5	—	3	2	—	2	66.7
Fitair	3	8	9	4	21	1	4.8	—	1	1	—	1	100.0
Green Shield Stamp	6	17	11	60	50	26	52.2	—	5	2	—	2	42.8
Intra Airways	4	44	23	1 841	71	69	97.3	3	14	7	2	5	53.5
Loganair	99	784	465	3 421	1 058	604	57.1	—	96	59	—	59	61.4
Lowland Aero Service	7	28	26	90	42	22	52.4	—	5	2	—	2	40.0
MAM Aviation	8	15	13	18	79	10	12.7	—	7	1	—	1	14.3
Management Aviation	10	52	47	323	128	60	46.9	2	16	6	1	5	37.5
McAlpine Aviation	32	88	57	128	240	47	19.6	—	20	4	—	4	20.0
Moseley Aviation	3	18	11	90	20	16	80.0	—	2	1	—	1	50.0
Northern Air Taxis	11	29	39	64	81	25	30.9	—	7	2	—	2	28.6
Northern Executive Aviation	17	66	71	372	132	104	78.8	9	14	11	2	9	78.6
Peters Aviation	4	9	19	65	30	24	79.6	—	4	2	—	2	57.5
Ryburn Air	5	47	23	2	23	1	4.2	4	3	1	—	—	17.8
Thurston Aviation	15	62	54	102	74	22	29.7	1	10	4	2	2	40.0
Vernair Transport	51	107	178	449	348	220	63.3	—	30	18	—	18	60.0
TOTAL	584	2 355	2 100	16 575	9 612	4 421	46.0	788	1 577	666	292	374	42.2
Class 5A Licence TOTAL	2	6	6	208	71	62	87.3	..	7	6	—	6	85.7
TOTAL Excludes 5A Licence	582	2 349	2 095	16 367	9 541	4 359	45.7	788	1 570	660	292	368	42.0

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations August 1976

Table 24

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km				Tonne-km	
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Airways Overseas Division	588	129	821	19 369	—	126 654	108 688	85.8	14 352	9 976	69.5
British Caledonian Airways	965	213	1 258	25 252	—	180 978	160 705	88.8	17 609	14 444	82.0
Dan-Air Services	34	12	46	1 119	—	6 356	6 189	97.4	508	495	97.5
Laker Airways	1 060	230	1 376	39 572	10 332	321 269	266 404	82.9	32 705	26 640	81.5
TOTAL	2 647	584	3 501	85 312	10 332	635 257	541 986	85.3	65 174	51 555	79.1

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers August 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 Available (000)	Used (000)	Percentage of available	Number of IT passengers uplifted	
											Class 2	Class 4
International Services												
British Airways Overseas Division	100	18	130	3 119	17 937	17 267	96·3	1 950	1 585	81·3	—	—
British Airways European Division	386	268	631	28 130	50 298	42 621	84·7	4 982	3 707	74·4	—	—
British Airtours	1 369	792	2 172	134 640	258 685	234 462	90·6	23 542	19 842	84·3	—	1 804
British Airways Regional Division	69	70	114	5 346	7 466	6 613	88·6	705	529	75·1	—	—
British Caledonian Airways	975	796	1 710	72 526	105 959	91 864	86·7	9 982	7 904	79·2	—	1 048
Britannia Airways	3 258	2 040	5 172	242 690	423 493	388 937	91·8	36 009	33 060	91·8	—	—
British Midland Airways	3	3	8	208	239	227	95·0	21	18	86·2	—	—
Dan-Air Services	4 549	2 906	7 466	291 928	545 535	465 240	85·3	43 594	37 227	85·4	—	3 916
Intra Airways	21	44	75	1 731	1 127	996	88·4	88	75	84·9	—	—
Laker Airways	1 000	532	1 456	60 124	128 769	116 021	90·1	12 414	11 090	89·3	—	—
Monarch Airlines	1 013	690	1 648	84 752	151 661	132 393	87·3	14 798	12 040	81·4	—	—
TOTAL International Services	12 742	8 159	20 582	925 194	1 691 169	1 496 642	88·5	148 083	127 077	85·8	—	6 768
Domestic Services												
Intra Airways	1	36	12	1 262	49	48	97·4	4	4	86·2	—	—
TOTAL Domestic Services	1	36	12	1 262	49	48	97·4	4	4	86·2	—	—
GRAND TOTAL	12 744	8 195	20 594	926 456	1 691 218	1 496 690	88·5	148 087	127 080	85·8	—	6 768

All Class 4 Licence Operations August 1976

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Available (000) Used (000)		Percentage of available
				IT	Other						
British Airways Overseas Division	315	91	412	—	6 886	65 238	63 054	96·7	6 915	5 926	85·7
British Airways European Division	12	16	24	—	2 266	2 395	1 775	74·1	254	162	63·8
British Airtours	125	41	170	1 804	4 018	23 632	21 989	93·0	2 151	1 890	87·9
British Caledonian Airways	236	141	371	1 048	11 777	36 079	31 511	87·3	3 489	2 794	80·1
Alidair	9	15	24	—	413	571	243	42·5	53	21	39·1
Britannia Airways	120	87	195	—	9 901	15 615	13 629	87·3	1 328	1 158	87·2
British Island Airways	5	8	18	—	246	185	161	86·7	24	14	56·8
British Midland Airways	14	19	39	—	1 208	1 052	922	87·6	86	72	83·9
Dan-Air Services	1 137	803	1 970	3 916	63 092	141 988	114 765	80·8	11 359	9 201	81·0
Intra Airways	8	39	32	—	1 455	454	389	85·7	35	29	82·5
Laker Airways	276	200	413	—	14 366	24 569	19 608	79·8	2 210	1 673	75·7
Loganair	11	376	67	—	1 522	90	56	62·2	8	5	62·3
Monarch Airlines	209	153	356	—	15 684	25 625	22 067	86·1	2 516	2 001	79·5
TOTAL	2 478	1 989	4 092	6 768	132 834	337 494	290 167	86·0	30 428	24 947	82·0

International Class 4 Licence Operations August 1976

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km Used (000)	Percentage of available	Available (000)	Tonne—km Used (000)	Percentage of available
				IT	Other						
British Airways Overseas Division	315	91	412	—	6 886	65 238	63 054	96.7	6 915	5 926	85.7
British Airways European Division	12	16	24	—	2 266	2 395	1 775	74.1	254	162	63.8
British Airtours	125	41	170	1 804	4 018	23 632	21 989	93.0	2 151	1 890	87.9
British Caledonian Airways	236	141	371	1 048	11 777	36 079	31 511	87.3	3 489	2 794	80.1
Alidair	9	15	24	—	413	571	243	42.5	53	21	39.1
Britannia Airways	120	87	195	—	9 901	15 615	13 629	87.3	1 328	1 158	87.2
British Island Airways	5	8	18	—	246	185	161	86.7	24	14	56.8
British Midland Airways	14	19	39	—	1 208	1 052	922	87.6	86	72	83.9
Dan-Air Services	1 136	801	1 968	3 916	63 040	141 965	114 753	80.8	11 357	9 200	81.0
Intra Airways	8	35	29	—	1 315	432	367	85.1	34	28	82.4
Laker Airways	276	200	413	—	14 366	24 569	19 608	79.8	2 210	1 673	75.7
Monarch Airlines	209	153	356	—	15 684	25 625	22 067	86.1	2 516	2 001	79.5
TOTAL	2 466	1 607	4 021	6 768	131 120	337 359	290 077	86.0	30 416	24 939	82.0

Domestic Class 4 Licence Operations August 1976

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km		Percentage of available	Tonne—km		
				IT	Other		Used (000)	Available (000)		Used (000)	Percentage of available	
Dan-Air Services	—	2	2	—	52	23	12	54.2	2	1	53.8	
Intra Airways	1	4	3	—	140	22	21	97.2	2	2	83.9	
Loganair	11	376	67	—	1 522	90	56	62.2	8	5	62.3	
TOTAL	12	382	72	—	1 714	136	90	66.6	12	8	64.4	

All Class 6 Licence Operations August 1976

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	8	18	21	73	112	38	34.3
British Caledonian Airways	578	147	769	1 842	17 394	10 175	58.5
Air Freight	2	7	8	17	5	4	72.9
Air-Bridge Carriers	26	100	97	456	308	121	39.3
British Air Ferries	8	25	34	15	43	20	46.2
Dan-Air Services	54	125	179	273	274	119	43.3
International Aviation Service	239	77	370	961	8 466	6 677	78.9
Tradewinds Airways	279	117	569	901	7 391	4 398	59.5
Trans-Meridian Air Cargo	454	163	987	1 318	12 578	10 051	79.9
TOTAL	1 648	779	3 031	5 856	46 572	31 603	67.9

International Class 6 Licence Operations August 1976

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	8	18	21	73	112	38	34.3
British Caledonian Airways	578	147	769	1 842	17 394	10 175	58.5
Air Freight	2	7	8	17	5	4	72.9
Air-Bridge Carriers	1	4	5	11	13	3	24.1
British Air Ferries	8	25	34	15	43	20	46.2
Dan-Air Services	19	63	74	135	101	42	41.4
International Aviation Service	239	77	370	961	8 466	6 677	78.9
Tradewinds Airways	279	117	569	901	7 391	4 398	59.5
Trans-Meridian Air Cargo	454	163	987	1 318	12 578	10 051	79.9
TOTAL	1 588	621	2 834	5 274	46 103	31 407	68.1

Domestic Class 6 Licence Operations August 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	25	96	92	445	295	118	40.0
Dan-Air Services	35	62	105	138	174	77	44.4
TOTAL	60	158	197	583	469	195	41.6

All Class 7 Licence Operations August 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	266	2 043	1 332	17 076	5 391	2 268	42.1	123	522	199	17	182	38.1
Bristow Helicopters	497	3 430	3 125	29 027	8 168	4 597	56.3	241	699	456	43	414	65.2
British Executive Air Services	48	348	243	1 570	545	216	39.6	14	50	17	2	15	34.0
TOTAL	811	5 821	4 700	47 673	14 104	7 081	50.2	378	1271	672	62	611	52.9

International Class 7 Licence Operations August 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	252	1 904	1 266	16 899	5 272	2 250	42.7	116	511	196	16	180	38.4
Bristow Helicopters	497	3 430	3 125	29 027	8 168	4 597	56.3	241	699	456	43	414	65.2
British Executive Air Services	48	348	243	1 570	545	216	39.6	14	50	17	2	15	34.0
TOTAL	797	5 682	4 634	47 496	13 985	7 063	50.5	371	1 260	669	60	609	53.1

Domestic Class 7 Licence Operations August 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	14	139	66	177	119	18	15.1	7	11	3	1	2	27.3
TOTAL	14	139	66	177	119	18	15.1	7	11	3	1	2	27.3

All Exempt Operations August 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	36	9	40	1 160	10 779	6 488	60.2	—	1 361	642	—	642	47.2
British Airways European Division	188	176	384	2 937	7 387	3 098	41.9	695	2 844	1 096	815	282	38.6
British Airtours	4	3	7	286	837	501	59.9	—	76	44	—	44	58.2
British Airways Regional Division	12	41	39	943	754	306	40.6	7	61	27	3	25	44.6
British Caledonian Airways	62	18	81	67	233	99	42.4	223	1 959	1 660	1 652	9	84.8
Air Anglia	49	138	135	318	340	112	32.9	—	34	11	—	11	32.9
Air Freight	19	44	92	615	449	268	59.7	25	58	38	11	27	65.7
Air-Bridge Carriers	37	62	128	—	—	—	—	127	298	97	97	—	32.6
Alidair	44	123	144	1 390	1 441	553	38.4	110	263	98	51	47	37.4
Beecham Imperial	7	13	16	59	58	36	62.1	—	5	3	—	3	61.3
Britannia Airways	87	142	161	15 557	11 328	9 515	84.0	—	963	809	—	809	84.0
British Air Ferries	29	43	109	774	373	121	32.4	37	222	89	78	11	39.9
British Island Airways	27	50	88	300	148	132	89.5	58	125	44	33	11	35.4
British Midland Airways	2	3	8	133	141	109	77.3	—	12	9	—	9	76.7
Dan-Air Services	140	317	423	8 650	10 492	6 078	57.9	—	847	489	—	489	57.8
Fairflight Charters	68	124	274	734	530	391	73.8	14	54	36	9	27	66.7
Fitair	10	20	31	51	67	27	40.3	—	5	3	—	3	60.0
Green Shield Stamp	21	32	38	99	186	71	38.2	—	19	6	—	6	30.1
I D S Aircraft	17	36	31	115	102	53	52.0	—	8	4	—	4	50.0
International Aviation Service	547	191	976	—	—	—	—	1 532	15 904	8 605	8 605	—	54.1
Intra Airways	12	33	47	713	292	197	67.7	32	47	32	17	15	67.5
Laker Airways	249	58	330	4 327	38 343	29 417	76.7	—	3 985	2 932	—	2 932	73.6
Loganair	88	408	399	1 899	968	548	56.6	—	88	54	—	54	61.4
Lowland Aero Service	7	28	26	90	42	22	52.4	—	5	2	—	2	40.0
MAM Aviation	47	52	73	135	438	136	31.1	—	42	13	—	13	31.0
Management Aviation	10	52	47	323	128	60	46.9	2	16	6	1	5	37.5
McAlpine Aviation	154	233	252	598	1 156	421	36.4	—	93	34	—	34	36.6
Moseley Aviation	8	26	29	130	51	41	80.4	—	5	3	—	3	60.0
Northern Air Taxis	14	33	51	80	106	39	36.8	—	9	3	—	3	33.3
Northern Executive Aviation	23	77	87	428	175	133	76.0	10	19	14	3	11	73.7
Peters Aviation	34	59	137	441	402	258	64.2	3	32	23	2	21	71.0
Ryburn Air	5	47	23	2	23	1	4.2	5	3	1	—	—	17.8
Thurston Aviation	45	185	161	316	302	76	25.2	6	29	9	3	6	31.0
Tradewinds Airways	191	52	373	—	—	—	—	607	4 951	2 606	2 606	—	52.6
Trans-Meridian Air Cargo	355	97	711	—	—	—	—	873	8 991	4 292	4 292	—	47.7
Vernair Transport	53	111	185	455	356	223	62.5	—	31	18	—	18	59.1
TOTAL	2 703	3 136	6 133	44 125	88 425	59 529	67.3	4 366	43 462	23 851	18 276	5 575	54.9

International Exempt Operations August 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	36	9	40	1 160	10 779	6 488	60.2	—	1 361	642	—	642	47.2
British Airways European Division	188	176	384	2 937	7 387	3 098	41.9	695	2 844	1 096	815	282	38.6
British Airtours	4	3	7	286	837	501	59.9	—	76	44	—	44	58.2
British Airways Regional Division	1	3	3	—	65	—	—	3	5	1	1	—	25.0
British Caledonian Airways	62	18	81	67	233	99	42.4	223	1 959	1 660	1 652	9	84.8
Air Anglia	5	12	20	43	37	18	47.5	—	4	2	—	2	47.5
Air Freight	9	16	41	158	126	86	68.7	21	31	23	9	14	72.5
Air-Bridge Carriers	33	45	113	—	—	—	—	126	270	97	97	—	35.8
Alidair	8	16	23	266	521	183	35.2	—	48	15	—	15	32.1
Beecham Imperial	5	8	11	39	41	25	61.4	—	4	2	—	2	61.4
Britannia Airways	87	142	161	15 557	11 328	9 515	84.0	—	963	809	—	809	84.0
British Air Ferries	26	28	97	503	219	39	17.6	37	209	81	78	4	38.8
British Island Airways	2	4	7	198	102	101	99.3	—	9	9	—	9	92.7
British Midland Airways	2	2	6	86	72	65	89.6	—	6	5	—	5	92.3
Dan-Air Services	47	39	93	2 885	6 049	4 151	48.6	—	484	332	—	332	68.6
Fairflight Charters	64	109	257	629	490	360	73.5	14	51	34	9	25	66.7
Fitair	7	12	22	47	46	26	56.5	—	4	2	—	2	50.0
Green Shield Stamp	15	15	27	39	136	45	33.0	—	14	4	—	4	25.4
I D S Aircraft	17	36	31	115	102	53	52.0	—	8	4	—	4	50.0
International Aviation Service	547	191	976	—	—	—	—	1 532	15 904	8 605	8 605	—	54.1
Intra Airways	10	29	39	274	292	197	67.7	29	40	30	15	15	75.0
Laker Airways	249	58	330	4 327	38 343	29 417	76.7	—	3 985	2 932	—	2 932	73.6
MAM Aviation	39	37	60	117	359	126	35.1	—	35	12	—	12	34.3
McAlpine Aviation	122	145	195	470	916	374	40.8	—	73	30	—	30	41.1
Moseley Aviation	5	8	18	40	31	25	80.6	—	3	2	—	2	66.7
Northern Air Taxis	3	4	12	16	25	14	56.0	—	2	1	—	1	50.0
Northern Executive Aviation	6	11	16	56	43	29	67.4	—	5	3	1	2	60.0
Peters Aviation	30	50	119	376	371	234	63.0	2	28	21	1	19	72.8
Thurston Aviation	30	123	108	214	228	54	23.7	4	19	5	1	4	26.3
Tradewinds Airways	191	52	373	—	—	—	—	607	4 951	2 606	2 606	—	52.6
Trans-Meridian Air Cargo	355	97	711	—	—	—	—	873	8 991	4 292	4 292	—	47.7
Vernair Transport	2	4	7	6	9	3	30.6	—	1	—	—	—	30.6
TOTAL	2 208	1 502	4 384	30 911	79 188	55 327	69.9	4 168	42 388	23 400	18 181	5 220	55.2

Domestic Exempt Operations August 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 Regional Division	11	38	36	943	688	306	44.4	4	55	26	1	25	46.6
Air Anglia	43	126	115	275	303	94	31.1	—	30	9	—	9	31.1
Air Freight	11	28	51	457	323	182	56.2	4	27	16	2	14	57.9
Air-Bridge Carriers	4	17	15	—	—	—	—	1	28	—	—	—	1.3
Alidair	36	107	121	1 124	920	370	40.2	110	215	83	51	31	38.6
Beecham Imperial	2	5	5	20	17	11	64.0	—	2	1	—	1	61.1
British Air Ferries	3	15	13	271	154	82	53.6	—	13	7	—	7	58.1
British Island Airways	25	46	80	102	45	31	67.4	58	115	35	33	3	30.7
British Midland Airways	1	1	3	47	68	44	64.4	—	6	4	—	4	60.7
Dan-Air Services	93	278	330	5 765	4 443	1 927	43.4	—	363	157	—	157	43.3
Fairflight Charters	4	15	17	105	40	31	77.5	—	3	2	—	2	66.7
Fitair	3	8	9	4	21	1	4.8	—	1	1	—	1	4.8
Green Shield Stamp	6	17	11	60	50	26	52.2	—	5	2	—	2	42.8
Intra Airways	2	4	8	439	—	—	—	4	7	2	2	—	27.3
Loganair	88	408	399	1 899	968	548	56.6	—	88	54	—	54	61.4
Lowland Aero Service	7	28	26	90	42	22	52.4	—	5	2	—	2	40.0
MAM Aviation	8	15	13	18	79	10	12.7	—	7	1	—	1	14.3
Management Aviation	10	52	47	323	128	60	46.9	2	16	6	1	5	37.5
McAlpine Aviation	32	88	57	128	240	47	19.6	—	20	4	—	4	20.0
Moseley Aviation	3	18	11	90	20	16	80.0	—	2	1	—	1	50.0
Northern Air Taxis	11	29	39	64	81	25	30.9	—	7	2	—	2	28.6
Northern Executive Aviation	17	66	71	372	132	104	78.8	9	14	11	2	9	78.6
Peters Aviation	4	9	19	65	30	24	79.6	1	4	2	—	2	57.5
Ryburn Air	5	47	23	2	23	1	4.2	5	3	1	—	—	17.8
Thurston Aviation	15	62	54	102	74	22	29.7	2	10	4	2	2	40.0
Vernair Transport	51	107	178	449	348	220	63.3	—	30	18	—	18	60.0
TOTAL	494	1 634	1 748	13 214	9 237	4 203	45.5	199	1 074	451	95	355	42.0

Class 5 Operations for UK Operators August 1976

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways European Division	7	8	14	1 210	2 099	1 129	53.8	..	227	101	—	—	101	44.5
British Airtours	275	72	395	12 939	52 130	50 130	96.2	..	4 743	4 117	—	—	4 117	86.8
British Airways Regional Division	17	14	29	912	1 640	1 155	70.4	..	164	98	—	—	98	59.8
British Caledonian Airways	4	4	11	501	1 177	1 072	91.1	..	141	95	—	—	95	67.4
Alidair	48	281	159	8 659	3 141	1 489	47.4	..	289	127	—	—	127	43.9
Britannia Airways	2	2	6	217	443	369	83.3	..	38	31	—	—	31	81.6
British Island Airways	7	16	23	635	313	247	78.9	..	28	21	—	—	21	75.0
British Midland Airways	199	96	296	10 145	37 257	25 757	69.1	..	2 981	2 031	—	—	2 031	68.1
Dan-Air Services	2	2	4	227	218	208	95.4	..	17	17	—	—	17	100.0
Monarch Airlines	1	2	2	119	144	72	50.0	..	14	7	—	—	7	50.0
TOTAL	562	497	938	35 564	98 562	81 628	82.8	..	8 642	6 645	—	—	6 645	76.9

Class 5 Operations for Non-UK Operators August 1976

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Caledonian Airways	57	22	79	347	1 044	565	54.1	..	1 448	690	—	640	50	47.7
Air Freight	11	31	53	—	—	—	—	..	41	28	—	28	—	68.3
Alidair	77	115	204	5 384	5 599	3 591	64.1	..	536	305	—	—	305	56.9
British Island Airways	24	62	75	—	—	—	—	..	110	53	—	53	—	48.2
British Midland Airways	533	274	746	24 375	88 768	56 041	63.1	..	7 996	4 792	—	433	4 359	59.9
International Aviation Service	5	2	12	—	—	—	—	..	89	68	—	68	—	76.4
Monarch Airlines	27	11	34	1 020	3 979	2 666	67.0	..	441	242	—	—	242	54.9
TOTAL	734	517	1 202	31 126	99 390	62 863	63.2	..	10 661	6 178	—	1 222	4 956	57.9

Aircraft Type and Utilisation—All Airlines August 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 June 1976	Daily utilisation per aircraft (hrs) Quarter ended June 1976
Aviation Traders Carvair	93	321	25	363	34	6 350	1 330	4	3.6
Aviation Traders Merchantman	382	—	481	—	707	—	—	5	5.1
AW650 Argosy	80	—	313	—	261	—	—	3	3.2
BAC 111—200	911	1 714	2	1 976	2	77 232	47 248	9	6.4
BAC 111—300/400	2 344	2 682	1	4 256	1	166 203	165 565	17	7.7
BAC 111—500	4 953	6 676	1	9 441	1	467 903	398 398	39	7.3
BAC Britannia—300	171	—	72	—	359	—	—	2	5.5
BAC VC10 Standard	—	—	—	—	—	—	—	5	—
BAC VC10 Super	3 402	1 074	1	4 648	—	65 456	344 184	15	10.6
BAC Viscount—700	122	523	63	356	63	15 113	2 956	5	2.0
BAC Viscount—700D/800/810	1 678	5 284	27	5 392	51	221 689	75 995	31	4.8
BAC/Aerospatiale Concorde	176	32	—	132	—	1 623	9 259	2	1.5
Beagle 206	21	61	—	77	—	170	61	3	1.9
Beechcraft B80 Queen-Air	46	91	—	157	—	408	204	4	1.5
Bell 206 Jetranger	10	121	—	48	—	141	11	1	1.8
Bell 212 Twin	101	901	—	553	—	5 133	515	6	2.3
Boeing 707—120/120B	649	173	—	801	—	20 314	82 974	2	10.8
Boeing 707—320C/336	5 685	1 290	432	5 605	2 067	100 250	510 804	30	7.7
Boeing 707—420	2 687	1 136	—	3 982	—	176 561	450 338	13	6.5
Boeing 720/720B	647	397	—	996	—	56 627	96 434	3	8.8
Boeing 727—100	987	566	—	1 520	—	66 746	120 502	5	8.2
Boeing 737—200	3 467	2 271	—	5 534	—	268 365	412 450	14	10.4
Boeing 747	5 733	1 366	—	7 506	—	206 208	1 515 949	19	12.8
Britten-Norman Islander	159	1 606	14	820	13	6 687	687	12	2.2
Britten-Norman Trislander	250	2 823	—	1 282	—	31 716	2 626	12	2.8
Canadair CL 44	1 255	—	425	—	2 603	—	—	13	6.1
Cessna 340	5	47	—	23	—	2	1	1	1.0
Cessna 401/421	9	17	—	27	—	39	3	1	0.3
Cessna 500 Citation	17	36	—	31	—	115	53	2	0.9
DC10	1 420	299	—	1 815	—	73 602	371 859	5	9.3
DC3 Dakota/Pionair	137	397	313	345	350	11 058	1 762	13	2.0
DC8—54/55F Jet Trader	355	—	110	—	478	—	—	2	7.7
DH 104 Dove	39	56	15	115	41	392	207	2	2.8
DH 106 Comet 4B/C	2 514	1 518	—	4 134	—	150 136	249 384	17	5.2
DH 114 Heron	52	76	14	178	40	651	373	6	1.5
DHC 6 Twin-Otter	43	209	—	195	—	3 024	591	1	5.2
Fokker Friendship 100/600	489	1 265	—	1 569	—	24 854	11 869	7	8.4
HP Herald 100/200	767	3 177	398	2 470	478	103 237	21 244	18	4.6
HS 121 Trident 1C	405	727	—	848	—	46 090	26 013	10	2.2
HS 121 Trident 1E	336	532	—	659	—	44 532	28 688	3	6.5
HS 121 Trident 2E	2 003	1 363	—	3 101	—	99 219	151 997	15	5.8
HS 121 Trident 3B	2 774	3 586	—	5 244	—	335 085	268 058	26	6.1
HS 125	216	296	—	339	—	830	656	19	1.0
HS 748	554	1 646	120	1 833	175	41 520	14 618	10	5.4
Lockheed L1011 Tristar	924	671	—	1 458	—	121 570	186 566	7	5.6
PA23 Aztec/Apache	30	104	17	92	20	205	53	6	1.3
PA31 Navajo	155	438	12	512	11	1 335	480	13	1.6
Partenavia 68B Victor	—	—	—	—	—	—	—	1	—
Riley Dove	10	18	2	32	3	126	66	1	1.7
Sikorsky 58T	81	478	4	516	1	3 972	663	9	2.4
Sikorsky S61N	599	3 669	—	3 359	—	44 047	6 361	32	3.4
Westland Wessex	59	1 182	—	424	—	7 732	386	4	2.5
TOTAL	50 001	52 915	2 862	84 764	7 759	3 074 268	5 580 439	505	5.5

Aircraft Type and Utilisation—Individual Airlines Table 31.2

August 1976

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1976	Daily utilisation per aircraft (hrs) Quarter ended June 1976
British Airways Overseas Division									
DC10	490	56	—	597	—	11 569	101 263	2	8.7
BAC VC10 Standard	—	—	—	—	—	—	—	5	—
BAC VC10 Super	3 402	1 074	1	4 648	—	65 456	344 184	15	10.6
Lockheed L1011 Tristar	376	168	—	527	—	12 304	58 931	2	5.5
Boeing 707-320C/336	2 203	456	218	1 989	990	28 957	157 983	11	9.2
Boeing 707-420	914	228	—	1 237	—	22 874	143 256	4	6.1
Boeing 747	5 733	1 366	—	7 506	—	206 208	1 515 949	19	12.8
BAC/Aerospatiale Concorde	176	32	—	132	—	1 623	9 259	2	1.5
TOTAL	13 293	3 380	219	16 636	990	348 991	2 330 825	60	10.0
British Airways European Division									
BAC 111-500	1 804	3 776	—	3 855	—	229 616	109 046	18	6.2
HS 121 Trident 2E	2 003	1 363	—	3 101	—	99 219	151 997	15	5.8
Aviation Traders Merchantman	382	—	481	—	707	—	—	5	5.1
HS 121 Trident 1C	405	727	—	848	—	46 090	26 012	10	2.2
HS 121 Trident 3B	2 774	3 586	—	5 244	—	335 085	268 058	26	6.1
Lockheed L1011 Tristar	548	503	—	931	—	109 266	127 635	5	5.7
TOTAL	7 916	9 955	481	13 979	707	819 276	682 748	79	5.6
British Airtours									
Boeing 707-420	1 773	908	—	2 745	—	153 687	307 082	9	6.7
British Airways Regional Division									
HS 748	93	306	—	319	—	8 744	2 808	2	4.8
BAC Viscount-700D/800/810	1 009	3 768	—	3 477	—	160 299	47 695	20	4.7
BAC 111-300/400	584	1 555	—	1 360	—	83 730	33 521	7	5.7
HS 121 Trident 1E	336	532	—	659	—	44 532	28 688	3	6.5
TOTAL	2 022	6 161	—	5 815	—	297 305	112 712	32	5.1
British Airways Helicopters									
Sikorsky S61N	251	2 016	—	1 252	—	27 521	2 882	13	3.1
Bell 206 Jetranger	10	121	—	48	—	141	11	1	1.8
Bell 212 Twin	34	388	—	186	—	2 443	170	1	1.9
Sikorsky 58T	—	—	—	—	—	—	—	2	1.5
TOTAL	295	2 525	—	1 486	—	30 105	3 063	17	2.8
British Caledonian Airways									
BAC 111-200	664	1 408	—	1 478	—	57 786	30 729	7	6.4
BAC 111-500	1 444	1 603	1	2 681	1	107 392	115 064	12	7.1
Boeing 707-320C/336	2 954	610	214	2 844	1 077	46 067	275 386	11	10.2
TOTAL	5 062	3 621	215	7 003	1 078	211 245	421 179	30	8.1
Air Anglia									
Fokker Friendship 100/600	489	1 265	—	1 569	—	24 854	11 869	7	8.4
PA31 Navajo	99	270	—	337	—	788	299	4	2.7
TOTAL	588	1 535	—	1 906	—	25 642	12 167	11	5.9

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 June 1976	Daily utilisation per aircraft (hrs) Quarter ended June 1976
Air Freight									
DC3 Dakota/Pionair	57	34	167	67	214	615	268	7	1.5
Air-Bridge Carriers									
AW650 Argosy	80	—	313	—	261	—	—	3	3.2
BAC Viscount-700D/800/810	17	—	27	—	51	—	—	1	1.3
TOTAL	97	—	340	—	312	—	—	4	2.8
Alidair									
BAC Viscount-700	101	356	63	263	63	10 462	2 285	4	2.1
BAC Viscount-700D/800/810	77	115	—	204	—	5 384	3 591	1	2.8
TOTAL	178	471	63	467	63	15 846	5 876	5	2.3
Aurigny Air Services									
Britten-Norman Trislander	159	2 465	—	875	—	28 683	1 838	6	3.5
Britten-Norman Islander	6	122	—	34	—	750	35	2	0.5
TOTAL	165	2 587	—	909	—	29 433	1 873	8	2.8
Beecham Imperial									
HS 125	7	13	—	16	—	59	36	1	0.6
Bristow Helicopters									
Sikorsky S61N	348	1 653	—	2 107	—	16 526	3 479	19	3.7
Westland Wessex	59	1 182	—	424	—	7 732	386	4	2.5
Sikorsky 58T	71	430	—	470	—	3 649	603	6	2.8
Bell 212 Twin	19	165	—	124	—	1 120	129	1	3.0
TOTAL	497	3 430	—	3 125	—	29 027	4 597	30	3.3
Britannia Airways									
Boeing 737-200	3 467	2 271	—	5 534	—	268 365	412 450	14	10.4
British Air Ferries									
HP Herald 100/200	80	412	—	307	—	12 293	2 273	3	3.6
Aviation Traders Carvair	93	321	25	363	34	6 350	1 330	4	3.6
TOTAL	173	733	25	670	34	18 643	3 603	7	3.6
British Executive Air Services									
Bell 212 Twin	48	348	—	243	—	1 570	216	4	2.3
British Island Airways									
HP Herald 100/200	574	2 302	398	1 699	478	77 568	15 297	12	5.0
British Midland Airways									
HP Herald 100/200	113	463	—	464	—	13 376	3 674	3	4.5
BAC Viscount-700D/800/810	597	1 568	—	1 804	—	60 657	25 379	9	5.8
Boeing 707-320C/336	291	139	—	436	—	15 426	36 313	6	1.6
TOTAL	1 001	2 170	—	2 704	—	89 459	65 366	18	4.2

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1976	Daily utilisation per aircraft (hrs) Quarter ended June 1976
Brymon Airways									
Britten-Norman Islander	52	322	—	278	—	1 777	306	2	4.5
DHC 6 Twin-Otter	43	209	—	195	—	3 024	591	1	5.2
TOTAL	95	531	—	473	—	4 801	897	3	4.7
Dan-Air Services									
HS 748	461	1 340	120	1 514	175	32 776	11 810	8	5.5
BAC 111-200	247	306	2	498	2	19 446	16 518	2	6.3
BAC 111-300/400	753	523	1	1 339	1	36 099	54 164	5	7.4
BAC 111-500	1 102	838	—	1 860	—	85 947	113 524	6	7.9
DH 106 Comet 4B/C	2 514	1 518	—	4 134	—	150 136	249 384	17	5.2
Boeing 727-100	987	566	—	1 520	—	66 746	120 502	5	8.2
Boeing 707-320C/336	237	85	—	336	—	9 800	41 122	2	4.0
TOTAL	6 302	5 176	123	11 201	178	400 950	607 024	45	6.2
Fairflight Charters									
DH 114 Heron	18	21	10	48	33	210	115	2	2.3
DH 104 Dove	39	56	15	115	41	392	207	2	2.8
PA23 Aztec/Apache	1	2	—	2	—	6	3	—	1.9
Riley Dove	10	18	2	32	3	126	66	1	1.7
PA31 Navajo	—	—	—	—	—	—	—	1	0.8
TOTAL	68	97	27	197	77	734	391	6	2.3
Fitair									
PA31 Navajo	10	20	—	31	—	51	27	1	1.0
Green Shield Stamp									
HS 125	21	32	—	38	—	99	71	1	0.9
I D S Aircraft									
Cessna 500 Citation	17	36	—	31	—	115	53	2	0.9
PA31 Navajo	—	—	—	—	—	—	—	2	0.6
TOTAL	17	36	—	31	—	115	53	4	0.8
International Aviation Services									
BAC Britannia-300	172	—	73	—	361	—	—	2	5.5
DC8-54/55F Jet Trader	355	—	110	—	478	—	—	2	7.7
TOTAL	527	—	183	—	839	—	—	4	6.6
Intra Airways									
DC3 Dakota/Pionair	80	363	146	278	136	10 443	1 494	6	2.7
BAC Viscount 700	—	—	—	—	—	—	—	1	1.3
TOTAL	80	363	146	278	136	10 443	1 494	7	2.5
Laker Airways									
BAC 111-300/400	1 006	604	—	1 557	—	46 374	77 880	5	11.3
DC10	930	243	—	1 218	—	62 033	270 596	3	9.6
Boeing 707-120/120B	649	173	—	801	—	20 314	82 974	2	10.8
TOTAL	2 585	1 020	—	3 576	—	128 721	431 450	10	10.7

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1976	Daily utilisation per aircraft (hrs) Quarter ended June 1976
Loganair									
Britten-Norman Trislander	90	358	—	407	—	3 033	789	6	2.0
Britten-Norman Islander	89	1 130	—	469	—	3 912	276	7	2.2
TOTAL	179	1 488	—	876	—	6 945	1 064	13	2.1
Lowland Aero Service									
Beagle 206	7	28	—	26	—	90	22	1	1.8
MAM Aviation									
HS 125	47	52	—	73	—	135	136	1	1.9
Management Aviation									
Sikorsky 58T	10	48	4	46	1	323	60	1	2.0
McAlpine Aviation									
Cessna 401/421	9	17	—	27	—	39	3	1	0.3
HS 125	141	199	—	212	—	537	413	13	0.9
PA23 Aztec/Apache	4	17	—	13	—	22	5	2	0.8
TOTAL	154	233	—	252	—	598	421	16	0.8
Merlot International Airlines									
HS 125	3	1.1
Monarch Airlines									
BAC 111-500	603	459	—	1 045	—	44 948	60 763	3	9.2
Boeing 720/720B	647	397	—	996	—	56 627	96 434	3	8.8
TOTAL	1 250	856	—	2 041	—	101 575	157 198	6	9.0
Moseley Aviation									
PA31 Navajo	8	26	—	29	—	130	41	1	1.2
Northern Air Taxis									
Beagle 206	14	33	—	51	—	80	39	2	2.0
Northern Executive Aviation									
Britten-Norman Islander	12	32	14	39	13	248	70	1	1.7
PA31 Navajo	11	29	2	33	2	180	63	1	0.9
TOTAL	23	61	16	72	15	428	133	2	1.2
Peters Aviation									
DH 114 Heron	34	55	4	130	7	441	258	4	1.3
Ryburn Air									
Cessna 340	5	47	—	23	—	2	1	1	1.0
Partenavia 68B Victor	—	—	—	—	—	—	—	1	—
TOTAL	5	47	—	23	—	2	1	2	0.8

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1976	Daily utilisation per aircraft (hrs) Quarter ended June 1976
Thurston Aviation									
PA23 Aztec/Apache	18	65	17	50	20	130	26	2	1.6
PA31 Navajo	27	93	10	82	9	186	50	3	1.2
TOTAL	45	158	27	132	29	316	76	5	1.4
Tradewinds Airways									
Canadair CL 44	470	—	169	—	942	—	—	5	6.3
Trans-Meridian Air Cargo									
Canadair CL 44	784	—	255	—	1 659	—	—	8	6.0
Vernair Transport									
PA23 Aztec/Apache	7	20	—	27	—	47	19	2	0.8
Beechcraft B80 Queen-Air	46	91	—	157	—	408	204	4	1.5
TOTAL	53	111	—	184	—	455	223	6	1.5
GRAND TOTAL	50 001	52 915	2 862	84 764	7 759	3 074 268	5 580 439	505	5.5

Operations Subject to Variable Charge by Type of Licence August 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
Chargeable Operations (Own Aircraft)					
Class 1	569 691	343 095	67 093	276 006	60.2
Class 2	65 174	51 555	—	51 555	79.1
Class 3	148 021	127 022	—	127 022	85.8
Class 4	30 371	24 901	—	24 901	81.9
Class 5A	7 782	6 089	—	6 089	78.2
Class 6	45 018	30 451	30 373	78	67.6
Class 7	1 159	625	55	570	53.9
TOTAL	867 216	583 737	97 522	486 219	67.3
Non-chargeable Operations					
Aircraft hired from					
Foreign Operators	17 223	10 324	5 692	4 632	59.9
Exempt Services	36 994	20 062	14 509	5 553	54.2
Class 5B	4 920	2 907	941	1 966	59.0
Small Aircraft Operations	584	343	10	333	58.7
TOTAL	59 721	33 635	21 152	12 484	56.3
GRAND TOTAL	926 936	617 372	118 674	498 703	66.6

Output by Type of Licence and Aircraft Ownership August 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	570 155	737	2 730	573 622
Class 2	65 174	—	—	65 174
Class 3	148 021	63	3	148 087
Class 4	30 379	46	3	30 428
Class 6	45 018	95	1 459	46 572
Class 7	1 271	—	—	1 271
Exempt Services	36 994	42	6 426	43 462
TOTAL	897 012	983	10 622	908 616
Class 5A	7 782	—	860	8 642
Class 5B	4 920	—	5 741	10 661
TOTAL	12 702	—	6 601	19 303
GRAND TOTAL	909 714	983	17 223	927 919

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Appendix A Definitions—Traffic Statistics

MOVEMENTS AT AIRPORTS

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

AIR PASSENGERS

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

TYPES OF SERVICES

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

Non-scheduled or charter services

include all air transport flights other than scheduled services.

Separate fare charters

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

Inclusive tour

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

Advance booking charters

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

Sole-use charters

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

Licence

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

CLASSES OF LICENCE

Class 1 authorises scheduled service flights;

Class 2 authorises advance booking charter flights;

Class 3 authorises inclusive tour charter flights;

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

Class 5 authorises substitute charter flights;

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

Class 7 authorises sole-use charter flights.

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

Exempt operations

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

Cargo

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

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

Appendix B Measures and their Computation

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

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

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

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