

Civil Aviation Authority



CAA Monthly Statistics

(up to and including November 1976)

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Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

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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

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Statistics of Air Travel Organisers

The Civil Aviation Authority began licensing of air travel organisers – those who buy seats from airlines (whether on a wholeplane or “part charter” basis) as principals and resell them to the public – in May 1973. For the first two years or so, the Authority was concerned with ensuring that those companies which needed air travel organisers’ licences (ATOLs) were aware of their legal obligations and got licences. In the initial round of licensing, all ATOL holders were licensed until March 1974. Thereafter, ATOLs were renewed or granted (as appropriate) on a limited basis, with the intention of securing that half the ATOLs expired on 31 March and half on 30 September in any given year. The objects of this were twofold: first, to spread the CAA workload and thus to reduce the number of staff needed to deal with licensing; and second, to ensure that before a licence was granted the CAA had up-to-date financial information on which to base its licensing decision. The present system is that those companies whose financial years end in the period 1 May – 30 November inclusive hold ATOLs which expire on 31 March, and those companies whose financial years end in the months of December to April hold ATOLs which expire on 30 September. All new licence holders are licensed until either 31 March or 30 September as appropriate: thereafter, all licences are granted for 1 year.

2 Each licence specifies the maximum number of one-way passengers who may be carried during the currency of the licence and the amount of bond required, which derives from the forecast of turnover arising from the number of passengers specified on the licence. From the system described above, it follows that any calculation of ATOL authorisations at a given time is partly out of date. For example, the total number of passengers authorised on 30 September 1976 is the sum of the passengers authorised for the period 1 October 1975 – 30 September 1976 for roughly half the licence holders, plus the sum of passengers authorised for the period 1 April 1976 – 31 March 1977 for an equal number of ATOL holders. Thus each sum is of relatively little significance, but trends may be identified from a series.

3 Table A shows the number of licences held, broken down by type, at quarterly intervals since May 1975. The “total” exceeds the number of firms holding ATOLs, because any firm can hold more than one type – for example, 443 firms held the 547 types shown in Table A for 1 January 1977. The table shows clearly that the number of holders of ATOLs authorising inclusive tour passengers has been rising steadily over the period. Part of this increase is a “technical” change: in November 1975 the CAA changed the definition of “inclusive tour” for ATOL purposes with the result that a number of small tour operators who had hitherto traded without an ATOL found that they needed one to carry on that part of their business. Nevertheless, the number of holders of this type of licence has been increasing since licensing began, and the fall shown in the figures for 1 January 1977 is probably only temporary. Over the same period the number of holders of ATOLs authorising advance booking charter passengers has fallen from 52 to 36: (in May 1974 there were 65).

4 Table B shows cross section data at 6-monthly intervals over the period since November 1974 for ATOLs authorising ABCs and ITs. So far as ITs are concerned, the figures show that while there has been a big increase in the number of licences held, the proportion of the “market” (that is, total seats authorised on ATOLs) held by those companies licensed for more than 25 000 passengers has remained virtually constant. At the same time, the number of companies licensed for 500 or fewer passengers doubled with no significant increase in “market” share. The ABC figures, on the contrary, show increasing concentration as the number of licence holders has fallen while the share of the 4 largest companies has risen. The figures also show trends in average revenue per passenger. These must be treated with reserve. The turnover figure implicitly authorised on an ATOL is usually understated, because of the incidence of surcharges etc and because the traffic mix (in terms of passengers travelling by season etc) is difficult to forecast. Equally, the number of passengers authorised is an indication of licence holders expectations at the time, and do not reflect passengers actually carried. On the face of it, the figures suggest an average increase in IT prices of 27 per cent between June 1975 and June 1976 and an increase of 20 per cent in prices between January 1976 and January 1977. The figures for January 1977 also suggest an average revenue per passenger in the range £110–£115 by companies licensed to carry 10 000 passengers or more, while the corresponding figure for companies licensed for 500 passengers or fewer is £156.

5 The CAA proposes in the future to update these tables at intervals.

TABLE A

	ABC			IT			Other Separate Fare Charters			Total		
	No. of coys	No. of seats licensed	Gross Revenue (m)	No. of coys	No. of seats licensed	Gross Revenue (m)	No. of coys	No. of seats licensed	Gross Revenue (m)	No. of coys	No. of seats licensed	Gross Revenue (m)
27.6.75	52	264 996	£34.7	345	3 343 269	£272.8	108	270 108	£14.8	505	3 878 373	£322.3
26.9.75	54	265 996	£34.9	361	3 509 250	£286.9	110	277 808	£16.2	525	4 053 054	£338.0
2.1.76	49	265 235	£35.0	381	3 754 514	£356.4	99	171 416	£13.3	529	4 191 165	£404.7
26.3.76	48	264 148	£34.9	409	3 773 642	£358.6	105	175 241	£13.6	562	4 213 031	£407.1
25.6.76	43	265 945	£35.6	417	3 842 355	£400.0	101	179 829	£14.5	561	4 288 129	£450.1
30.9.76	44	266 355	£35.6	424	3 966 623	£412.7	103	180 956	£14.7	571	4 413 934	£463.0
1.1.77	36	270 593	£39.3	412	3 568 626	£407.5	99	129 722	£12.3	547	3 968 941	£459.0

TABLE B

	16 November 1974			23 May 1975			24 October 1975			23 May 1976			6 November 1976		
	No. of coys	% of market (seats)	Gross Revenue (m)	No. of coys	% of market (seats)	Gross Revenue (m)	No. of coys	% of market (seats)	Gross Revenue (m)	No. of coys	% of market (seats)	Gross Revenue (m)	No. of coys	% of market (seats)	Gross Revenue (m)
IT															
100 001 –	5	46		4	42	£99.8	5	43	£145.8	6	42	£162.0	5	42	£168.5
50 001 – 100 000	9	18		13	27	£74.8	13	27	£93.3	12	25	£101.3	12	25	£96.0
25 001 – 50 000	14	15		11	11	£30.3	11	11	£35.8	11	11	£44.0	11	12	£49.1
10 001 – 25 000	14	6		11	5	£17.4	15	6	£24.9	17	6	£24.1	14	6	£25.5
5 001 – 10 000	25	6	n/a	30	6	£20.4	28	6	£23.5	29	6	£26.7	27	6	£27.4
501 – 5 000	160	8		162	7	£25.4	150	7	£24.8	168	7	£34.6	161	8	£36.6
– 500	84	1		109	1	£3.9	121	1	£5.0	167	1	£6.1	170	1	£6.8
Total	311	3.42m		340	3.34m	£272.0	343	3.72m	£353.2	410	3.84m	£399.8	400	3.57m	£407.9
ABC															
25 000 –	4	58		4	62	£21.1	4	70	£23.2	4	69	£24.1	4	69	£27.3
5 001 – 25 000	7	27		4	16	£5.2	2	11	£3.4	3	17	£6.1	4	18	£7.0
1 001 – 5 000	15	11	n/a	15	18	£6.2	17	17	£5.9	13	12	£4.4	12	11	£4.1
– 1 000	29	4		26	4	£1.5	21	2	£1.0	23	2	£1.1	14	2	£0.7
Total	55	0.32m		49	0.26m	£34.0	44	0.26m	£33.5	43	0.27m	£35.7	34	0.27m	£39.1

Civil Aviation Statistics—November 1976

Activity at UK Airports

Air transport movements reached a level of 54 000 in November 1976, a growth of 8.3 per cent against November 1975. London area movements accounted for more than 26 000 (5.7 per cent growth), whilst over the rest of the UK there was an increase of 10.8 per cent (a total of 27 000 movements). The number of diversions was unusually high, largely due to fog during the middle of the month. In the period September to November 1976, an aggregate growth of 6.0 per cent was reported as compared with the same period in 1975. This comprised 3.2 per cent growth in the London area and an increase of 8.9 per cent elsewhere in the UK. All five London area airports reported growth; Stansted 18.2 per cent (an average of 51 additional movements per month), Southend 10.7 per cent (10.3 additional movements), Gatwick 6.3 per cent (395 additional movements), Heathrow 1.8 per cent (392 additional movements) and Luton 1.3 per cent (20 additional movements). Outside the London area, Aberdeen continued to report the greatest increase in actual movements (735 additional movements per month; 23.6 per cent growth), followed by Sumburgh (449 additional movements; 39.9 per cent growth) and Edinburgh (243 additional movements; 16.1 per cent growth). Gloucester/Cheltenham reported the heaviest growth rate (69.4 per cent), whilst Islay reported the heaviest rate of decline (−13.6 per cent). Scheduled movements in the period September to November 1976, as compared with the previous year, grew by 3.9 per cent and charter movements by 12.9 per cent. The UK operators' share of total and scheduled traffic increased marginally to stand at 76.4 per cent and 73.4 per cent respectively; their share of charter traffic fell 2.8 percentage points to 85.3 per cent.

The number of terminal passengers reported by UK airports in November 1976 was 3.0 million, an increase of 11.4 per cent over the previous year. London area passengers grew by 14.8 per cent (2.1 million) and those over the rest of the UK by 3.6 per cent (0.9 million). During the three months September to November 1976 there was an aggregate growth of 7.0 per cent compared with 1975, 9.3 per cent in the London area and 1.7 per cent elsewhere in the UK. With the exception of Luton, all the airports in the London area reported growth; Stansted 26.6 per cent (an average of 5 081 additional passengers per month), Southend 15.3 per cent (2 564 additional passengers), Heathrow 10.2 per cent (192 037 additional passengers), and Gatwick 8.4 per cent (38 066 additional passengers); Luton reported an average of 3 393 fewer passengers per month (2.3 per cent decline). Outside the London area Edinburgh and Aberdeen reported the greatest increase in passengers handled (17 782 additional passengers per month; 24.3 per cent growth and 10 479 additional passengers; 16.6 per cent growth respectively), followed by Sumburgh with an additional 6 696 passengers per month (40.3 per cent growth). East Midlands, Belfast and Liverpool reported the heaviest falls in passengers handled (8 517 fewer passengers; 16.7 per cent decline, 7 411 fewer passengers; 8.0 per cent decline and 6 078 fewer passengers; 17.2 per cent decline respectively). Cambridge reported the heaviest growth rate (more than one fold) and

Coventry the heaviest rate of decline (−80.8 per cent). Passengers travelling on scheduled services increased by 7.1 per cent and those on charter services by 6.4 per cent. The UK operators' share of scheduled passengers fell 2.0 percentage points to 64.2 per cent and their share of charter passengers fell 3.3 percentage points to 78.7 per cent.

Between September and November 1976 a monthly average of 4.0 million terminal passengers used UK airports; 2.9 million travelled on international services (8.7 per cent growth) and nearly 1.1 million on domestic services (2.3 per cent growth). International scheduled services carried 10.3 per cent more passengers than a year earlier and international charter services 5.7 per cent more. The most heavily used scheduled services were those to USA with 13.1 per cent of the total (18.3 per cent growth), followed by those to France and the Netherlands with 11.7 per cent of the total (6.2 per cent growth) and 8.6 per cent of the total (15.9 per cent growth) respectively. Services to Spain carried 34.9 per cent of the total charter passengers (18.2 per cent decline), followed by services to Italy with 9.8 per cent of the total (3.1 per cent decline) and those to USA with 7.8 per cent of the total (56.7 per cent growth). Of the passengers travelling on the main domestic routes, only those carried on London services increased (1.2 per cent growth). Routes to the Channel Islands, Isle of Man, Belfast and Edinburgh all showed declines (−11.7 per cent, −8.8 per cent, −7.7 per cent and −2.0 per cent respectively). Passengers carried on services to Glasgow declined only marginally.

The amount of air freight handled at UK airports during November 1976 was 57 000 tonnes (8.2 per cent growth compared with November 1975). London area tonnage rose by 10.4 per cent whilst over the rest of the UK there was a marginal decline. In the period September to November, as compared with the same period in 1975, an aggregate growth of 11.3 per cent was reported (11.7 per cent in the London area and 9.5 per cent over the rest of the UK). Within the London area, only Southend reported a decline in tonnage (−12.9 per cent; an average of 168.6 fewer tonnes per month); Gatwick handled 352.6 additional tonnes per month (5.5 per cent growth), Heathrow handled 4 293.2 additional tonnes (13.4 per cent growth), Stansted handled 210.7 additional tonnes (11.6 per cent growth) whilst Luton achieved more than one fold growth (205.3 additional tonnes). Outside the London area, Belfast reported the heaviest increase in tonnage handled (an average of 370.1 additional tonnes per month; 40.7 per cent growth), followed by East Midlands with 215.7 additional tonnes (36.2 per cent growth) and Bournemouth with 147.3 additional tonnes (48.0 per cent growth). Prestwick reported the heaviest fall in tonnage handled (44.2 fewer tonnes per month) and Islay the heaviest rate of decline (−40.7 per cent). In the three month period, 8.7 per cent more freight than a year earlier was carried on scheduled services and 21.8 per cent more on charter services. The UK operators' share of the total tonnage increased marginally, as did their share of scheduled tonnage, to stand at 48.6 per cent and 41.3 per cent respectively; their share of charter tonnage fell 3.7 percentage points to stand at 75.6 per cent.

Output of UK Airlines

The output of UK airlines for all services in November 1976, was 698 million available tonne-kilometres, an increase of 5.6 per cent on November, 1975.

The scheduled service output of 479 million available tonne-kilometres was 6.8 per cent higher than a year earlier. The overall load factor was 56.1 per cent compared with 51.3 the previous year. Seat kilometres used were 56.9 per cent of those available. Seat factors on domestic and international scheduled services were 57.5 and 56.9 per cent respectively compared with 59.0 and 55.5 per cent a year earlier. The non-scheduled output of 219 million available tonne-kilometres was

3.1 per cent higher than in November, 1975. Advance Booking charters and Inclusive Tour charters accounted for 29.3 and 58.8 million available tonne-kilometres respectively compared with 15.4 and 61.9 million a year earlier.

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

Size Structure of UK

Table 1

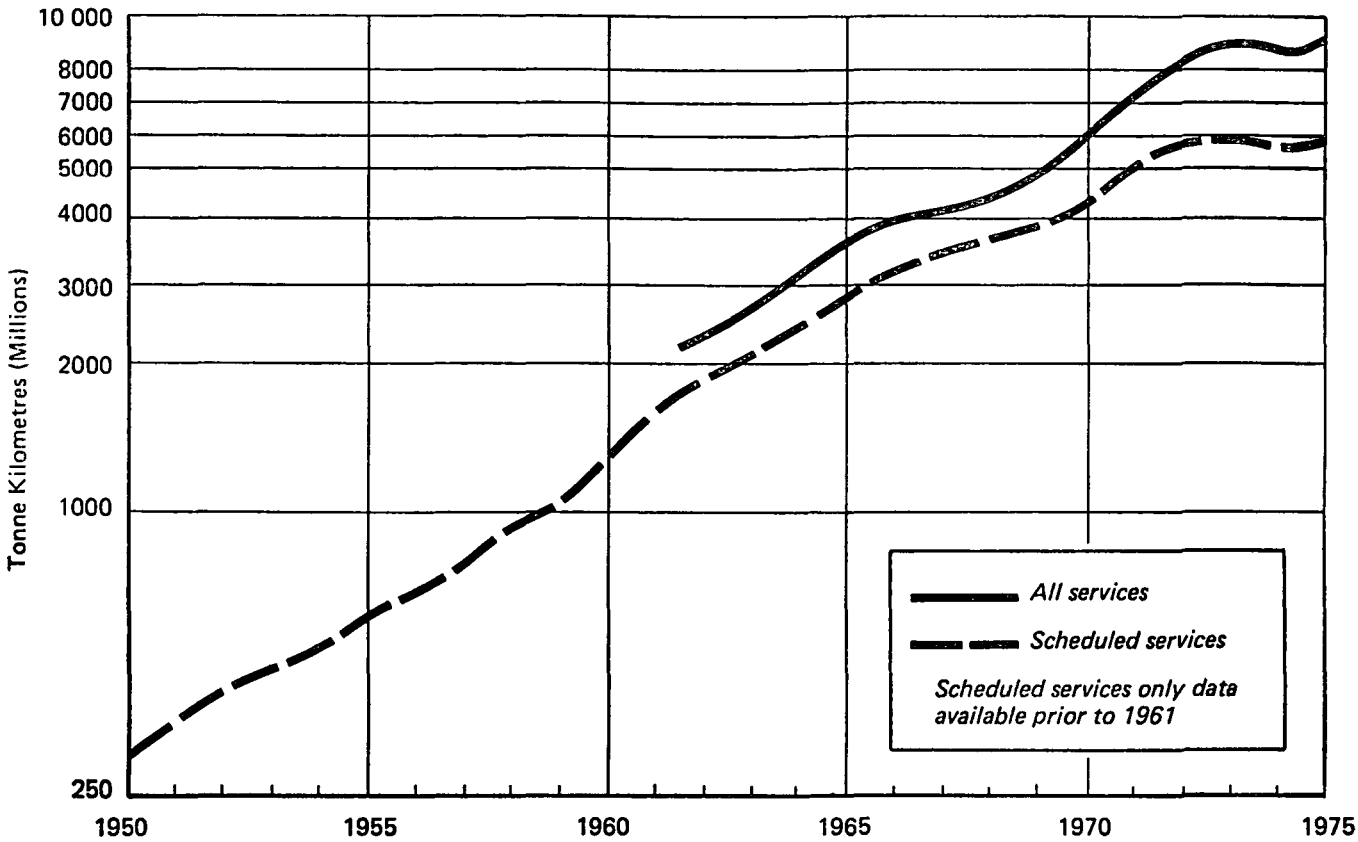
Airports and Airlines Year ended 30 September 1976

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

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

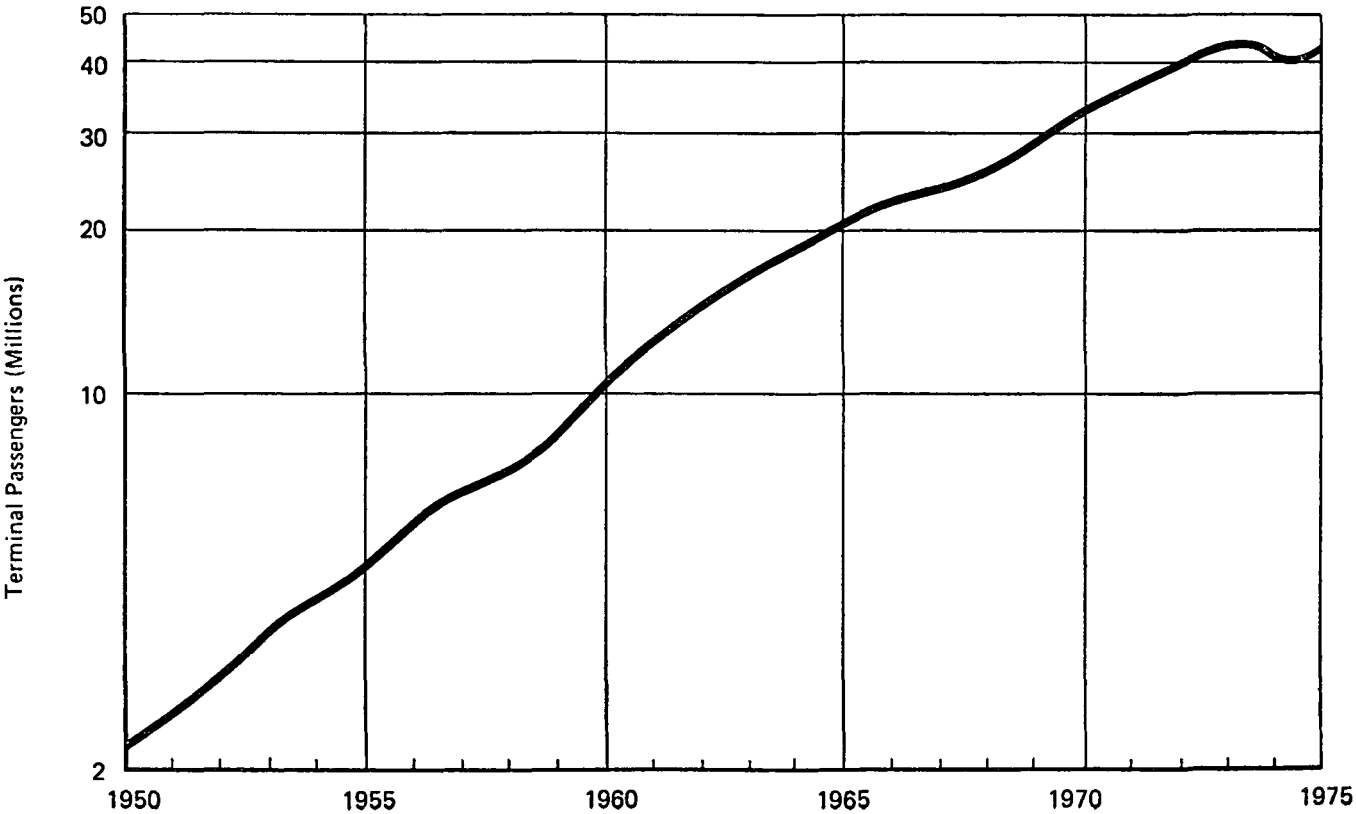
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1976

Table 2

	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	2 944
Year ended						
Nov. 1975	1 909	701	41 719	8 860	5 959	2 901
Nov. 1976	1 907	737	44 425	9 622	6 520	3 102
Latest year's growth (percentages)						
	-0.1	5.2	6.5	8.6	9.5	6.9
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
3rd quarter	73.8	4 984	39.7	2 236	16.6	1 144	14.2	1 274	3.2	331
1975 April	56.5	3 099	33.4	1 624	9.8	577	12.0	814	1.3	84
May	63.2	3 658	36.5	1 811	12.1	769	12.7	912	1.8	166
June	65.1	4 076	35.9	1 854	13.8	943	13.1	1 035	2.3	244
July	71.3	4 782	39.6	2 218	14.9	1 095	14.0	1 161	2.7	307
August	70.9	4 997	39.0	2 271	15.2	1 214	13.9	1 193	2.8	319
September	67.2	4 518	37.2	2 137	14.3	1 022	13.3	1 116	2.4	243
October	61.8	3 765	34.6	1 904	12.4	744	12.8	941	2.0	176
November	49.6	2 679	28.4	1 423	9.5	453	10.8	734	1.0	69
1976 April	60.2	3 536	34.2	1 748	12.3	732	12.2	932	1.5	124
May	65.9	3 906	36.8	1 896	13.8	796	13.1	995	2.2	219
June	69.2	4 275	38.2	2 016	15.4	949	12.9	1 054	2.7	256
July	75.6	5 054	40.4	2 277	17.2	1 151	14.6	1 282	3.3	345
August	74.6	5 139	40.1	2 249	16.7	1 233	14.4	1 306	3.3	352
September	71.2	4 758	38.5	2 181	15.9	1 047	13.7	1 233	3.1	297
October	64.4	3 983	35.3	1 926	13.5	763	13.3	1 086	2.4	209
November	53.7	2 984	30.8	1 568	10.5	456	10.9	850	1.5	109

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total	Total	Commercial	Other	Total	Non-commercial	Test and	Other
	(000)	(000)	Air transport (000)	(000)	(000)	Aero club and private (000)	training (000)	(000)
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1974	154.1	66.0	59.2	6.9	88.1	65.2	15.0	7.9
1975	159.2	65.1	58.4	6.7	94.2	70.2	15.6	8.4
1974 1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
2nd quarter	174.4	71.7	64.3	7.5	102.7	76.4	16.6	9.6
3rd quarter	184.1	81.4	71.7	9.7	102.7	80.6	14.6	7.6
4th quarter	135.0	59.6	53.7	5.8	75.4	54.9	12.7	7.8
1975 1st quarter	134.2	53.5	48.4	5.0	80.7	55.1	17.9	7.7
2nd quarter	178.0	68.8	61.6	7.2	109.2	81.6	17.9	9.7
3rd quarter	185.7	78.5	69.8	8.7	107.2	84.6	15.2	7.4
4th quarter	138.9	59.4	53.6	5.8	79.5	59.3	11.5	8.7
1976 1st quarter	130.2	55.9	50.9	5.0	74.3	51.8	13.4	9.1
2nd quarter	181.2	73.1	65.1	8.0	108.1	82.6	15.8	9.6
3rd quarter	186.2	82.3	73.8	8.5	104.0	83.4	11.8	8.8
1975 April	163.3	62.0	56.6	5.4	101.3	72.6	19.4	9.4
May	183.0	70.8	63.2	7.6	112.2	82.2	19.3	10.7
June	187.8	73.7	65.1	8.6	114.1	90.0	15.0	9.1
July	193.3	80.3	71.3	9.0	112.9	87.9	17.4	7.6
August	188.3	80.0	70.9	9.1	108.2	88.9	13.4	6.0
September	175.6	75.1	67.2	7.9	100.5	77.0	14.7	8.7
October	160.0	69.4	61.8	7.6	90.6	67.9	13.7	9.0
November	135.2	54.9	49.6	5.3	80.2	59.8	11.0	9.4
1976 April	179.7	67.2	60.2	7.0	112.5	84.5	18.5	9.5
May	179.5	74.0	65.9	8.1	105.4	79.3	16.9	9.3
June	184.3	78.0	69.2	8.8	106.3	84.1	12.1	10.1
July	197.5	84.7	75.6	9.1	112.9	90.9	13.6	8.5
August	195.6	83.2	74.6	8.7	112.4	92.0	11.7	8.7
September	165.5	78.9	71.2	7.6	86.7	67.4	10.2	9.1
October	151.7	71.3	64.4	6.8	80.4	57.3	12.9	10.2
November	141.0	59.1	53.7	5.4	82.0	57.7	14.2	10.1

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1974	31 110	5 793	2 609	1 422	1 176	4 080	5 623	4 380	2 982	7 952
1975	30 062	5 606	2 622	1 430	1 153	4 094	5 242	5 472	2 696	8 007
1974 1st quarter	25 752	4 776	1 814	1 145	835	2 538	4 576	3 473	2 104	4 956
2nd quarter	33 689	6 168	2 876	1 516	1 355	4 880	6 025	4 483	3 238	9 053
3rd quarter	36 786	6 801	3 398	1 740	1 478	5 578	6 924	5 043	3 961	11 103
4th quarter	28 212	5 427	2 347	1 286	1 036	3 324	4 966	4 519	2 624	6 697
1975 1st quarter	26 019	4 738	1 951	1 195	1 011	2 919	3 860	4 570	2 200	5 880
2nd quarter	31 315	5 979	2 888	1 487	1 350	4 795	5 675	5 260	2 862	8 919
3rd quarter	35 491	6 689	3 288	1 661	1 369	5 451	6 474	5 895	3 490	10 728
4th quarter	27 421	5 016	2 360	1 375	881	3 211	4 960	6 164	2 231	6 501
1976 1st quarter	26 318	4 661	2 089	1 387	877	2 770	4 677	6 041	2 131	5 500
2nd quarter	32 305	6 015	3 053	1 696	1 230	4 715	5 868	7 423	2 817	9 202
3rd quarter	36 271	6 920	3 576	1 899	1 404	5 463	6 908	7 811	3 535	10 684
1975 April	29 564	5 156	2 545	1 340	1 136	4 186	5 189	5 012	2 441	7 658
May	31 959	6 300	2 981	1 548	1 346	4 923	5 837	5 433	2 863	9 782
June	32 421	6 481	3 139	1 574	1 567	5 275	6 000	5 336	3 282	9 318
July	36 019	6 750	3 357	1 682	1 426	5 700	6 764	5 939	3 656	10 446
August	36 220	6 862	3 360	1 686	1 389	5 496	6 582	5 698	3 601	11 811
September	34 235	6 454	3 148	1 616	1 293	5 157	6 077	6 049	3 212	9 928
October	31 464	5 976	2 984	1 525	1 060	4 093	5 698	6 513	2 493	8 228
November	25 044	4 739	2 094	1 308	813	2 900	4 641	6 031	2 070	5 536
1976 April	30 598	5 227	2 652	1 498	1 060	4 316	5 223	7 206	2 421	8 317
May	32 654	6 154	3 174	1 743	1 239	4 693	6 055	7 436	2 794	9 812
June	33 662	6 663	3 328	1 846	1 390	5 137	6 326	7 628	3 236	9 476
July	37 048	7 071	3 654	1 950	1 420	5 672	7 209	7 814	3 727	10 455
August	36 852	7 056	3 613	1 939	1 426	5 429	6 917	7 734	3 575	11 675
September	34 913	6 623	3 462	1 809	1 366	5 287	6 597	7 885	3 304	9 921
October	32 227	5 960	3 032	1 676	1 062	4 228	5 976	7 841	2 421	8 069
November	26 484	4 799	2 499	1 502	986	3 079	4 849	7 599	1 946	5 489

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1974	2 306	259	122	64	35	84	256	78	138	163
1975	2 412	275	136	65	34	86	253	96	131	168
1974 1st quarter	1 760	197	78	51	26	40	213	59	99	72
2nd quarter	2 435	271	128	67	37	98	259	75	141	198
3rd quarter	3 043	351	180	86	50	133	338	96	204	262
4th quarter	1 986	215	103	53	26	62	212	80	108	122
1975 1st quarter	1 810	180	85	50	24	49	165	76	94	89
2nd quarter	2 469	296	149	68	37	101	264	92	135	192
3rd quarter	3 250	389	198	84	51	128	352	116	197	267
4th quarter	2 120	233	111	56	23	66	230	100	99	123
1976 1st quarter	1 914	193	84	52	23	46	210	94	88	82
2nd quarter	2 704	310	147	76	37	97	293	120	124	193
3rd quarter	3 439	403	186	94	50	120	377	137	174	255
1975 April	2 183	223	116	56	28	82	212	86	114	140
May	2 491	307	154	70	36	109	267	93	130	217
June	2 733	357	177	79	48	112	313	97	161	219
July	3 248	387	197	85	51	125	366	116	207	256
August	3 404	412	211	87	57	137	359	112	219	303
September	3 099	368	186	81	45	122	331	119	166	243
October	2 591	305	159	72	31	93	283	116	114	187
November	1 854	211	96	51	21	58	212	92	84	95
1976 April	2 506	254	127	62	31	90	240	114	113	157
May	2 679	313	152	78	37	97	319	118	114	207
June	2 926	364	162	87	42	103	319	128	144	215
July	3 460	406	190	98	50	119	404	139	188	251
August	3 552	419	194	97	56	126	374	138	182	284
September	3 307	385	176	88	45	115	354	134	153	230
October	2 811	296	153	74	33	86	297	129	103	181
November	2 129	204	105	56	23	52	222	116	77	91

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months										Tonnes
	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967	26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968	30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969	34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970	34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971	34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972	40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973	45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1974	46 745	4 917	941	178	82	1 445	3 513	462	1 774	1 879
1975	42 767	3 871	839	118	66	1 188	2 571	539	1 182	1 662
1974 1st quarter	46 527	5 038	794	286	72	1 593	3 630	371	1 467	2 256
2nd quarter	48 460	5 128	980	151	90	1 587	3 511	453	1 618	1 906
3rd quarter	45 066	4 678	926	128	86	1 314	3 313	518	1 646	1 893
4th quarter	46 926	4 824	1 066	148	81	1 288	3 599	505	2 366	1 461
1975 1st quarter	45 025	4 197	783	138	67	1 284	2 327	429	1 227	1 825
2nd quarter	43 039	3 807	904	122	59	1 260	2 611	563	1 215	1 686
3rd quarter	40 959	3 460	826	112	76	1 102	2 515	537	1 163	1 728
4th quarter	42 045	4 020	844	101	62	1 105	2 832	628	1 121	1 408
1976 1st quarter	42 131	3 878	734	106	47	1 095	2 513	686	1 174	1 655
2nd quarter	43 575	3 838	802	99	69	1 258	2 579	730	1 231	1 985
3rd quarter	44 370	3 642	1 047	91	100	1 135	2 579	709	1 460	1 688
1975 April	44 145	4 028	858	125	59	1 296	2 577	592	1 230	1 708
May	41 960	4 040	907	109	59	1 186	2 719	541	1 244	1 673
June	43 011	3 353	948	132	60	1 297	2 537	557	1 172	1 677
July	43 460	3 475	888	105	87	1 183	2 354	554	1 227	1 901
August	38 434	3 283	751	100	60	969	2 428	493	1 117	1 656
September	40 984	3 623	839	132	80	1 153	2 763	564	1 145	1 628
October	42 465	4 001	900	120	57	1 177	2 976	660	1 280	1 535
November	41 910	4 238	838	90	65	1 036	2 809	599	1 080	1 345
1976 April	42 604	3 966	824	93	70	1 332	2 571	708	1 145	2 128
May	44 772	4 197	789	122	65	1 115	2 897	753	1 296	1 919
June	43 348	3 351	794	83	72	1 327	2 808	730	1 251	1 907
July	45 976	3 716	823	92	97	1 229	2 512	727	1 231	1 769
August	41 070	3 190	870	75	86	960	2 374	680	1 166	1 673
September	46 063	4 020	1 447	105	118	1 216	2 852	720	1 984	1 623
October	47 729	4 388	1 015	103	84	1 390	2 948	756	1 396	1 499
November	46 248	3 879	833	93	133	1 153	2 677	820	1 154	1 399

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1966		249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967		262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968		271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969		312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970		344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971		382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972		449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973		496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1974		478.9	263.9	9.9	65.5	188.5	55.1	3 684.7	2 117.4	57.5
1975		498.0	275.9	11.0	60.3	204.5	55.4	3 824.0	2 292.7	60.0
1974	1st quarter	417.4	228.2	9.0	65.4	153.8	54.7	3 116.4	1 718.1	55.1
	2nd quarter	455.1	238.0	8.2	58.9	170.9	52.3	3 578.2	1 928.6	53.9
	3rd quarter	572.8	328.2	9.8	69.3	249.2	57.3	4 454.6	2 820.1	63.3
	4th quarter	470.2	261.0	12.5	68.4	180.1	55.5	3 589.5	2 002.9	55.8
1975	1st quarter	439.3	241.6	10.8	63.2	167.7	55.0	3 315.6	1 868.7	56.4
	2nd quarter	496.6	264.9	10.4	63.2	191.3	53.3	3 783.0	2 142.2	56.6
	3rd quarter	568.9	333.6	10.6	64.4	258.3	58.7	4 438.7	2 926.4	66.0
	4th quarter	487.0	263.5	12.2	50.4	200.8	54.1	3 758.7	2 233.5	59.4
1976	1st quarter	491.2	265.3	11.4	63.6	190.3	54.0	3 778.3	2 119.9	56.1
	2nd quarter	568.6	311.7	11.5	65.8	234.3	54.8	4 470.4	2 603.2	58.2
	3rd quarter	601.5	362.0	11.3	62.9	287.8	60.2	4 778.6	3 197.2	66.9
1975	April	426.9	230.2	9.4	59.1	161.7	53.9	3 221.4	1 816.0	56.4
	May	469.5	251.5	10.2	59.6	181.7	53.6	3 591.9	2 030.5	56.5
	June	593.4	313.1	11.6	70.9	230.6	52.8	4 535.8	2 580.0	56.9
	July	539.0	303.9	10.0	60.3	233.6	56.4	4 212.4	2 654.5	63.0
	August	542.1	318.5	9.7	57.5	251.4	58.7	4 264.2	2 863.6	67.1
	September	625.6	378.3	12.2	75.3	290.1	60.5	4 839.5	3 261.1	67.4
	October	500.3	263.9	10.5	37.3	216.0	52.7	3 916.5	2 390.4	61.0
	November	448.5	230.3	10.2	47.4	172.6	51.3	3 434.4	1 914.5	55.7
1976	April	531.8	285.3	11.5	63.5	210.4	53.7	4 156.7	2 360.1	56.8
	May	524.4	284.7	10.7	61.6	212.3	54.3	4 147.4	2 347.5	56.6
	June	649.7	365.0	12.2	72.4	280.3	56.2	5 107.0	3 101.9	60.7
	July	563.4	333.9	10.4	58.5	265.1	59.3	4 493.4	2 960.7	65.9
	August	573.6	345.5	10.6	57.1	277.8	60.2	4 583.0	3 104.7	67.7
	September	667.4	406.7	12.9	73.2	320.6	60.9	5 259.5	3 526.3	67.0
	October	542.0	296.9	11.7	60.0	225.2	54.8	4 305.0	2 453.3	57.0
	November	479.2	268.8	12.4	62.3	194.1	56.1	3 721.6	2 119.4	56.9

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		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
				Freight (000 000)	Passengers (000 000)				
1966	24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969	24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970	25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971	26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972	28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973	32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1974	30.8	17.8	0.2	1.9	15.7	57.8	298.2	188.0	63.0
1975	28.3	16.3	0.2	1.2	14.9	57.6	278.5	177.1	63.6
1974 1st quarter	24.3	14.8	0.2	1.8	12.7	60.9	228.1	152.2	66.7
2nd quarter	34.6	19.1	0.2	1.9	17.0	55.2	337.9	204.1	60.4
3rd quarter	37.6	22.5	0.2	1.9	20.4	59.8	374.2	243.4	65.0
4th quarter	26.7	14.8	0.3	1.8	12.8	55.4	252.7	152.2	60.2
1975 1st quarter	21.7	11.7	0.2	1.2	10.2	53.9	202.8	121.4	59.9
2nd quarter	29.4	16.9	0.2	1.2	15.4	57.5	292.2	183.6	62.8
3rd quarter	35.1	21.9	0.2	1.2	20.4	62.4	352.9	242.7	68.8
4th quarter	26.9	14.8	0.2	1.0	13.5	55.0	265.9	160.6	60.4
1976 1st quarter	27.2	14.1	0.2	1.1	12.7	51.8	264.9	151.1	57.1
2nd quarter	33.8	18.5	0.2	1.2	17.1	54.7	334.1	202.6	60.7
3rd quarter	37.6	22.0	0.2	1.2	20.6	59.9	375.3	245.1	65.3
1975 April	27.5	15.0	0.2	1.3	13.5	54.6	264.8	160.2	60.5
May	30.3	17.5	0.2	1.2	16.0	57.7	304.8	190.6	62.6
June	30.5	18.3	0.2	1.2	16.8	59.8	306.9	200.1	65.2
July	36.6	22.6	0.2	1.3	21.1	61.8	367.4	250.4	68.2
August	35.7	22.4	0.2	1.1	21.0	62.7	359.9	249.9	69.4
September	33.1	20.7	0.2	1.3	19.2	62.6	331.4	227.7	68.7
October	30.7	18.1	0.2	1.1	16.7	58.8	305.7	198.4	64.9
November	24.9	13.4	0.2	0.9	12.2	53.8	246.1	145.2	59.0
1976 April	31.3	16.7	0.2	1.2	15.4	53.6	310.6	182.5	58.7
May	34.8	18.9	0.2	1.2	17.4	54.2	342.5	207.0	60.4
June	35.3	19.8	0.2	1.2	18.4	56.0	349.3	218.4	62.5
July	38.6	22.8	0.2	1.2	21.4	59.2	386.2	254.7	66.0
August	37.9	21.9	0.2	1.1	20.5	57.7	379.5	244.4	64.4
September	36.2	21.3	0.2	1.2	19.9	58.9	360.3	236.3	65.6
October	34.1	18.6	0.2	1.2	17.2	54.7	334.3	204.9	61.3
November	29.0	14.9	0.2	1.0	13.6	51.4	281.8	162.0	57.5

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1966	225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1974	448.1	246.1	9.6	63.7	172.8	54.9	3 386.5	1 929.4	57.0
1975	469.7	259.5	10.8	59.1	189.7	55.3	3 545.6	2 115.6	59.7
1974 1st quarter	393.2	213.4	8.8	63.5	141.0	54.3	2 888.2	1 565.8	54.2
2nd quarter	420.6	218.9	7.9	57.1	153.9	52.0	3 240.2	1 724.4	53.2
3rd quarter	535.2	305.8	9.5	67.4	228.9	57.1	4 080.5	2 576.6	63.1
4th quarter	443.5	246.2	12.3	66.6	167.3	55.5	3 336.9	1 850.7	55.5
1975 1st quarter	417.6	229.8	10.6	61.9	157.5	55.0	3 112.7	1 747.2	56.1
2nd quarter	467.2	248.0	10.1	62.0	175.9	53.1	3 490.9	1 958.5	56.1
3rd quarter	533.7	311.6	10.4	63.1	238.1	58.4	4 085.8	2 683.7	65.7
4th quarter	460.1	248.7	12.0	49.4	187.3	54.1	3 492.9	2 072.9	59.4
1976 1st quarter	463.9	251.2	11.2	62.5	177.5	54.2	3 513.4	1 968.7	56.0
2nd quarter	534.9	293.2	11.3	64.6	217.3	54.8	4 136.2	2 400.6	58.0
3rd quarter	563.9	340.0	11.1	61.7	267.2	60.3	4 403.3	2 952.1	67.0
1975 April	399.4	215.2	9.1	57.8	148.3	53.9	2 956.6	1 655.8	56.0
May	439.3	234.0	10.0	58.4	165.7	53.3	3 287.2	1 839.8	56.0
June	562.8	294.8	11.3	69.7	213.8	52.4	4 228.9	2 380.0	56.3
July	502.4	281.3	9.8	59.0	212.4	56.0	3 845.0	2 404.1	62.5
August	506.3	296.1	9.4	56.3	230.3	58.5	3 904.3	2 613.7	66.9
September	592.4	357.5	12.0	74.0	271.6	60.4	4 508.1	3 033.4	67.3
October	469.6	245.8	10.3	36.1	199.4	52.3	3 610.8	2 912.0	60.7
November	423.6	216.9	10.0	46.5	160.4	51.2	3 188.3	1 769.3	55.5
1976 April	500.5	268.6	11.3	62.3	195.0	53.7	3 846.1	2 177.6	56.6
May	489.7	265.8	10.5	60.4	194.9	54.3	3 804.8	2 140.6	56.3
June	614.4	345.2	12.0	71.2	262.0	56.2	4 757.7	2 883.5	60.6
July	524.8	311.1	10.2	57.3	243.7	59.3	4 107.3	2 706.0	65.9
August	535.7	323.6	10.4	55.9	257.3	60.4	4 203.5	2 860.3	68.0
September	631.2	385.4	12.7	72.0	300.7	61.1	4 899.2	3 290.0	67.2
October	507.9	278.2	11.5	58.8	207.9	54.8	3 970.7	2 248.4	56.6
November	450.2	253.9	12.2	61.2	180.5	56.4	3 439.8	1 957.4	56.9

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1974	211.7	30.4	86.3	12.4	44.5	6.1	81.1	12.0
1975	245.2	33.0	85.9	11.6	48.0	6.5	111.3	15.0
1974 1st quarter	174.5	29.5	69.4	11.7	20.5	3.5	54.6	14.3
2nd quarter	221.6	32.7	101.2	15.0	44.1	6.5	76.3	11.3
3rd quarter	281.0	32.9	116.9	13.7	85.2	10.0	78.8	9.2
4th quarter	169.7	26.5	57.7	9.0	27.4	4.2	84.6	13.3
1975 1st quarter	175.4	28.5	48.9	7.9	23.8	3.8	102.7	16.8
2nd quarter	245.7	33.1	95.8	12.9	48.7	6.6	101.3	13.6
3rd quarter	329.1	36.7	128.1	14.3	88.5	9.9	112.5	12.5
4th quarter	230.4	32.1	70.8	9.9	31.0	4.3	128.5	17.9
1976 1st quarter	183.5	27.2	54.2	8.0	20.4	3.0	109.0	16.2
2nd quarter	267.7	32.0	111.0	13.3	55.6	6.7	100.1	12.1
3rd quarter	342.7	36.2	142.0	15.0	92.0	9.7	108.7	11.5
1975 April	211.2	33.1	70.7	11.1	29.5	4.6	111.0	17.4
May	248.9	34.6	102.5	14.3	43.2	6.0	103.2	14.4
June	277.2	31.8	114.1	13.1	73.5	8.4	89.6	10.3
July	328.1	37.8	126.0	14.5	92.4	10.7	109.7	12.6
August	342.2	38.7	136.1	15.4	93.6	10.6	112.5	12.7
September	317.0	33.6	122.3	12.8	79.4	8.4	115.3	12.2
October	263.4	34.5	98.3	12.9	45.6	6.0	119.5	15.6
November	212.6	32.2	61.9	9.4	15.3	2.3	135.4	20.5
1976 April	235.8	30.7	89.4	11.6	39.9	5.2	106.5	13.9
May	262.6	33.3	111.7	14.2	46.7	5.9	104.2	13.2
June	304.7	31.9	131.9	13.8	80.1	8.4	92.7	9.7
July	346.2	38.1	146.8	16.1	93.8	10.3	105.6	11.6
August	354.3	38.2	148.1	16.0	95.6	10.3	110.6	11.9
September	327.5	32.9	131.2	13.2	86.5	8.7	109.8	11.0
October	285.9	34.5	107.0	12.9	51.6	6.2	127.3	15.4
November	219.1	31.4	58.8	8.4	29.3	4.2	131.1	18.8

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1966	239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1974	991.5	794.9	80.1	519.5	5 124	7 493	1 462	1 530
1975	981.0	844.3	86.1	558.3	5 158	7 587	1 471	1 512
1974 1st quarter	787.6	600.0	76.2	380.7	4 023	6 007	1 493	1 576
2nd quarter	1 168.2	874.9	74.9	579.6	6 025	8 606	1 428	1 509
3rd quarter	1 346.4	1 152.9	85.6	764.0	6 996	10 161	1 453	1 509
4th quarter	663.8	551.7	83.0	353.8	3 450	5 199	1 507	1 559
1975 1st quarter	559.8	486.7	86.9	328.8	3 048	4 376	1 436	1 480
2nd quarter	1 088.5	908.8	83.5	622.4	5 809	8 367	1 440	1 460
3rd quarter	1 466.5	1 325.2	90.4	868.0	7 649	11 281	1 475	1 527
4th quarter	809.2	656.4	81.1	414.1	4 125	6 323	1 533	1 585
1976 1st quarter	615.9	520.6	84.5	338.5	3 234	4 806	1 486	1 538
2nd quarter	1 262.3	998.5	79.1	639.9	6 276	9 496	1 513	1 560
3rd quarter	1 622.7	1 388.3	85.6	864.4	7 948	12 284	1 546	1 603
1975 April	807.9	675.7	83.6	453.6	4 362	6 216	1 425	1 489
May	1 148.1	935.0	81.4	636.3	6 113	8 766	1 434	1 469
June	1 309.6	1 115.8	85.2	777.2	6 952	10 118	1 455	1 436
July	1 441.8	1 277.4	88.6	837.9	7 504	11 057	1 474	1 525
August	1 556.8	1 443.8	92.7	948.2	8 151	11 983	1 470	1 523
September	1 400.8	1 254.5	89.6	817.9	7 293	10 803	1 481	1 533
October	1 123.7	932.0	82.9	597.9	5 743	8 669	1 510	1 559
November	709.4	581.7	82.0	358.4	3 580	5 597	1 563	1 623
1976 April	1 011.4	852.8	84.3	560.4	5 158	7 604	1 474	1 522
May	1 269.3	946.0	74.5	610.5	6 351	9 533	1 501	1 549
June	1 506.3	1 196.7	79.4	748.9	7 319	11 352	1 551	1 598
July	1 678.2	1 378.0	82.1	869.3	8 351	12 781	1 530	1 585
August	1 691.2	1 496.7	88.5	926.5	8 195	12 744	1 555	1 615
September	1 498.6	1 290.2	86.1	797.4	7 297	11 327	1 552	1 618
October	1 216.8	973.1	80.0	602.0	5 837	9 117	1 562	1 616
November	671.0	549.7	81.9	335.8	3 318	5 185	1 563	1 637

Non-scheduled Services by UK Airlines

Table 9.3

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

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1966	128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1974	436.1	352.7	80.9	104.8	1 523	2 483	1 630	3 366
1975	466.4	370.4	79.4	112.4	1 574	2 606	1 656	3 295
1974 1st quarter	192.5	149.5	77.7	43.7	959	1 220	1 272	3 421
2nd quarter	435.5	334.2	76.7	102.5	1 537	2 434	1 584	3 260
3rd quarter	840.4	710.5	84.5	211.0	2 540	4 751	1 883	3 391
4th quarter	276.0	216.6	78.5	61.8	1 055	1 525	1 446	3 505
1975 1st quarter	241.7	198.8	82.3	59.4	1 026	1 442	1 406	3 347
2nd quarter	446.9	355.6	76.2	108.6	1 558	2 505	1 608	3 274
3rd quarter	853.3	679.0	79.6	212.6	2 550	4 606	1 806	3 194
4th quarter	323.6	248.0	76.6	69.0	1 163	1 869	1 607	3 594
1976 1st quarter	217.8	174.9	80.3	54.0	1 007	1 397	1 387	3 239
2nd quarter	564.6	425.0	75.3	126.7	1 790	3 013	1 683	3 354
3rd quarter	933.6	783.0	83.9	220.1	2 469	4 924	1 994	3 557
1975 April	289.1	225.0	77.8	77.7	1 237	1 686	1 363	2 896
May	415.0	292.0	70.4	98.4	1 532	2 252	1 470	2 968
June	696.7	549.8	78.9	149.8	1 906	3 577	1 877	3 670
July	894.2	720.9	80.6	230.3	2 764	4 873	1 763	3 130
August	899.7	733.2	81.5	234.1	2 677	4 916	1 836	3 132
September	766.0	583.1	76.1	173.5	2 210	4 029	1 823	3 361
October	467.2	348.8	74.7	93.3	1 412	2 403	1 702	3 739
November	162.3	124.2	76.5	35.4	816	1 050	1 287	3 508
1976 April	412.9	319.3	77.3	105.4	1 551	2 355	1 513	3 029
May	474.3	367.9	77.6	109.3	1 693	2 510	1 483	3 366
June	806.5	587.7	72.9	165.4	2 127	4 174	1 962	3 553
July	950.1	779.6	82.1	235.7	2 637	5 136	1 948	3 308
August	972.8	832.2	85.5	235.2	2 573	5 125	1 992	3 538
September	877.9	737.3	84.0	189.3	2 197	4 512	2 053	3 895
October	523.2	409.9	78.3	101.0	1 391	2 653	1 907	4 058
November	296.0	250.5	84.6	70.3	1 009	1 532	1 518	3 563

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 (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968		914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969		1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970		1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971		1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972		1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973		1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1974		1 648	72	40	223	187	45	148	67	135	23	36	36	403	23	86	27	96
1975		1 751	66	41	228	190	58	155	83	136	29	26	42	442	28	91	34	103
1974 4th quarter		1 361	68	34	196	157	24	103	67	129	20	26	27	320	21	70	16	84
1975 1st quarter		1 244	57	32	192	179	20	99	66	111	20	22	30	241	20	81	7	68
2nd quarter		1 854	70	41	245	190	61	159	76	148	30	25	40	499	32	95	42	102
3rd quarter		2 444	72	51	275	226	107	246	111	152	39	38	67	696	36	112	67	147
4th quarter		1 461	63	39	201	164	43	116	80	134	28	18	31	330	24	77	20	92
Sept–Nov		1 820	69	43	230	184	67	162	83	146	29	23	40	479	28	87	39	111
1976 1st quarter		1 261	58	36	196	177	24	100	77	119	28	16	29	216	22	82	9	74
2nd quarter		1 978	76	46	258	216	86	175	99	164	43	25	43	443	38	103	44	119
3rd quarter		2 521	77	56	292	242	134	258	147	171	56	35	67	605	41	117	63	160
Sept–Nov		1 950	78	52	260	208	85	163	114	171	48	27	43	404	39	101	39	118
Rest of World		Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)						
1968		270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969		327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970		392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971		433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972		512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1973		560.3	17.3	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2						
1974		551.1	21.4	21.5	108.6	11.5	23.2	10.5	19.3	243.8	11.3	80.0						
1975		600.8	27.3	23.0	117.2	12.5	28.9	15.1	24.1	244.9	13.1	94.6						
1974 4th quarter		488.9	23.2	20.7	76.9	10.4	28.5	11.5	20.9	203.4	10.5	82.9						
1975 1st quarter		425.0	21.0	19.4	56.1	11.7	27.7	14.4	21.4	158.9	10.0	84.4						
2nd quarter		586.1	23.2	20.9	127.0	9.8	25.4	11.6	21.2	257.3	10.4	79.3						
3rd quarter		843.5	35.5	28.0	203.8	16.7	29.7	19.4	27.6	348.6	18.8	115.3						
4th quarter		548.4	29.7	23.6	23.0	12.0	32.8	14.7	26.2	215.0	13.1	99.4						
Sept–Nov		643.7	36.7	24.6	114.5	12.0	30.4	20.1	27.6	259.3	14.2	104.3						
1976 1st quarter		480.6	28.3	20.8	56.7	13.0	31.5	15.6	28.1	171.6	12.6	102.4						
2nd quarter		679.5	29.9	24.4	122.6	11.2	27.8	11.3	24.9	314.4	14.2	98.8						
3rd quarter		966.0	35.9	30.2	217.8	17.5	33.3	15.9	29.9	427.3	23.9	134.4						
Sept–Nov		730.9	31.2	25.8	124.2	13.4	33.7	16.0	25.4	324.1	19.0	118.0						

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 November 1976

Table 11

	Total	Commercial Movements					Non-commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	7 310	5 096	—	588	—	303	29	—	1 238	—	56
+ Heathrow	21 075	19 061	—	66	—	105	278	—	1 393	14	158
+ Luton	3 746	1 129	—	260	32	45	12	974	1 277	1	16
+ Southend	4 375	905	8	—	—	279	—	2 107	1 062	14	—
+ Stansted	2 226	293	—	108	—	1 000	3	84	649	80	9
Total (London Area)	38 732	26 484	8	1 022	32	1 732	322	3 165	5 619	109	239
Westland Heliport (Battersea)	561	130	—	127	—	—	—	—	218	—	86
Other UK Airports											
+ Leeds/Bradford	3 442	849	—	38	64	52	22	1 675	737	—	5
+ Liverpool	5 325	802	—	129	32	173	14	3 412	689	14	60
+ Manchester	5 142	3 148	2	201	16	60	191	785	689	31	19
+ Birmingham	5 105	1 660	—	73	9	236	66	2 042	983	—	36
+ Coventry	4 357	6	—	6	139	384	19	2 891	912	—	—
+ East Midlands	4 319	833	—	147	12	771	35	1 603	832	10	76
+ Newcastle	2 705	1 044	10	21	503	338	1	514	230	2	42
+ Tees-side	2 509	458	277	10	—	256	—	955	378	3	172
+ Bristol	2 013	442	—	4	—	4	7	978	534	—	44
+ Glamorgan	2 387	509	—	32	1	124	—	1 465	234	—	22
Swansea	773	35	—	16	19	—	—	469	211	—	23
+ Blackpool	5 883	223	2	13	3	678	—	4 178	770	4	12
+ Bournemouth	3 356	451	—	138	—	842	—	944	919	4	58
+ Cambridge	2 678	120	—	42	4	34	6	858	340	—	1 274
+ Exeter	4 303	113	—	7	146	624	—	1 555	608	—	1 250
Gloucester/Cheltenham	4 161	47	2	—	40	2 036	—	1 426	576	—	34
Hawarden	1 319	—	—	—	—	44	—	1 098	154	—	23
Isles of Scilly	192	159	—	1	16	—	—	—	10	—	6
+ Lydd	1 625	363	—	—	—	—	—	534	598	—	130
+ Manston	312	108	—	11	66	90	—	—	37	—	—
+ Norwich	1 476	633	—	36	52	73	449	—	221	—	12
‡Penzance Heliport	220	158	—	4	28	20	10	—	—	—	—
+ Southampton	3 104	574	—	40	27	2 013	6	119	315	—	10
+ Edinburgh	5 655	1 578	—	14	—	162	26	1 799	681	16	1 379
+ Glasgow	5 624	2 693	—	26	—	111	90	1 336	742	16	610
+ Prestwick	3 230	578	—	26	—	1 362	6	798	159	—	301
+ Aberdeen	7 440	3 884	—	392	—	986	4	1 755	393	4	22
Benbecula	305	220	—	—	9	—	44	—	8	—	24
Inverness	1 749	542	—	3	326	413	—	374	69	2	20
Islay	139	68	—	1	40	—	—	—	8	—	22
+ Kirkwall	928	712	—	49	69	2	2	91	3	—	—
Stornoway	365	282	—	31	24	2	—	2	—	4	20
+ Sumburgh	2 244	1 501	—	200	240	282	—	8	—	—	13
Tiree	74	66	—	2	—	—	—	—	2	—	4
Wick	442	324	—	8	6	—	—	88	4	—	12
+ Belfast	5 500	1 439	—	76	5	2	—	1 190	266	—	2 522
+ Isle of Man	1 349	507	—	25	155	255	—	323	74	4	6
Total (Incl. London Area)	141 043	53 743	301	2 971	2 083	14 161	1 320	38 430	19 223	223	8 588
Channel Islands Airports											
Alderney	417	417	..	..	..	..	..	..	..	..	..
Guernsey	1 959	1 959	..	..	..	..	..	..	..	..	..
Jersey	3 113	3 113	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	5 489	5 489	..	..	..	..	..	..	..	..	..

‡British Airways Helicopter service has been withdrawn, and fixed wing aircraft flown on behalf of British Airways are using St. Just, these figures are included in Penzance report.

Air Transport Movements by Type and Nationality of Operator November 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	5 096	44	2 630	290	105	1 688	339
+Heathrow	19 061	9 049	573	9 003	202	27	207
+Luton	1 129	13	6	1	—	922	187
+Southend	905	—	640	—	—	208	57
+Stansted	293	16	—	—	—	86	191
TOTAL (London Area)	26 484	9 122	3 849	9 294	307	2 931	981
Westland Heliport (Battersea)	130	—	—	—	—	130	—
Other UK Airports							
+Leeds/Bradford	849	269	420	28	—	127	5
+Liverpool	802	431	—	61	2	277	31
+Manchester	3 148	1 363	325	810	12	608	30
+Birmingham	1 660	661	528	90	3	355	23
+Coventry	6	—	—	—	—	3	3
+East Midlands	833	7	494	—	1	322	9
+Newcastle	1 044	303	654	—	—	83	4
+Tees-side	458	—	455	—	—	3	—
Bristol	442	217	123	33	—	58	11
Glamorgan	509	172	227	32	—	71	7
Swansea	35	—	—	—	—	35	—
+Blackpool	223	—	196	—	—	27	—
+Bournemouth	451	34	318	4	1	84	10
+Cambridge	120	—	14	—	—	52	54
Exeter	113	—	104	—	—	6	3
Gloucester/Cheltenham	47	—	10	—	—	37	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	159	158	—	—	—	1	—
+Lydd	363	—	363	—	—	—	—
Manston	108	—	—	—	—	50	58
Norwich	633	—	508	—	—	109	16
‡Penzance Heliport	158	158	—	—	—	—	—
+Southampton	574	112	391	—	—	59	12
+Edinburgh	1 578	799	694	34	—	33	18
+Glasgow	2 693	1 441	699	311	7	215	20
+Prestwick	578	325	16	162	—	32	43
+Aberdeen	3 884	733	470	—	553	2 027	101
Benbecula	220	52	168	—	—	—	—
Inverness	542	306	180	—	8	45	3
Islay	68	52	—	—	—	16	—
+Kirkwall	712	204	106	6	26	370	—
Stornoway	282	104	144	—	—	34	—
+Sumburgh	1 501	196	28	—	340	933	4
Tiree	66	—	64	—	—	2	—
Wick	324	102	200	—	—	20	2
+Belfast	1 439	918	351	24	—	132	14
+Isle of Man	507	361	145	—	—	1	—
TOTAL (Incl. London Area)	53 743	18 600	12 244	10 889	1 260	9 288	1 462
Channel Islands Airports							
Alderney	417	—	378	—	—	39	—
Guernsey	1 959	158	1 596	28	—	177	—
Jersey	3 113	544	2 048	24	—	455	42
TOTAL (Channel Islands Airports)	5 489	702	4 022	52	—	671	42

‡ British Airways Helicopter service has been withdrawn, and fixed wing aircraft flown on behalf of British Airways are using St. Just, these figures are included in Penzance report.

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages	September 1976 —November 1976	September 1975 —November 1975	Percentage Change
London Area Airports			
+ Gatwick	6 642	6 247	6.3
+ Heathrow	21 612	21 220	1.8
+ Luton	1 553	1 533	1.3
+ Southend	1 070	967	10.7
+ Stansted	331	280	18.2
TOTAL (London Area)	31 208	30 248	3.2
Westland Heliport (Battersea)	166	144	15.3
Other UK Airports			
+ Leeds/Bradford	883	762	15.9
+ Liverpool	919	988	-7.0
+ Manchester	3 993	3 973	0.5
+ Birmingham	1 936	1 729	12.0
+ Coventry	11	5	—
+ East Midlands	1 051	1 008	4.3
+ Newcastle	1 136	1 047	8.5
+ Tees-side	526	436	20.6
+ Bristol	552	539	2.4
+ Glamorgan	529	474	11.6
Swansea	57	42	35.7
+ Blackpool	395	437	-9.6
+ Bournemouth	516	519	-0.6
+ Cambridge	115	72	59.7
+ Exeter	257	246	4.5
Gloucester/Cheltenham	61	36	69.4
Hawarden	—	—	—
Isles of Scilly	380	352	8.0
+ Lydd	385	321	19.9
+ Manston	107	114	-6.1
+ Norwich	601	558	7.7
Penzance Heliport	306	271	12.9
+ Southampton	909	981	-7.3
+ Edinburgh	1 749	1 506	16.1
+ Glasgow	3 195	3 125	2.2
+ Prestwick	864	842	2.6
+ Aberdeen	3 844	3 109	23.6
Benbecula	236	210	12.4
Inverness	589	512	15.0
Islay	70	81	-13.6
+ Kirkwall	746	644	15.8
Stornoway	301	228	32.0
+ Sumburgh	1 573	1 124	39.9
Tiree	61	57	7.0
Wick	355	233	52.4
+ Belfast	1 740	1 757	-1.0
+ Isle of Man	817	835	-2.2
TOTAL (Incl. London Area)	63 137	59 562	6.0
Channel Islands Airports			
Alderney	698	703	-0.7
Guernsey	2 666	2 626	1.5
Jersey	4 462	4 569	-2.3
TOTAL (Channel Islands Airports)	7 826	7 897	-0.9

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

Table 14

Airport of intended landing	Total number of diversions	Airport of actual arrival Date of diversions																														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Gatwick	48			1Bi	1Lu	1St					2Bi	1Ma		1He 1Lu	6Bo 2Ma 1Bi	4Sh 14Bo 2He 2Ma 1Bi 7Lu 1Em																
Heathrow	76		1St	7Ma 3Pr 1Ga								1Pr 2Ga 5Ma 1Bi			7Ma 6Bi	3Sh 4Bo 5Pr 2Ga 8Ma 14Bi								2Ga 1St	2Bo	1Ma						
Luton	28						1Bi				1St 2Bi	1He 1Ma 1Bi	2He		8Ga 3Bi	1Bo 1Bi 3Ld 1Em			1Ga 2Em	1Bi 1Em												1Bi
Southend	4			1Ld																												
Stansted	1																															
Leeds	28						1Te		2Ma 1Em			11Ma			1Ma	3Ma			1Te 4Ma 1Em													3Ma
Liverpool	1																															
Manchester	45									1Li	2Li 2He 7Bi		2Bi 13Li 1He 1Lu 1Em	1Bi 2Li 2He 9Bi 2Em																		
Birmingham	8										1Lu		1Em			1He			2Ma 3Em 1Em													
Coventry	1																															
East Midlands	13											5Bi		1Bi	1Bo 5Bi 1Ne																	1Bi
Tees-side	3								1Ne															1Em								
Gloucester/Cheltenham	1							1Bi																								
Lydd	1														1Ga 1Bi	3Lu 1Em																
Norwich	5																															
Southampton	3			1Bo						1Bo					1Ga																	
Glasgow	16													2Pr 3Ed												3Pr 3Ed	2Pr 3Ed					
Aberdeen	1					1GI																										
Benbecula	1																															
Inverness	1											1Ab																	1Sw			
Belfast	1																															
Other International	10			1Em	1Ex				1Wi				1He 1Im		1GI				1Li 1Ma													1Ex 1Bo 1Bi 1Ki
Overseas	17	1Pr	1He			1Ki 1He		2He		1Ab	1Ma		1He 1GI				1Pr	1He	1Lu		1Pr			1Ki	1He							
All Aerodromes	313	1	2	15	2	4	2	3	5	3	18	30	25	24	45	81	1	1	18	2	—	1	—	1	5	8	6	1	—	—	9	—

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	Kl	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
November 1976

Table 15

November 1976			Total	Scheduled Services				Charter Flights							
			United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators						
			British Airways		Others		British Airways		Others		British Airways		Others		
Terminal and Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	
Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	Passengers	
London Area Airports															
+Gatwick	305 070	303 164	1 906	650	198	105 254	—	6 383	330	17 240	—	141 125	403	32 512	975
+Heathrow	1 720 335	1 694 564	25 771	825 877	126	19 930	—	798 939	25 151	25 295	—	179	3	24 344	491
+Luton	96 463	95 768	695	101	313	128	—	78	—	—	—	79 965	368	15 496	14
+Southend	15 952	15 952	—	—	—	12 939	—	—	—	—	—	588	—	2 425	—
+Stansted	21 050	19 795	1 255	81	717	—	—	—	—	—	—	154	—	19 560	538
TOTAL (London Area)	2 158 870	2 129 243	29 627	826 709	1 354	138 251	—	805 400	25 481	42 535	—	222 011	774	94 337	2 018
Westland Heliport (Battersea)	317	317	—	—	—	—	—	—	—	—	—	317	—	—	—
Other UK Airports															
+Leeds/Bradford	24 797	22 450	2 347	10 889	58	5 771	2 219	872	69	—	—	4 769	1	149	—
+Liverpool	22 629	22 286	343	16 977	264	—	—	2 389	36	—	—	2 519	34	401	9
+Manchester	166 726	159 575	7 151	77 099	791	5 585	1 507	23 712	2 124	1 010	69	49 653	2 412	2 516	248
+Birmingham	78 787	76 253	2 534	30 427	120	10 441	2 277	4 795	102	288	—	29 511	35	791	—
+Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+East Midlands	28 515	28 319	196	353	—	11 824	185	—	—	80	—	15 910	11	152	—
+Newcastle	46 567	43 671	2 896	20 158	—	14 563	2 896	—	—	—	—	8 588	—	362	—
+Tees-side	13 878	12 535	1 343	—	—	12 345	1 343	—	—	—	—	190	—	—	—
+Bristol	14 036	10 784	3 252	2 372	2 328	1 704	457	887	217	—	—	5 089	250	732	—
+Glamorgan	15 340	11 709	3 631	2 732	1 703	2 114	1 451	439	438	—	—	6 424	—	—	39
Swansea	103	103	—	—	—	—	—	—	—	—	—	103	—	—	—
+Blackpool	3 190	3 176	14	—	—	3 072	—	—	—	—	—	104	14	—	—
+Bournemouth	10 233	9 143	1 090	—	932	6 498	128	358	—	1	—	1 855	30	431	—
+Cambridge	1 121	1 121	—	—	—	340	—	—	—	—	—	298	—	483	—
+Exeter	3 005	2 708	297	—	—	2 453	297	—	—	—	—	105	—	150	—
Gloucester/Cheltenham	204	204	—	—	—	117	—	—	—	—	—	87	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	1 716	1 716	—	1 714	—	—	—	—	—	—	—	2	—	—	—
+Lydd	6 027	6 027	—	—	—	6 027	—	—	—	—	—	—	—	—	—
+Manston	286	286	—	—	—	—	—	—	—	—	—	154	—	132	—
+Norwich	11 361	11 361	—	—	—	10 438	—	—	—	—	—	679	—	244	—
‡Penzance Heliport	1 714	1 714	—	1 714	—	—	—	—	—	—	—	—	—	—	—
+Southampton	14 587	14 205	382	3 942	344	10 017	30	—	—	—	—	186	8	60	—
+Edinburgh	75 293	73 007	2 286	52 695	860	16 199	1 426	1 047	—	—	—	2 109	—	957	—
+Glasgow	136 789	134 299	2 490	88 017	289	22 358	—	8 496	2 201	202	—	12 899	—	2 327	—
+Prestwick	24 970	14 228	10 742	8 759	4 293	626	—	1 602	4 043	—	—	1 961	1 094	1 280	1 312
+Aberdeen	70 126	69 362	764	30 254	746	9 771	—	—	—	6 346	—	20 913	18	2 078	—
Benbecula	2 052	2 001	51	1 222	—	779	51	—	—	—	—	—	—	—	—
Inverness	10 665	9 793	872	8 378	845	941	—	—	—	24	—	300	27	150	—
Islay	717	717	—	690	—	—	—	—	—	—	—	27	—	—	—
+Kirkwall	7 624	6 721	903	3 879	808	456	—	—	79	765	—	1 621	16	—	—
Stornoway	3 765	3 760	5	2 878	—	678	5	—	—	—	—	204	—	—	—
+Sumburgh	22 310	21 606	704	5 441	—	93	—	—	—	4 437	—	11 524	704	111	—
Tiree	328	157	171	—	—	145	171	—	—	—	—	12	—	—	—
Wick	3 251	2 096	1 155	1 295	1 150	724	—	—	—	—	—	77	5	—	—
+Belfast	64 292	64 291	1	55 134	—	7 543	1	339	—	—	—	357	—	918	—
+Isle of Man	14 054	12 864	1 190	9 771	955	3 052	235	—	—	—	—	41	—	—	—
TOTAL (Incl. London Area)	3 060 245	2 983 808	76 437	1 263 499	17 840	304 925	14 679	850 336	34 790	55 688	69	400 599	5 433	108 761	3 626
Channel Islands Airports															
Alderney	2 926	2 925	1	—	—	2 823	1	—	—	—	—	102	—	—	—
Guernsey	26 532	25 219	1 313	6 254	—	18 623	1 308	85	—	—	—	257	5	—	—
Jersey	64 127	63 125	1 002	26 205	104	34 357	897	565	—	—	—	1 501	1	497	—
TOTAL (Channel Is. Airports)	93 585	91 269	2 316	32 459	104	55 803	2 206	650	—	—	—	1 860	6	497	—

‡British Airways Helicopter service has been withdrawn, and fixed wing aircraft flown on behalf of British Airways are using St. Just, these figures are included in Penzance report.

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	September 1976 —November 1976	September 1975 —November 1975	Percentage change
London Area Airports			
+Gatwick	492 066	454 000	8.4
+Heathrow	2 066 512	1 874 475	10.2
+Luton	147 130	150 523	-2.3
+Southend	19 302	16 738	15.3
+Stansted	24 180	19 099	26.6
TOTAL (London Area)	2 749 190	2 514 835	9.3
Westland Heliport (Battersea)	442	365	21.1
Other UK Airports			
+Leeds/Bradford	25 118	23 321	7.7
+Liverpool	29 218	35 296	-17.2
+Manchester	240 689	236 213	1.9
+Birmingham	101 756	95 615	6.4
+Coventry	33	172	-80.8
+East Midlands	42 549	51 066	-16.7
+Newcastle	55 065	53 455	3.0
+Tees-side	17 871	14 727	21.3
+Bristol	17 783	16 393	8.5
+Glamorgan	15 137	15 652	-3.3
Swansea	389	314	23.9
+Blackpool	8 948	11 043	-19.0
+Bournemouth	10 553	11 505	-8.3
+Cambridge	1 527	608	—
+Exeter	6 173	6 517	-5.3
Gloucester/Cheltenham	688	337	—
Hawarden	—	—	—
Isles of Scilly	7 118	7 308	-2.6
+Lydd	5 721	7 428	-23.0
+Manston	249	237	5.1
+Norwich	11 818	10 252	15.3
Penzance Heliport	6 825	6 877	-0.8
+Southampton	24 691	28 594	-13.6
+Edinburgh	90 821	73 039	24.3
+Glasgow	169 188	170 471	-0.8
+Prestwick	31 042	31 948	-2.8
+Aberdeen	73 709	63 230	16.6
Benbecula	2 092	2 015	3.8
Inverness	11 795	11 193	5.4
Islay	957	1 007	-5.0
+Kirkwall	7 811	8 142	-4.1
Stornoway	4 198	4 132	1.6
+Sumburgh	23 329	16 633	40.3
Tiree	225	225	—
Wick	2 330	2 678	-13.0
+Belfast	84 876	92 287	-8.0
+Isle of Man	26 223	28 954	-9.4
TOTAL (Incl. London Area)	3 908 147	3 654 085	7.0
Channel Islands Airports			
Alderney	5 746	5 752	-0.1
Guernsey	42 120	44 517	-5.4
Jersey	119 352	124 774	-4.3
TOTAL (Channel Islands Airports)	167 218	175 044	-4.5

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
	Sept.- Nov. 1976	Sept.- Nov. 1976	Sept.- Nov. 1975	Per- centage change	Sept.- Nov. 1976	Sept.- Nov. 1975	Per- centage change
London Area Airports							
+Gatwick	492 066	435 166	398 680	9	56 900	55 320	3
+Heathrow	2 066 512	1 763 043	1 583 755	11	303 469	290 720	4
+Luton	147 130	145 591	148 880	-2	1 540	1 643	-6
+Southend	19 302	18 981	16 492(a)	15	321	246	30
+Stansted	24 180	24 118	19 001	27	62	98	-37
TOTAL (London Area)	2 749 190	2 386 899	2 166 809	10	362 291	348 026	4
Westland Heliport (Battersea)	442	1	—	—	440	365	21
Other UK Airports							
+Leeds/Bradford	25 118	5 793	3 237	79	19 325	20 084	-4
+Liverpool	29 218	9 228	12 718	-27	19 989	22 578	-11
+Manchester	240 689	170 213	165 273	3	70 475	70 940	-1
+Birmingham	101 756	67 839	69 700	-3	33 917	25 916	31
+Coventry	33	—	50	—	33	122	-73
+East Midlands	42 549	28 150	35 179	-20	14 399	15 887	-9
+Newcastle	55 065	24 528	22 106	11	30 537	31 350	-3
+Tees-side	17 871	3 908	2 921	34	13 963	11 806	18
+Bristol	17 783	14 262	13 062	9	3 521	3 331	6
+Glamorgan	15 137	9 697	10 239	-5	5 440	5 413	—
Swansea	389	22	5	—	367	310	18
+Blackpool	8 948	640	957	-33	8 308	10 086	-18
+Bournemouth	10 553	3 111	3 787	-18	7 443	7 719	-4
+Cambridge	1 527	560	387	45	967	220	—
+Exeter	6 173	1 105	1 245	-11	5 069	5 272	-4
Gloucester/Cheltenham	688	—	—	—	688	337	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	7 118	—	—	—	7 118	7 308	-3
+Lydd	5 721	5 720	7 427	-23	1	1	—
+Manston	249	249	237	5	—	—	—
+Norwich	11 818	6 131	5 601	9	5 687	4 651	22
Penzance	6 825	—	—	—	6 825	6 877	-1
+Southampton	24 691	470	374	26	24 221	28 220	-14
+Edinburgh	90 821	10 991	5 726	92	79 831	67 313	19
+Glasgow	169 188	47 205	46 528	1	121 983	123 943	-2
+Prestwick	31 042	27 160	26 674	2	3 882	5 274	-26
+Aberdeen	73 709	24 198	20 237	20	49 511	42 993	15
Benbecula	2 092	—	—	—	2 092	2 015	4
Inverness	11 795	270	44	—	11 525	11 149	3
Islay	957	—	—	—	957	1 007	-5
+Kirkwall	7 811	27	191	-86	7 784	7 950	-2
Stornoway	4 198	21	—	—	4 177	4 132	1
+Sumburgh	23 329	7 965	5 105	56	15 364	11 527	33
Tiree	225	—	—	—	225	225	—
Wick	2 330	—	8	—	2 330	2 670	-13
+Belfast	84 876	6 652	7 019	-5	78 223	85 268	-8
+Isle of Man	26 223	1 100	1 008	9	25 123	27 946	-10
TOTAL (Incl. London Area)	3 908 147	2 864 115	2 633 854	9	1 044 032	1 020 231	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	September —November 1976			September —November 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	18.1	11.8	6.2	15.1	10.2	4.9	20
London – Vienna	15.1	11.8	3.3	13.7	10.1	3.5	11
Other Routes	2.9	—	2.9	1.5	0.1	1.4	—
Belgium	78.3	74.7	3.7	69.3	67.5	1.8	13
London – Brussels	53.7	52.5	1.2	48.3	48.2	0.1	11
Other S.E. England – Belgium	18.4	16.9	1.5	15.3	14.8	0.5	20
Other Routes	6.2	5.3	0.9	5.7	4.5	1.1	9
Denmark	52.1	38.6	13.5	43.0	34.7	8.3	21
London – Copenhagen	42.2	33.1	9.1	35.4	29.1	6.3	19
Other Routes	9.9	5.5	4.4	7.5	5.5	2.0	31
Finland	8.9	8.7	0.2	7.6	6.9	0.7	17
France	260.0	226.4	33.6	229.6	213.1	16.4	13
London – Nice	12.4	11.6	0.8	12.2	11.2	1.0	2
– Paris	175.3	166.9	8.3	164.0	157.6	6.4	7
– N. France (a)	9.0	7.9	1.1	9.4	8.1	1.3	–4
– Other France	25.3	17.8	7.5	18.2	15.2	3.0	39
Manchester – Paris	6.9	6.7	0.2	5.5	5.4	0.1	26
Other UK – Paris	9.6	7.6	2.0	7.7	6.4	1.3	24
Luton – Other France	3.6	—	3.6	0.8	—	0.8	—
Other S.E. England – France	7.3	7.3	—	8.9	8.8	0.1	–18
Other Routes	10.7	0.7	10.0	2.9	0.4	2.5	—
Germany (Fed. Republic)	192.9	154.6	38.2	166.7	131.9	34.8	16
London – Dusseldorf	30.3	27.5	2.7	25.2	22.8	2.4	20
– Frankfurt	54.6	47.5	7.1	45.4	39.4	6.0	20
– Hamburg	23.6	21.4	2.2	19.8	17.4	2.4	19
– Munich	22.3	15.5	6.8	21.4	14.1	7.4	4
– Other Germany	36.4	33.2	3.1	30.5	29.1	1.3	19
Luton – Germany	13.6	—	13.6	12.4	—	12.4	9
Manchester – Germany	7.5	6.4	1.1	7.3	6.1	1.2	2
Other Routes	4.7	3.0	1.7	4.7	3.0	1.7	—
Gibraltar	6.0	5.9	0.2	7.3	7.2	0.2	–18
Greece	85.0	32.9	52.1	67.4	31.2	36.2	26
Iceland	4.0	3.9	0.1	4.0	3.8	0.2	1
London – Reykjavik	2.3	2.2	0.1	2.4	2.3	0.1	–1
Glasgow – Reykjavik	1.7	1.7	—	1.6	1.5	0.1	7
Other Routes	—	—	—	—	—	—	—

Table 18 cont.

	September —November 1976			September —November 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	142.5	140.5	2.0	137.2	135.6	1.5	4
London — Cork	11.0	11.0	—	10.7	10.6	0.2	3
— Dublin	70.2	69.3	0.9	67.9	67.5	0.5	3
— Shannon	10.4	10.1	0.2	9.5	9.4	0.1	9
Manchester — Dublin	11.8	11.8	—	11.7	11.6	0.1	1
Birmingham — Dublin	10.1	10.0	—	8.9	8.9	—	14
Glasgow — Dublin	7.6	7.4	0.2	6.9	6.9	—	10
Liverpool — Dublin	5.5	5.5	—	5.8	5.8	—	-5
Leeds/Bradford — Dublin	2.3	2.3	—	2.5	2.4	0.1	-7
Edinburgh — Dublin	2.8	2.8	—	2.8	2.8	—	—
Bristol — Dublin	2.3	2.2	0.1	2.3	2.3	—	—
Other Routes	8.5	8.0	0.5	8.1	7.6	0.6	4
Italy	162.5	72.9	89.6	162.2	75.2	86.9	—
London — Genoa (g)	1.4	—	1.4	1.2	—	1.2	19
— Milan	38.4	26.0	12.4	33.8	24.5	9.3	14
— Rimini (g)	3.8	—	3.8	2.3	—	2.3	66
— Rome	38.0	27.5	10.6	37.6	28.0	9.6	1
— Venice	9.5	4.2	5.4	9.7	5.4	4.3	-2
— Other Italy	27.5	13.1	14.4	28.6	14.7	14.0	-4
Luton — Rimini	2.6	—	2.6	4.1	—	4.1	-37
— Other Italy	25.3	—	25.3	27.2	—	27.2	-7
Other S.E. England — Italy	—	—	—	—	—	—	—
N. England — Italy (h)	7.4	—	7.4	7.6	—	7.6	-3
Other Routes	8.6	2.2	6.4	10.1	2.6	7.5	-15
Luxembourg	5.5	5.5	—	4.4	4.3	0.1	24
London — Luxembourg	5.5	5.5	—	4.4	4.3	0.1	25
Other Routes	—	—	—	0.1	—	—	-78
Netherlands	170.9	166.6	4.2	146.0	143.7	2.3	17
London — Amsterdam	106.4	104.3	2.1	91.7	90.6	1.1	16
— Rotterdam	21.0	20.7	0.2	18.2	18.1	0.1	15
Other S.E. England — Netherlands	8.4	7.8	0.6	6.6	6.2	0.4	27
Manchester — Amsterdam	10.2	9.9	0.3	9.3	9.2	0.1	9
Other Routes	24.9	23.9	1.0	20.2	19.5	0.7	24
Norway	47.5	32.6	14.9	29.4	22.4	7.0	62
London — Oslo	25.4	17.4	8.1	18.7	14.4	4.3	36
Other Routes	22.1	15.3	6.8	10.7	8.0	2.7	—
Portugal	27.3	17.5	9.8	22.9	12.9	10.0	19
London — Lisbon	13.0	10.5	2.5	11.1	8.4	2.7	18
Other Routes	14.3	7.0	7.3	11.8	4.5	7.3	21
Soviet Union and Eastern Europe (b)	32.1	21.5	10.5	31.8	20.1	11.7	1
London — Moscow	7.7	7.1	0.6	6.4	5.6	0.8	22
— Prague	2.7	2.7	—	2.9	2.9	—	-6
Other Routes	21.6	11.8	9.9	22.5	11.6	10.9	-4

Table 18 cont.

	September —November 1976			September —November 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	404.3	86.0	318.3	479.0	89.7	389.3	-16
London — Barcelona	15.8	12.4	3.4	15.0	10.7	4.4	5
— Ibiza	9.5	1.6	7.9	13.6	2.6	11.0	-30
— Madrid	32.7	27.2	5.4	29.8	25.3	4.4	10
— Malaga	24.4	12.9	11.5	26.0	13.7	12.3	-6
— Palma	49.8	12.8	37.0	65.6	17.6	48.0	-24
— Other Spain	50.7	18.3	32.4	64.3	18.4	45.9	-21
Luton — Alicante	7.6	—	7.6	11.0	—	11.0	-31
— Barcelona	0.4	—	0.4	0.9	—	0.9	-54
— Gerona	3.9	—	3.9	8.9	—	8.9	-56
— Ibiza	7.0	—	7.0	8.4	—	8.4	-16
— Palma	16.1	—	16.1	20.3	—	20.2	-20
— Other Spain	12.8	—	12.8	10.2	—	10.2	26
Other S.E. England — Spain	0.1	—	0.1	0.1	—	0.1	4
Manchester — Barcelona	2.8	—	2.8	4.0	—	4.0	-31
— Palma	24.7	—	24.7	26.8	—	26.7	-8
Other N. England — Spain	52.5	0.3	52.2	59.5	0.7	58.8	-12
Scotland — Spain	25.7	0.1	25.6	27.0	—	26.9	-5
Other Routes	67.6	0.4	67.2	87.5	0.6	86.9	-23
Sweden	39.0	20.7	18.3	27.7	18.1	9.6	40
London — Stockholm	22.0	13.9	8.1	17.8	12.3	5.5	24
Other Routes	16.9	6.8	10.2	9.9	5.8	4.1	71
Switzerland	100.6	73.5	27.1	87.1	67.2	19.9	15
London — Basle	7.1	5.6	1.5	5.4	5.3	0.1	32
— Geneva	35.2	28.7	6.4	31.9	26.0	5.9	10
— Zurich	49.6	34.5	15.1	40.3	31.5	8.8	23
Luton — Switzerland	3.3	—	3.3	4.7	—	4.7	-29
Other Routes	5.4	4.7	0.6	4.8	4.4	0.4	12
Yugoslavia	39.4	14.9	24.5	38.7	14.2	24.5	2
London — Dubrovnic	6.4	0.8	5.6	8.0	1.7	6.3	-20
— Ljubljana	3.3	2.2	1.1	2.0	1.8	0.2	67
Luton — Yugoslavia	2.7	—	2.7	3.6	—	3.6	-26
Other Routes	27.1	11.9	15.2	25.2	10.7	14.5	8
Other Europe	74.6	45.0	29.6	73.1	43.9	29.2	2
WESTERN HEMISPHERE							
Canada	124.2	74.1	50.1	114.5	67.2	47.2	9
London — Montreal	17.0	15.4	1.6	14.3	12.4	1.9	19
— Toronto	45.3	26.3	19.0	44.4	25.2	19.2	2
— Other Canada	32.6	17.8	14.8	30.4	15.0	15.4	7
Other UK — Montreal	2.8	2.7	0.1	1.6	1.5	0.1	78
— Toronto	21.9	9.9	12.0	20.1	11.1	9.0	9
Other Routes	4.6	2.0	2.5	3.6	2.0	1.6	26

Table 18 cont.

	September 1976 —November 1976			September 1975 —November 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	324.5	252.9	71.6	259.3	213.7	45.7	25
London — New York	125.7	100.2	25.5	92.9	77.7	15.1	35
— Other East Coast USA	82.7	72.1	10.6	56.5	50.9	5.7	46
— Chicago and Detroit	38.9	30.2	8.7	30.7	24.9	5.8	27
— West Coast USA	55.8	42.0	13.7	51.4	41.2	10.2	8
— Other USA	6.8	1.1	5.7	13.2	10.3	2.9	-49
Other UK — New York	11.6	7.1	4.6	11.5	8.1	3.4	1
Other Routes	3.0	0.2	2.9	3.1	0.6	2.5	-3
West Atlantic and Caribbean Islands	25.9	25.2	0.6	24.6	24.5	—	5
Central and South America	9.3	8.9	0.4	12.6	12.3	0.3	-26
REST OF THE WORLD							
Canary Islands	48.2	4.5	43.7	39.3	7.0	32.3	23
North Africa (c)	26.9	12.9	14.0	25.2	12.0	13.2	7
East Africa (d)	13.4	11.6	1.8	12.0	9.9	2.1	12
Central Africa (e)	6.2	6.1	0.1	6.2	6.2	0.1	—
West Africa (d)	19.0	17.6	1.3	14.2	12.7	1.5	33
South Africa	25.4	25.4	—	27.6	27.4	0.3	-8
Middle East (f)	114.3	112.1	2.2	82.5	80.7	1.8	38
India	19.4	19.4	—	17.4	17.2	0.2	12
Pakistan	9.2	9.1	—	9.1	9.1	0.1	—
Far East	62.0	58.7	3.3	57.5	54.3	3.2	8
Australia and New Zealand	31.2	31.2	—	36.7	36.7	—	-15
Other Routes n.e.i.	37.0	10.0	27.1	30.0	9.7	20.3	24
ALL ROUTES	2 847.4	1 934.6	912.9	2 618.0	1 754.3	863.7	9

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		September 1976 —November 1976 (000)	September 1975 —November 1975 (000)	Percentage change
London (a)	Aberdeen	19.4	18.2	7
	Belfast	37.2	40.9	-9
	Birmingham	10.0	3.6	
	Channel Islands	47.2	49.4	-5
	Edinburgh	63.9	50.8	26
	Glasgow	78.5	79.9	-2
	Isle of Man	2.0	2.6	-21
	Leeds/Bradford	10.6	10.7	-1
	Liverpool	8.3	9.2	-9
	Manchester	40.0	38.9	3
	Newcastle	24.0	24.1	
	Tees-side	11.8	9.9	19
	Other airports	7.5	8.1	-7
Belfast	Birmingham	5.9	5.6	5
	East Midlands	2.6	3.0	-11
	Edinburgh	1.5	1.9	-19
	Glasgow	7.4	8.1	-9
	Isle of Man	2.0	2.3	-14
	Leeds/Bradford	2.4	2.9	-19
	Liverpool	2.2	2.6	-14
	Manchester	9.8	10.6	-8
	Newcastle	1.3	1.6	-17
	Other airports	5.9	5.8	1
Channel Islands	Bournemouth	5.9	6.1	-4
	Birmingham	7.4	7.9	-7
	Bristol/Glamorgan	4.7	5.8	-19
	East Midlands	5.9	7.6	-22
	Glasgow	1.0	0.9	14
	Leeds/Bradford	1.4	2.0	-30
	Liverpool	1.0	1.3	-24
	Manchester	4.0	4.9	-19
	Newcastle	0.7	1.0	-25
	Southampton	22.6	25.6	-11
	Other airports	9.7	9.7	
Edinburgh	Birmingham	2.8	1.9	48
	Glasgow		0.1	
	Manchester	3.7	3.9	-5
	Other airports	8.0	8.9	-10
Glasgow	Birmingham	5.3	4.4	20
	East Midlands	3.8	3.7	3
	Isle of Man	1.4	1.5	-5
	Leeds/Bradford	1.5	1.4	9
	Liverpool		—	
	Manchester	5.6	5.5	2
	Southampton	0.8	1.7	-54
	Other Scottish airports	15.3	14.8	3
	Other airports	1.4	2.2	-34
Isle of Man	Blackpool	5.3	6.9	-24
	Liverpool	7.7	8.3	-7
	Manchester	3.3	3.8	-13
	Newcastle	0.3	0.4	-10
	Other airports	3.0	2.1	39
Penzance	Isles of Scilly	6.8	6.9	-1
Other Routes		36.0	29.7	21
Total		577.8	571.2	1

(a) Heathrow, Gatwick and Stansted
Traffic counted in either direction

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

Cargo by Type and Nationality of Operator November 1976

Table 20

	Total	Scheduled Services						Charter Flights						Tonnes
		UK operators				Overseas operators		UK operators				Overseas operators		
		British Airways		Others				British Airways		Others				
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	
London Area Airports														
+Gatwick	7 350.0	—	0.3	386.0	1 129.9	15.0	28.2	—	—	1 237.3	4 171.3	48.4	333.6	
+Heathrow	35 736.1	5 104.9	6 047.7	26.8	190.8	8 967.4	13 845.7	188.3	53.3	152.4	404.1	104.6	650.1	
+Luton	459.8	—	—	—	—	—	—	—	—	62.3	113.4	127.2	156.9	
+Southend	811.0	—	—	383.0	318.0	—	—	—	—	20.0	24.0	38.0	28.0	
+Stansted	1 890.6	—	—	—	—	—	—	—	—	244.0	1 166.5	84.5	395.6	
TOTAL (London Area)	46 247.5	5 104.9	6 048.0	795.8	1 638.7	8 982.4	13 873.9	188.3	53.3	1 716.0	5 879.3	402.7	1 564.2	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+Leeds/Bradford	32.6	5.3	8.4	4.0	5.3	5.6	3.4	—	—	—	0.6	—	—	
+Liverpool	997.0	30.9	146.0	—	—	70.2	36.1	—	6.0	3.4	509.3	27.2	167.9	
+Manchester	2 849.6	257.6	249.9	10.6	4.1	879.8	1 273.8	—	—	21.5	107.9	—	44.4	
+Birmingham	260.9	79.4	53.7	23.3	4.4	44.3	52.1	—	—	—	—	3.7	—	
+Coventry	13.2	—	—	—	—	—	—	—	—	—	4.5	—	8.7	
+East Midlands	558.4	—	—	117.8	278.8	—	—	—	—	19.4	120.3	—	22.1	
+Newcastle	68.3	7.5	13.7	19.1	28.0	—	—	—	—	—	—	—	—	
+Tees-side	25.0	—	—	13.1	11.9	—	—	—	—	—	—	—	—	
+Bristol	40.7	7.4	6.2	4.6	0.3	13.1	8.9	—	—	—	—	—	0.2	
+Glamorgan	91.0	1.8	10.7	3.0	2.2	1.9	6.3	—	—	—	4.0	—	61.1	
Swansea	1.4	—	—	—	—	—	—	—	—	0.4	1.0	—	—	
+Blackpool	45.4	—	—	5.4	36.9	—	—	—	—	—	3.1	—	—	
+Bournemouth	441.0	1.0	—	150.5	233.2	—	—	4.9	—	5.0	25.5	—	20.9	
+Cambridge	176.2	—	—	—	—	—	—	—	—	21.0	3.2	106.6	45.4	
+Exeter	19.7	—	—	5.4	14.3	—	—	—	—	—	—	—	—	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	5.4	4.9	0.5	—	—	—	—	—	—	—	—	—	—	
+Lydd	275.3	—	—	82.0	193.3	—	—	—	—	—	—	—	—	
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Norwich	37.7	—	—	16.4	20.1	—	—	—	—	0.4	0.8	—	—	
‡Penzance Heliport	5.4	0.5	4.9	—	—	—	—	—	—	—	—	—	—	
+Southampton	146.6	2.6	12.3	10.6	74.6	—	—	—	—	—	38.8	4.8	2.9	
+Edinburgh	178.8	29.0	34.2	20.0	42.3	4.6	2.9	—	—	—	—	22.8	23.0	
+Glasgow	1 083.9	328.0	219.4	39.9	41.9	163.6	288.8	—	0.7	1.6	—	—	—	
+Prestwick	1 414.2	632.1	269.7	2.2	—	270.6	149.6	—	—	—	—	23.5	66.5	
+Aberdeen	502.4	58.3	96.7	17.7	33.8	—	—	14.5	30.0	73.4	172.0	0.2	5.8	
Benbecula	18.5	12.2	5.2	1.0	0.1	—	—	—	—	—	—	—	—	
Inverness	36.7	3.2	33.5	—	—	—	—	—	—	—	—	—	—	
Islay	3.9	2.2	1.7	—	—	—	—	—	—	—	—	—	—	
+Kirkwall	62.7	35.2	20.9	—	—	—	—	4.5	0.1	0.8	1.2	—	—	
Stornoway	39.4	32.8	5.0	0.1	1.1	—	—	—	—	0.4	—	—	—	
+Sumburgh	150.7	56.1	11.6	—	—	—	—	11.9	23.9	32.4	14.4	0.2	0.2	
Tiree	0.8	—	—	0.8	—	—	—	—	—	—	—	—	—	
Wick	5.3	2.8	1.1	0.1	0.1	—	—	—	—	—	—	—	1.2	
+Belfast	917.9	90.4	181.5	96.9	37.8	2.7	8.7	—	—	499.3	0.6	—	—	
+Isle of Man	236.0	155.0	40.0	36.8	4.2	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	56 989.5	6 941.1	7 474.8	1 477.1	2 707.4	10 438.8	15 704.5	224.1	114.0	2 395.0	6 886.5	591.7	2 034.5	
Channel Islands Airports														
Alderney	21.8	—	—	18.8	2.9	—	—	—	—	0.1	—	—	—	
Guernsey	673.7	5.9	2.5	169.7	93.2	—	—	—	—	210.8	191.6	—	—	
Jersey	703.5	44.3	38.2	485.2	111.8	2.2	0.4	—	—	4.2	17.2	—	—	
TOTAL (Channel Islands Airports)	1 399.0	50.2	40.7	673.7	207.9	2.2	0.4	—	—	215.1	208.8	—	—	

‡British Airways Helicopter service has been withdrawn and fixed wing aircraft flown on behalf of British Airways are using St. Just, these figures are included in Penzance report.

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	September 1976 —November 1976 (tonnes)	September 1975 —November 1975 (tonnes)	Percentage change
London Area Airports			
+Gatwick	6 737·9	6 385·3	5·5
+Heathrow	36 450·3	32 157·1	13·4
+Luton	328·2	122·9	—
+Southend	1 134·7	1 303·3	−12·9
+Stansted	2 028·5	1 817·8	11·6
TOTAL (London Area)	46 679·5	41 786·5	11·7
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+Leeds/Bradford	52·1	60·7	−14·2
+Liverpool	1 059·0	944·8	12·1
+Manchester	2 984·5	2 948·4	1·2
+Birmingham	264·3	260·8	1·3
+Coventry	21·5	1·8	—
+East Midlands	812·3	596·6	36·2
+Newcastle	75·0	86·0	−12·8
+Tees-side	25·4	28·3	−10·2
+Bristol	45·7	52·8	−13·4
+Glamorgan	64·7	14·6	—
Swansea	1·3	—	—
+Blackpool	54·1	45·2	19·7
+Bournemouth	454·3	307·0	48·0
+Cambridge	134·7	106·3	26·7
+Exeter	23·2	30·9	−24·9
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	7·0	11·2	−37·5
+Lydd	368·5	281·0	31·1
+Manston	—	135·7	—
+Norwich	36·8	48·3	−23·8
Penzance Heliport	7·0	11·2	−37·5
+Southampton	167·3	145·0	15·4
+Edinburgh	148·7	164·5	−9·6
+Glasgow	1 464·4	1 428·1	2·5
+Prestwick	1 212·4	1 256·6	−3·5
+Aberdeen	454·2	349·7	29·9
Benbecula	19·6	21·5	−8·8
Inverness	33·6	17·3	94·2
Islay	3·2	5·4	−40·7
+Kirkwall	54·8	47·9	14·4
Stornoway	40·7	39·8	2·3
+Sumburgh	148·0	113·0	31·0
Tiree	0·9	1·2	−25·0
Wick	10·4	11·5	−9·6
+Belfast	1 280·1	910·0	40·7
+Isle of Man	231·2	258·2	−10·5
TOTAL (Incl. London Area)	58 440·6	52 527·7	11·3
Channel Islands Airports			
Alderney	23·7	23·8	−0·4
Guernsey	672·7	645·0	4·3
Jersey	810·6	834·0	−2·8
TOTAL (Channel Islands Airports)	1 507·0	1 502·8	0·3

All Scheduled Services November 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	9 724	2 806	12 977	211 026	2 566 201	1 455 722	56.7	6 298	321 486	183 314	10 098	37 244	135 971	57.0
British Airways European Division	5 697	8 160	11 160	638 378	715 392	449 468	62.8	3 430	75 483	42 279	1 232	1 767	39 279	56.0
British Airways Regional Division	1 336	4 224	3 894	161 058	104 660	59 982	57.3	821	10 013	5 339	42	220	5 076	53.3
British Airways Helicopters	10	158	43	1 633	160	100	62.4	7	11	8	—	—	8	73.4
British Caledonian Airways	2 170	2 417	3 816	86 040	248 066	114 488	46.2	1 025	28 497	12 960	512	2 085	10 363	45.5
Air Anglia	526	1 384	1 678	21 093	22 526	9 565	42.5	59	2 301	986	—	30	957	42.9
Aurigny Air Services	62	1 221	357	12 187	901	586	65.1	80	86	51	—	4	47	59.7
British Air Ferries	117	596	465	11 133	3 937	2 155	54.7	676	506	329	—	133	196	65.0
British Island Airways	180	932	706	22 996	8 987	4 534	50.5	190	827	415	—	32	383	50.2
British Midland Airways	430	1 310	1 363	37 644	31 001	13 518	43.6	242	2 639	1 162	—	107	1 055	44.0
Brymon Airways	36	183	167	961	505	174	34.4	2	46	20	—	—	20	43.1
Dan-Air Services	297	1 006	957	20 902	17 562	8 342	47.5	—	1 439	679	—	—	679	47.2
Intra Airways	22	161	103	2 603	1 090	389	35.7	3	86	30	—	—	29	34.5
Loganair	61	578	337	2 727	648	341	52.7	—	59	31	—	—	31	52.9
TOTAL Passenger Services	20 669	25 136	38 023	1 230 381	3 721 636	2 119 364	56.9	12 832	443 480	247 603	11 885	41 622	194 095	55.8
Cargo Services														
British Airways Overseas Division	792	228	1 096	—	—	—	—	2 356	25 611	16 559	348	16 212	—	64.7
British Airways European Division	475	576	662	—	—	—	—	3 051	5 112	2 650	56	2 593	—	51.8
British Airways Regional Division	3	23	16	—	—	—	—	93	20	13	—	13	—	65.7
British Caledonian Airways	122	40	167	—	—	—	—	389	4 127	1 522	97	1 425	—	36.9
Air Freight	21	104	117	—	—	—	—	241	71	50	—	50	—	70.2
Air-Bridge Carriers	40	125	138	—	—	—	—	467	314	155	—	155	—	49.3
British Island Airways	86	276	319	—	—	—	—	534	394	173	23	149	—	43.8
Intra Airways	16	105	95	—	—	—	—	227	58	37	—	37	—	63.2
TOTAL Cargo Services	1 555	1 477	2 609	—	—	—	—	7 358	35 707	21 158	525	20 634	—	59.3
GRAND TOTAL	22 224	26 613	40 632	1 230 381	3 721 636	2 119 364	56.9	20 190	479 187	268 761	12 410	62 256	194 095	56.1

International Scheduled Services November 1976

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
Passenger Services														
British Airways Overseas Division	9 724	2 806	12 977	211 026	2 566 201	1 455 722	56.7	6 298	321 486	183 314	10 098	37 244	135 971	57.0
British Airways European Division	4 721	6 001	8 929	470 927	591 710	371 432	62.8	2 996	62 535	35 489	1 186	1 608	32 695	56.8
British Airways Regional Division	278	626	653	24 806	24 431	12 517	51.2	148	2 463	1 145	3	68	1 074	46.5
British Caledonian Airways	1 766	1 577	2 872	55 656	214 975	99 541	46.3	693	25 111	11 514	408	2 010	9 096	45.9
Air Anglia	367	736	1 088	13 557	16 155	6 432	39.8	59	1 652	673	—	30	643	40.7
Aurigny Air Services	62	1 221	357	12 187	901	586	65.1	80	86	51	—	4	47	59.7
British Air Ferries	117	596	465	11 133	3 937	2 155	54.7	676	506	329	—	133	196	65.0
British Island Airways	80	353	314	9 614	4 017	2 094	52.1	41	370	188	—	10	178	50.9
British Midland Airways	103	291	330	5 321	7 492	2 472	33.0	55	587	218	—	25	193	37.1
Brymon Airways	19	84	97	372	213	82	38.4	1	19	7	—	—	7	37.7
Dan-Air Services	157	313	456	8 192	9 231	4 162	45.1	—	750	339	—	—	339	45.2
Intra Airways	13	135	73	2 071	582	201	34.5	3	47	15	—	—	15	32.5
TOTAL Passenger Services	17 407	14 739	28 611	824 862	3 439 845	1 957 396	56.9	11 047	415 612	233 283	11 696	41 132	180 455	56.1
Cargo Services														
British Airways Overseas Division	792	228	1 096	—	—	—	—	2 356	25 611	16 559	348	16 212	—	64.7
British Airways European Division	448	528	596	—	—	—	—	2 573	4 602	2 384	55	2 329	—	51.8
British Caledonian Airways	119	36	163	—	—	—	—	372	4 110	1 513	88	1 425	—	36.8
Air Freight	21	104	117	—	—	—	—	241	71	50	—	50	—	70.2
British Island Airways	37	78	131	—	—	—	—	113	170	68	—	68	—	39.9
TOTAL Cargo Services	1 418	974	2 101	—	—	—	—	5 656	34 564	20 574	490	20 084	—	59.5
GRAND TOTAL	18 825	15 713	30 712	824 862	3 439 845	1 957 396	56.9	16 703	450 176	253 857	12 186	61 217	180 455	56.4

Domestic Scheduled Services November 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	976	2 159	2 231	167 451	123 681	78 035	63.1	435	12 948	6 790	46	159	6 584	52.4
British Airways Regional Division	1 059	3 598	3 241	136 252	80 229	47 465	59.2	673	7 551	4 193	39	151	4 002	55.5
British Airways Helicopters	10	158	43	1 633	160	100	62.4	7	11	8	—	—	8	73.4
British Caledonian Airways	405	840	944	30 384	33 091	14 946	45.2	333	3 386	1 446	104	75	1 267	42.7
Air Anglia	159	648	590	7 536	6 371	3 133	49.2	—	649	313	—	—	313	48.3
British Island Airways	99	579	393	13 382	4 970	2 441	49.1	150	457	227	—	22	205	49.7
British Midland Airways	327	1 019	1 034	32 323	23 509	11 046	47.0	187	2 051	944	—	82	862	46.0
Brymon Airways	17	99	70	589	292	92	31.5	1	27	13	—	—	13	47.0
Dan-Air Services	140	693	501	12 710	8 332	4 180	50.2	—	690	340	—	—	340	49.3
Intra Airways	9	26	30	532	508	188	37.0	—	38	14	—	—	14	36.9
Loganair	61	578	337	2 727	648	341	52.7	—	59	31	—	—	31	52.9
TOTAL Passenger Services	3 262	10 397	9 412	405 519	281 791	161 967	57.5	1 785	27 867	14 320	190	490	13 640	51.4
Cargo Services														
British Airways European Division	27	48	66	—	—	—	—	477	510	265	2	264	—	52.1
British Airways Regional Division	3	23	16	—	—	—	—	93	20	13	—	13	—	65.7
British Caledonian Airways	2	4	5	—	—	—	—	17	17	9	9	—	—	53.4
Air-Bridge Carriers	40	125	138	—	—	—	—	467	314	155	—	155	—	49.3
British Island Airways	49	198	188	—	—	—	—	421	224	105	23	82	—	46.8
Intra Airways	16	105	95	—	—	—	—	227	58	37	—	37	—	63.2
TOTAL Cargo Services	136	503	507	—	—	—	—	1 702	1 143	584	34	550	—	51.1
GRAND TOTAL	3 399	10 900	9 919	405 519	281 791	161 967	57.5	3 487	29 010	14 904	224	1 040	13 640	51.4

All Non-Scheduled Services November 1976

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	241	52	318	6 154	49 224	40 820	82.9	—	5 793	4 035	—	4 035	69.7
British Airways European Division	295	286	611	12 645	24 172	16 560	68.5	1 296	5 239	2 948	1 453	1 494	56.3
British Airtours	419	193	622	29 521	79 183	65 691	83.0	—	7 200	5 767	—	5 767	80.1
British Airways Regional Division	18	48	50	1 569	1 305	611	46.8	4	111	56	2	54	50.1
British Airways Helicopters	294	2 098	1 469	18 366	6 133	2 820	46.0	156	596	212	2	210	35.6
British Caledonian Airways	1 186	490	1 703	26 644	83 015	68 552	82.6	2 208	28 272	19 032	12 952	6 080	67.3
Air Anglia	72	210	213	490	505	176	34.7	—	51	18	—	18	34.7
Air Freight	48	140	243	1 256	849	417	49.1	66	144	73	44	29	51.0
Air-Bridge Carriers	59	141	230	—	—	—	—	548	553	218	218	—	39.4
Alidair	97	195	261	3 634	5 167	2 009	38.9	96	597	217	47	170	36.4
Beecham Imperial	3	6	8	25	25	17	65.7	—	2	2	—	2	65.8
Bristow Helicopters	520	3 447	3 262	31 982	8 711	5 294	60.8	238	743	519	46	473	69.9
Britannia Airways	2 314	1 413	3 702	154 252	301 116	257 380	85.5	—	25 604	21 878	—	21 878	85.4
British Air Ferries	46	88	196	608	688	197	28.7	103	317	119	102	18	37.6
British Executive Air Services	44	583	272	2 025	609	152	25.0	—	104	11	—	11	10.6
British Island Airways	59	137	183	1 585	615	475	77.2	59	257	122	81	41	47.7
British Midland Airways	244	134	369	11 320	41 994	22 552	53.7	11	3 616	1 847	86	1 761	51.1
Brymon Airways	1	4	4	—	—	—	—	1	1	—	—	—	43.3
Dan-Air Services	2 194	1 474	3 590	109 937	217 433	171 601	78.9	281	31 750	23 755	10 041	13 714	74.8
Fairflight Charters	64	112	247	652	520	381	73.3	15	54	39	11	28	72.2
Fitair	6	14	20	30	42	21	50.0	—	4	2	—	2	50.0
Green Shield Stamp	24	38	43	131	208	105	50.6	—	21	8	—	8	39.8
I D S Aircraft	40	53	71	165	237	121	51.1	—	19	9	—	9	47.4
International Aviation Service	1 016	346	1 557	—	—	—	—	3 908	36 131	25 789	25 789	—	71.4
Intra Airways	20	52	69	1 675	972	621	63.9	13	91	56	9	47	61.5
Laker Airways	1 298	558	1 863	62 872	232 375	189 211	81.4	62	23 118	18 531	—	18 531	80.2
Loganair	79	730	359	2 338	815	379	46.5	—	72	34	—	34	46.4
Lowland Aero Service	5	11	18	55	32	27	84.4	—	4	2	—	2	50.0
MAM Aviation	72	79	109	311	1 019	279	27.4	—	101	27	—	27	26.7
Management Aviation	12	74	59	424	140	83	59.3	16	14	8	1	7	57.1
McAlpine Aviation	198	318	311	833	1 553	662	42.6	—	125	46	—	46	36.8
Monarch Airlines	822	568	1 359	47 149	111 836	76 233	68.2	157	11 501	7 180	266	6 914	62.4
Northern Air Taxis	36	73	118	188	216	96	44.4	—	21	8	—	8	38.1
Northern Executive Aviation	25	65	92	258	181	115	63.5	6	20	13	1	12	65.0
Peters Aviation	38	88	161	657	492	295	60.0	—	38	22	1	21	59.0
Ryburn Air	5	36	24	14	25	6	25.5	3	3	1	—	1	27.3
Thurston Aviation	—	—	—	—	—	—	—	—	—	—	—	—	—
Tradewinds Airways	587	193	1 167	—	—	—	—	1 784	15 544	8 925	8 925	—	57.4
Trans-Meridian Air Cargo	783	233	1 596	—	—	—	—	1 833	21 256	12 621	12 621	—	59.4
Vernair Transport	57	118	202	551	397	279	70.3	—	34	23	—	23	66.7
TOTAL	13 341	14 898	26 751	530 316	1 171 806	924 237	78.8	12 873	219 118	154 171	72 697	81 473	70.3
Class 5A Licence TOTAL	665	298	931	16 510	51 579	40 683	78.9	..	18 749	13 550	10 018	3 532	72.3
TOTAL Excludes 5A Licence	12 676	14 600	25 820	513 806	1 120 227	883 554	78.8	12 873	200 369	140 621	62 679	77 941	70.2

*Does not include cargo carried under Class 5 licences

International Non-Scheduled Services November 1976

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	241	52	318	6 154	49 224	40 820	82.9	—	5 793	4 035	—	4 035	69.7
British Airways European Division	295	286	611	12 645	24 172	16 560	68.5	1 296	5 239	2 948	1 453	1 494	56.3
British Airways Airtours	419	193	622	29 521	79 183	65 691	83.0	—	7 200	5 767	—	5 767	80.1
British Airways Regional Division	7	18	20	638	599	252	42.1	—	53	22	—	22	41.6
British Airways Helicopters	285	2 004	1 424	18 281	6 082	2 812	46.2	155	592	211	2	209	35.6
British Caledonian Airways	1 186	490	1 703	26 644	83 015	68 552	82.6	2 208	28 272	19 032	12 952	6 080	67.3
Air Anglia	12	33	50	92	87	34	39.6	—	9	3	—	3	39.6
Air Freight	29	82	152	78	271	47	17.4	63	93	47	44	4	50.8
Air-Bridge Carriers	35	41	125	—	—	—	—	104	267	101	101	—	37.9
Alidair	70	122	184	2 977	4 685	1 817	38.8	—	437	154	—	154	35.3
Beecham Imperial	3	5	7	24	23	16	71.3	—	2	1	—	1	71.2
Bristow Helicopters	520	3 447	3 262	31 982	8 711	5 294	60.8	238	743	519	46	473	69.9
Britannia Airways	2 314	1 413	3 702	154 252	301 116	257 380	85.5	—	25 604	21 878	—	21 878	85.4
British Air Ferries	45	84	191	566	660	173	26.3	103	312	117	102	15	37.5
British Executive Air Services	44	583	272	2 025	609	152	25.0	—	104	11	—	11	10.6
British Island Airways	34	89	107	1 221	425	336	79.1	—	145	80	51	29	55.1
British Midland Airways	243	130	363	11 165	41 871	22 477	53.7	11	3 606	1 841	86	1 755	51.0
Brymon Airways	1	4	4	—	—	—	—	1	1	—	—	—	43.3
Dan-Air Services	2 163	1 420	3 497	109 937	217 433	171 601	78.9	151	31 598	23 682	9 968	13 714	74.9
Fairflight Charters	54	94	207	514	412	301	73.1	15	45	33	11	22	73.3
Fitair	6	14	20	30	42	21	50.0	—	4	2	—	2	50.0
Green Shield Stamp	21	25	37	99	188	96	51.2	—	19	8	—	8	40.3
I D S Aircraft	40	53	71	165	237	121	51.1	—	19	9	—	9	47.4
International Aviation Service	1 016	346	1 557	—	—	—	—	3 908	36 131	25 789	25 789	—	71.4
Intra Airways	19	46	62	1 536	927	591	63.8	10	86	53	8	45	61.4
Laker Airways	1 298	558	1 863	62 872	232 375	189 211	81.4	62	23 118	18 531	—	18 531	80.2
MAM Aviation	52	47	79	171	739	192	26.0	—	73	19	—	19	26.0
McAlpine Aviation	156	198	237	636	1 242	598	48.1	—	99	41	—	41	41.4
Monarch Airlines	822	568	1 359	47 149	111 836	76 233	68.2	157	11 501	7 180	266	6 914	62.4
Northern Air Taxis	15	22	49	67	90	46	51.1	—	9	4	—	4	44.4
Northern Executive Aviation	13	28	43	78	84	51	60.7	4	10	6	—	6	60.0
Peters Aviation	36	77	148	618	458	287	62.6	—	35	22	1	21	61.3
Ryburn Air	5	36	24	14	25	6	25.5	3	3	1	—	1	27.3
Thurston Aviation	—	—	—	—	—	—	—	—	—	—	—	—	—
Tradewinds Airways	587	193	1 167	—	—	—	—	1 784	15 544	8 925	8 925	—	57.4
Trans-Meridian Air Cargo	783	233	1 596	—	—	—	—	1 833	21 256	12 621	12 621	—	59.4
Vernair Transport	1	2	5	8	8	5	57.1	—	1	—	—	—	50.0
TOTAL	12 870	13 036	25 140	522 159	1 166 830	921 776	78.9	12 114	218 021	153 693	72 426	81 266	70.5
Class 5A Licence TOTAL	662	293	925	16 298	51 400	40 580	78.9	—	18 732	13 540	10 018	3 522	72.3
TOTAL Excludes 5A Licence	12 208	12 743	24 215	505 861	1 115 430	881 196	78.9	12 114	119 289	140 153	62 408	77 744	70.3

*Does not include cargo carried under Class 5 licences

Domestic Non-Scheduled Services November 1976

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
										Total (000)	Cargo (000)		
British Airways Regional Division	10	30	30	931	706	359	50.9	4	58	34	2	32	57.8
British Airways Helicopters	9	94	44	85	51	8	15.7	1	4	1	—	1	25.0
Air Anglia	60	177	163	398	418	141	33.7	—	42	14	—	14	33.7
Air Freight	18	58	91	1 178	578	369	63.9	2	51	26	1	25	51.2
Air-Bridge Carriers	25	100	105	—	—	—	—	444	286	117	117	—	40.7
Alidair	27	73	77	657	482	192	39.7	96	160	63	47	16	39.3
Beecham Imperial	—	1	1	1	2	—	12.5	—	—	—	—	—	14.3
British Air Ferries	1	4	5	42	28	24	85.2	—	5	2	—	2	45.5
British Island Airways	25	48	76	364	190	138	73.0	59	112	43	30	13	38.2
British Midland Airways	2	4	6	155	123	75	60.9	—	10	6	—	6	58.6
Dan-Air Services	30	54	94	—	—	—	—	129	152	73	73	—	48.0
Fairflight Charters	10	18	40	138	108	80	74.1	—	9	6	—	6	66.7
Green Shield Stamp	3	13	6	32	21	9	44.6	—	2	1	—	1	35.7
Intra Airways	1	6	7	139	45	29	65.6	2	5	3	1	2	61.9
Loganair	79	730	359	2 338	815	379	46.5	—	72	34	—	34	46.4
Lowland Aero Service	5	11	18	55	32	27	84.4	—	4	2	—	2	50.0
MAM Aviation	20	32	30	140	280	87	31.1	—	28	8	—	8	28.6
Management Aviation	12	74	59	424	140	83	59.3	16	14	8	1	7	57.1
McAlpine Aviation	42	120	74	197	311	64	20.6	—	26	5	—	5	19.2
Northern Air Taxis	21	51	69	121	126	50	39.7	—	12	4	—	4	33.3
Northern Executive Aviation	12	37	49	180	97	64	66.0	2	10	7	1	6	70.0
Peters Aviation	2	11	12	39	34	8	24.4	—	3	1	—	1	27.4
Thurston Aviation	..	..	..	..	..	..	..	..	..	..	..	..	..
Vernair Transport	56	116	197	543	388	274	70.6	—	33	22	—	22	67.0
TOTAL	471	1 862	1 611	8 157	4 976	2 462	49.5	759	1 098	478	271	207	43.8
Class 5A Licence TOTAL	3	5	6	212	179	103	57.5	..	17	10	—	10	58.8
TOTAL Excludes 5A Licence	468	1 857	1 605	7 945	4 797	2 359	49.2	759	1 081	468	271	197	43.5

*Does not include cargo carried under Class 5 licences

Class 2 Licence Operations November 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	101	18	130	1 332	1 682	22 651	16 987	75·0	3 042	1 832	59·9
British Caledonian Airways	225	43	287	4 891	—	42 286	36 730	86·9	4 116	3 303	80·3
Laker Airways	241	62	322	7 342	850	70 366	53 894	76·6	7 171	5 389	75·2
TOTAL	567	123	738	13 565	2 532	135 303	107 611	79·5	14 329	10 516	73·4

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

Table 25

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km			Tonne-km			Number of IT passengers uplifted	
					Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available	Class 2	Class 4
International Services												
British Airways European Division	63	48	107	7 468	14 186	11 533	81·3	1 500	1 037	69·1	—	—
British Airtours	162	98	247	15 687	30 700	25 475	83·0	2 794	2 201	78·8	—	—
British Airways Regional Division	4	12	13	375	298	131	44·0	25	11	44·2	—	—
British Caledonian Airways	231	210	410	18 000	27 299	20 513	75·1	2 571	1 769	68·8	—	—
Britannia Airways	2 216	1 274	3 519	142 522	228 110	249 507	86·6	24 499	21 209	86·6	—	22
British Island Airways	2	8	7	392	85	83	98·0	8	7	85·1	—	—
Dan-Air Services	1 361	1 024	2 326	91 039	161 693	127 868	79·1	13 024	10 229	78·5	—	—
Intra Airways	6	10	18	494	348	308	88·4	27	23	87·4	—	—
Laker Airways	624	323	903	29 604	74 915	57 522	76·8	7 157	5 468	76·4	—	—
Monarch Airlines	515	311	817	30 266	73 416	56 769	77·3	7 173	5 149	71·8	—	—
TOTAL International Services	5 185	3 318	8 368	335 847	671 049	549 709	81·9	58 778	47 103	80·1	—	22
Domestic Services—Nil												
GRAND TOTAL	5 185	3 318	8 368	335 847	671 049	549 709	81·9	58 778	47 103	80·1	—	22

All Class 4 Licence Operations November 1976

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km		
				IT	Other				Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	124	28	169	—	2 113	22 640	22 324	98·6	2 240	2 070	92·4
British Airways European Division	18	21	33	—	2 430	3 681	2 274	61·8	392	207	52·8
British Airtours	27	9	38	—	1 688	5 175	5 140	99·3	471	453	96·1
British Caledonian Airways	68	40	104	—	3 063	10 737	9 729	90·6	1 035	869	84·0
Britannia Airways	29	23	50	22	1 179	3 748	1 452	38·7	319	123	38·6
British Islands Airways	2	4	6	—	196	76	74	97·0	7	6	90·2
Dan-Air Services	374	194	592	—	16 365	48 065	40 403	84·1	3 844	3 219	83·7
Intra Airways	2	10	9	—	315	72	54	74·8	6	4	67·6
Laker Airways	266	131	424	—	22 856	60 956	57 651	94·6	6 066	5 660	93·3
Loganair	12	393	59	—	1 249	93	51	54·6	8	5	54·4
Monarch Airlines	44	33	74	—	2 772	5 472	3 749	68·5	537	341	63·4
TOTAL	965	886	1 557	22	54 226	160 714	142 901	88·9	14 926	12 957	86·8

International Class 4 Licence Operations November 1976

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Available (000)		Used (000)	Percentage of available
				IT	Other							
British Airways Overseas Division	124	28	169	—	2 113	22 640	22 324	98·6	2 240	2 070	92·4	
British Airways European Division	18	21	33	—	2 430	3 681	2 274	61·8	392	207	52·8	
British Airtours	27	9	38	—	1 688	5 175	5 140	99·3	471	453	96·1	
British Caledonian Airways	68	40	104	—	3 063	10 737	9 729	90·6	1 035	869	84·0	
Britannia Airways	29	23	50	22	1 179	3 748	1 452	38·7	319	123	38·6	
Dan-Air Services	374	194	592	—	16 365	48 065	40 403	84·1	3 844	3 219	83·7	
Intra Airways	1	5	4	—	176	27	24	89·9	2	2	80·6	
Laker Airways	266	131	424	—	22 856	60 956	57 651	94·6	6 066	5 660	93·3	
Monarch Airlines	44	33	74	—	2 772	5 472	3 749	68·5	537	341	63·4	
TOTAL	951	484	1 488	22	52 642	160 500	142 747	88·9	14 907	12 943	86·8	

Domestic Class 4 Licence Operations November 1976

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other		Used (000)	Available (000)		Used (000)		
British Island Airways	2	4	6	—	196	76	74	97·0	7	6	90·2	
Intra Airways	1	5	5	—	139	45	29	65·6	4	2	59·7	
Loganair	12	393	59	—	1 249	93	51	54·6	8	5	54·4	
TOTAL	14	402	70	—	1 584	214	154	72·0	19	13	68·5	

All Class 6 Licence Operations November 1976

Table 27.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
British Airways European Division	8	16	20	117	104	63	61·0
British Caledonian Airways	527	152	720	1 838	16 323	10 141	62·1
Air Freight	8	34	42	57	27	12	46·3
Air-Bridge Carriers	23	89	96	444	274	117	42·6
British Air Ferries	6	21	31	54	53	22	41·9
Dan-Air Services	48	112	168	269	241	116	48·0
International Aviation Service	491	143	706	2 207	18 309	15 232	83·2
Tradewinds Airways	247	90	523	657	6 534	4 103	62·8
Trans-Meridian Air Cargo	305	106	653	762	8 578	6 294	73·4
TOTAL	1 663	763	2 953	6 405	50 442	36 099	71·6

International Class 6 Licence Operations November 1976

Table 27.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
British Airways European Division	8	16	20	117	104	63	61·0
British Caledonian Airways	527	152	720	1 838	16 323	10 141	62·1
Air Freight	8	34	42	57	27	12	46·3
British Air Ferries	6	21	31	54	53	22	41·9
Dan-Air Services	18	58	69	139	89	43	48·0
International Aviation Service	491	143	706	2 207	18 309	15 232	83·2
Tradewinds Airways	247	90	523	657	6 534	4 103	62·8
Trans-Meridian Air Cargo	305	106	653	762	8 578	6 294	73·4
TOTAL	1 609	620	2 763	5 832	50 016	35 910	71·8

Domestic Class 6 Licence Operations November 1976

Table 27.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
Air-Bridge Carriers	23	89	96	444	274	117	42·6
Dan-Air Services	30	54	94	130	152	73	48·0
TOTAL	53	143	189	574	426	189	44·5

All Class 7 Licence Operations November 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	294	2 098	1 469	18 366	6 133	2 820	46·0	156	596	212	2	210	35·6
Bristow Helicopters	520	3 447	3 262	31 982	8 711	5 294	60·8	238	743	519	46	473	69·9
British Executive Air Services	44	583	272	2 025	609	152	25·0	—	104	11	—	11	10·6
TOTAL	858	6 128	5 003	52 373	15 453	8 266	53·5	394	1 443	742	49	693	51·4

International Class 7 Licence Operations November 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	285	2 004	1 424	18 281	6 082	2 812	46·2	155	592	211	2	209	35·6
Bristow Helicopters	520	3 447	3 262	31 982	8 711	5 294	60·8	238	743	519	46	473	69·9
British Executive Air Services	44	583	272	2 025	609	152	25·0	—	104	11	—	11	10·6
TOTAL	849	6 034	4 958	52 288	15 402	8 258	53·6	393	1 439	741	49	692	51·5

Domestic Class 7 Licence Operations November 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	9	94	44	85	51	8	15·7	1	4	1	—	1	25·0
TOTAL	9	94	44	85	51	8	15·7	1	4	1	—	1	25·0

All Exempt Operations November 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		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	17	6	20	1 027	3 934	1 509	38.4	—	511	142	—	142	27.8
British Airways European Division	205	201	451	2 747	6 305	2 753	43.7	1 179	3 243	1 640	1 390	250	50.6
British Airtours	18	6	25	618	3 369	2 127	63.1	—	307	203	—	203	66.1
British Airways Regional Division	9	28	28	761	577	270	46.8	4	46	26	2	24	55.5
British Caledonian Airways	90	32	122	456	249	166	66.7	371	2 926	2 236	2 222	14	76.4
Air Anglia	72	210	213	490	505	176	34.7	—	51	18	—	18	34.7
Air Freight	29	76	146	1 256	849	417	49.1	9	77	33	4	29	42.7
Air-Bridge Carriers	36	52	134	—	—	—	—	105	279	101	101	—	36.2
Alidair	43	104	124	1 737	1 532	828	54.0	96	257	117	47	70	45.6
Beecham Imperial	3	6	8	25	25	17	65.7	—	2	2	—	2	65.8
Britannia Airways	67	112	125	10 246	8 726	6 136	70.3	—	742	522	—	522	70.3
British Air Ferries	40	67	165	526	624	168	26.9	49	264	97	82	15	36.8
British Island Airways	27	54	86	613	314	228	72.7	60	123	49	30	19	40.3
British Midland Airways	3	6	10	157	125	77	61.3	11	21	15	9	6	69.8
Brymon Airways	1	4	4	—	—	—	—	1	1	—	—	—	43.3
Dan-Air Services	52	37	95	2 125	7 351	3 145	42.8	12	596	271	20	251	45.5
Fairflight Charters	64	112	247	652	520	381	73.3	16	54	39	11	28	72.2
Fitair	6	14	20	30	42	21	50.0	—	4	2	—	2	50.0
Green Shield Stamp	24	38	43	131	208	105	50.6	—	21	8	—	8	39.8
I D S Aircraft	40	53	71	165	237	121	51.1	—	19	9	—	9	47.4
International Aviation Service	480	188	789	—	—	—	—	1 702	16 363	9 438	9 438	—	57.7
Intra Airways	13	32	43	866	551	259	47.0	13	58	28	9	20	48.9
Laker Airways	167	42	215	2 220	26 137	20 144	77.1	62	2 724	2 014	—	2 014	73.9
Loganair	67	337	300	1 089	722	328	45.4	—	64	29	—	29	45.3
Lowland Aero Service	5	11	18	55	32	27	84.4	—	4	2	—	2	50.0
MAM Aviation	72	79	109	311	1 019	279	27.4	—	101	27	—	27	26.7
Management Aviation	12	74	59	424	140	83	59.3	16	14	8	1	7	57.1
McAlpine Aviation	198	318	311	833	1 553	662	42.6	—	125	46	—	46	36.8
Monarch Airlines	257	219	457	13 484	31 985	14 906	46.6	158	3 698	1 618	266	1 352	43.8
Northern Air Taxis	36	73	118	188	216	96	44.4	—	21	8	—	8	38.1
Northern Executive Aviation	25	65	92	258	181	115	63.5	7	20	13	1	12	65.0
Peters Aviation	38	88	161	657	492	295	60.0	—	38	22	1	21	59.0
Ryburn Air	5	36	24	14	25	6	25.5	3	3	1	—	1	27.3
Thurston Aviation	..	..	..	..	..	..	..	..	..	..	..	..	..
Tradewinds Airways	335	102	635	—	—	—	—	1 127	8 886	4 709	4 709	—	53.0
Trans-Meridian Air Cargo	442	120	875	—	—	—	—	1 072	11 619	5 507	5 507	—	47.4
Vernair Transport	57	118	202	551	397	279	70.3	—	34	23	—	23	66.7
TOTAL	3 056	3 120	6 543	44 712	98 945	56 123	56.7	6 073	53 315	29 023	23 850	5 173	54.4

International Exempt Operations November 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	17	6	20	1 027	3 934	1 509	38.4	—	511	142	—	142	27.8
British Airways European Division	205	201	451	2 747	6 305	2 753	43.7	1 179	3 243	1 640	1 390	250	50.6
British Airtours	18	6	25	618	3 369	2 127	63.1	—	307	203	—	203	66.1
British Caledonian Airways	90	32	122	456	249	166	66.7	371	2 926	2 236	2 222	14	76.4
Air Anglia	12	33	50	92	87	34	39.6	—	9	3	—	3	39.6
Air Freight	11	18	55	78	271	47	17.4	6	27	7	3	4	26.4
Air-Bridge Carriers	35	41	125	—	—	—	—	105	267	101	101	—	37.9
Alidair	16	31	47	1 080	1 050	636	60.5	—	97	54	—	54	56.0
Beecham Imperial	3	5	7	24	23	16	71.3	—	2	1	—	1	71.2
Britannia Airways	67	112	125	10 246	8 726	6 136	70.3	—	742	522	—	522	70.3
British Air Ferries	39	63	160	484	596	144	24.2	49	259	95	82	13	36.6
British Island Airways	5	13	20	487	251	178	70.9	—	23	15	—	15	65.6
British Midland Airways	2	2	4	2	2	2	100.0	11	11	9	9	—	80.0
Brymon Airways	1	4	4	—	—	—	—	1	1	—	—	—	43.3
Dan-Air Services	52	37	95	2 125	7 351	3 145	42.8	12	596	271	20	251	45.5
Fairflight Charters	54	94	207	514	412	301	73.1	16	45	33	11	22	73.3
Fitair	6	14	20	30	42	21	50.0	—	4	2	—	2	50.0
Green Shield Stamp	21	25	37	99	188	96	51.2	—	19	8	—	8	40.3
I D S Aircraft	40	53	71	165	237	121	51.1	—	19	9	—	9	47.4
International Aviation Service	480	188	789	—	—	—	—	1 702	16 363	9 438	9 438	—	57.7
Intra Airways	12	31	41	866	551	259	47.0	11	57	27	8	20	48.4
Laker Airways	167	42	215	2 220	26 137	20 144	77.1	62	2 724	2 014	—	2 014	73.9
MAM Aviation	52	47	79	171	739	192	26.0	—	73	19	—	19	26.0
McAlpine Aviation	156	198	237	636	1 242	598	48.1	—	99	41	—	41	41.4
Monarch Airlines	257	219	457	13 484	31 985	14 906	46.6	158	3 698	1 618	266	1 352	43.8
Northern Air Taxis	15	22	49	67	90	46	51.1	—	9	4	—	4	44.4
Northern Executive Aviation	13	28	43	78	84	51	60.7	4	10	6	—	6	60.0
Peters Aviation	36	77	148	618	458	287	62.6	—	35	22	1	21	61.3
Ryburn Air	5	36	24	14	25	6	25.5	3	3	1	—	1	27.3
Thurston Aviation	..	..	..	..	..	..	..	..	..	..	..	..	..
Tradewinds Airways	335	102	635	—	—	—	—	1 127	8 886	4 709	4 709	—	53.0
Trans-Meridian Air Cargo	442	120	875	—	—	—	—	1 072	11 619	5 507	5 507	—	47.4
Vernair Transport	1	2	5	8	8	5	57.1	—	1	—	—	—	50.0
TOTAL	2 665	1 902	5 241	38 436	94 413	53 927	57.0	5 889	52 683	28 758	23 768	4 990	54.6

Domestic Exempt Operations November 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	9	28	28	761	577	270	46.8	4	46	26	2	24	55.5
Air Anglia	60	177	163	398	418	141	33.7	—	42	14	—	14	33.7
Air Freight	18	58	91	1 178	578	369	63.9	3	51	26	1	25	51.2
Air-Bridge Carriers	2	11	10	—	—	—	—	—	12	—	—	—	—
Alidair	27	73	77	657	482	192	39.7	96	160	63	47	16	39.3
Beecham Imperial	—	1	1	1	2	—	12.5	—	—	—	—	—	14.3
British Air Ferries	1	4	5	42	28	24	85.2	—	5	2	—	2	45.5
British Island Airways	22	41	66	126	63	50	79.7	60	100	34	30	4	34.4
British Midland Airways	2	4	6	155	123	75	60.9	—	10	6	—	6	58.6
Fairflight Charters	10	18	40	138	108	80	74.1	—	9	6	—	6	66.7
Green Shield Stamp	3	13	6	32	21	9	44.6	—	2	1	—	1	35.7
Intra Airways	—	1	2	—	—	—	—	3	1	1	1	—	67.6
Loganair	67	337	300	1 089	722	328	45.4	—	64	29	—	29	45.3
Lowland Aero Service	5	11	18	55	32	27	84.4	—	4	2	—	2	50.0
MAM Aviation	20	32	30	140	280	87	31.1	—	28	8	—	8	28.6
Management Aviation	12	74	59	424	140	83	59.3	16	14	8	1	7	57.1
McAlpine Aviation	42	120	74	197	311	64	20.6	—	26	5	—	5	19.2
Northern Air Taxis	21	51	69	121	126	50	39.7	—	12	4	—	4	33.3
Northern Executive Aviation	12	37	49	180	97	64	66.0	3	10	7	1	6	70.0
Peters Aviation	2	11	12	39	34	8	24.4	—	3	1	—	1	27.4
Thurston Aviation	..	..	..	..	..	..	..	..	..	..	..	..	..
Vernair Transport	56	116	197	543	388	274	70.6	—	33	22	—	22	67.0
TOTAL	391	1 218	1 302	6 276	4 532	2 197	48.5	184	632	265	82	183	41.9

Class 5 Operations for UK Operators November 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 Airtours	211	80	312	11 528	39 939	32 949	82.5	..	3 629	2 910	—	—	2 910	80.2
British Airways Regional Division	3	6	7	364	364	178	48.9	..	34	16	—	—	16	47.1
Alidair	39	73	100	1 342	2 543	719	28.3	..	235	61	—	—	61	26.0
Britannia Airways	2	4	8	283	533	285	53.5	..	44	24	—	—	24	54.5
British Island Airways	5	11	10	384	139	89	64.0	..	13	9	—	—	9	69.2
British Midland Airways	37	13	63	1 809	7 011	5 703	81.3	..	556	445	—	—	445	80.0
Dan-Air Services	359	107	415	408	324	186	57.4	..	14 044	9 920	—	9 905	15	70.6
Monarch Airlines	4	3	7	392	726	574	79.1	..	70	52	—	—	52	74.3
Tradewinds Airways	5	1	9	—	—	—	—	..	124	113	—	113	—	91.1
TOTAL	665	298	931	16 510	51 579	40 683	78.9	..	18 749	13 550	—	10 018	3 532	72.3

Class 5 Operations for Non-UK Operators November 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 Airways Regional Division	1	2	2	69	66	32	48.5	..	6	3	—	—	3	50.0
British Caledonian Airways	44	13	60	120	923	377	40.8	..	1 300	714	—	680	34	54.9
Air Freight	11	30	56	—	—	—	—	..	40	28	—	28	—	70.0
Alidair	15	18	37	555	1 092	462	42.3	..	105	39	—	—	39	37.1
British Island Airways	24	60	74	—	—	—	—	..	106	51	—	51	—	48.1
British Midland Airways	204	115	296	9 354	34 858	16 772	48.1	..	3 039	1 387	—	77	1 310	45.6
International Aviation Service	46	15	62	—	—	—	—	..	1 459	1 119	—	1 119	—	76.7
Monarch Airlines	2	2	4	235	238	235	98.7	..	23	21	—	—	21	91.3
Transmeridian Air Cargo	36	7	69	—	—	—	—	..	1 059	820	—	820	—	77.4
TOTAL	383	262	658	10 333	37 177	17 878	48.1	..	7 137	4 182	—	2 775	1 407	58.6

Aircraft Type and Utilisation — All Airlines November 1976

Table 31.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended September 1976	Daily Utilisation per Aircraft (hrs) Quarter ended September 1976
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	52	101	21	192	31	303	110	3	4.1
Aviation Traders Merchantman	473	—	556	—	877	—	—	5	4.9
AW650 Argosy	77	—	206	—	302	—	—	3	3.0
BAC 111-200	574	1 278	1	1 325	2	46 977	22 268	9	7.1
BAC 111-300/400	1 381	1 555	—	2 526	—	85 352	85 093	17	8.9
BAC 111-500	3 017	4 843	4	6 090	5	302 100	199 953	39	8.0
BAC Britannia-300	142	—	64	—	302	—	—	2	5.9
BAC VC10 Standard	—	—	—	—	—	—	—	2	—
BAC VC10 Super	3 040	997	—	4 181	—	47 958	256 576	15	11.2
BAC Viscount-700	82	129	48	171	53	3 079	1 546	4	3.2
BAC Viscount-700D/800/810	1 049	3 804	83	3 391	82	112 199	34 170	31	5.2
BAC/Aerospatiale Concorde	182	32	—	137	—	2 107	12 115	3	2.2
Beagle 206	41	84	—	136	—	243	123	3	1.7
Beechcraft B80 Queen-Air	55	107	—	192	—	551	274	4	1.5
Bell 206 Jetranger	7	83	—	36	—	75	6	1	1.8
Bell 212 Twin	65	1 006	—	399	—	4 426	272	6	2.1
Boeing 707-120/120B	334	107	—	455	—	10 224	42 008	2	13.4
Boeing 707-320C/336	4 768	955	555	3 874	2 556	48 742	257 439	32	8.2
Boeing 707-420	613	269	—	909	—	36 887	94 100	13	9.4
Boeing 720/720B	384	199	3	567	11	19 728	41 919	3	11.9
Boeing 727-100	611	307	—	921	—	31 827	66 634	5	10.0
Boeing 737-200	2 314	1 413	—	3 702	—	154 252	257 380	14	12.3
Boeing 747	4 610	1 114	—	6 089	—	125 404	976 055	19	14.0
Britten-Norman Islander	103	1 150	19	518	13	3 713	337	12	2.3
Britten-Norman Trislander	127	1 489	—	665	—	14 006	1 088	12	3.2
Canadair CL 44	1 370	—	426	—	2 763	—	—	13	6.9
Cessna 340	5	36	—	24	—	14	6	1	0.7
Cessna 401/421	5	15	—	14	—	33	13	1	0.6
Cessna 500 Citation	40	53	—	71	—	165	121	2	0.6
DC9	59	173	—	161	—	8 904	3 054	1	9.0
DC10	822	175	—	1 065	—	39 011	177 178	5	12.2
DC3 Dakota/Pionair	102	207	282	221	332	3 395	657	12	2.3
DC8-54/55F Jet Trader	381	—	122	—	512	—	—	2	8.2
DH 104 Dove	37	46	20	104	37	322	189	2	2.9
DH 106 Comet 4B/C	335	245	—	577	—	23 234	31 759	18	7.2
DH 114 Heron	60	112	12	223	26	917	449	5	1.6
DHC 6 Twin-Otter	18	91	—	70	—	618	105	1	6.3
Fokker Friendship 100/600	460	1 192	—	1 462	—	19 234	8 794	7	7.2
HP Herald 100/200	480	1 688	374	1 373	454	39 595	8 263	19	5.1
HS 121 Trident 1C	325	571	—	697	—	34 285	18 940	10	2.9
HS 121 Trident 1E	169	298	—	347	—	21 075	11 854	3	7.0
HS 121 Trident 2E	1 478	1 263	—	2 521	—	80 444	92 795	15	6.5
HS 121 Trident 3B	2 100	2 838	—	4 161	—	256 324	188 131	25	6.6
HS 125	288	399	—	444	—	1 241	1 046	17	0.9
HS 748	317	1 098	112	955	163	21 230	6 827	11	6.4
Lockheed L1011 Tristar	756	599	—	1 262	—	93 230	120 579	7	6.8
PA23 Aztec/Apache	6	38	—	22	—	26	9	8	0.8
PA31 Navajo	112	344	—	353	—	997	333	12	1.6
Riley Dove	5	10	—	18	—	70	38	1	1.8
Sikorsky 58T	95	720	23	584	9	5 595	745	9	2.4
Sikorsky S61N	649	3 442	—	3 642	—	37 426	7 022	32	3.7
Westland Wessex	57	980	—	410	—	6 314	367	4	3.0
Partenavia P68B	—	—	—	—	—	—	—	1	—
TOTAL	34 633	37 655	2 931	57 256	8 530	1 743 852	3 028 739	503	6.2

Aircraft Type and Utilisation — Individual Airlines Table 31.2

November 1976

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1976	Daily utilisation per aircraft (hrs) Quarter ended September 1976
British Airways Overseas Division									
DC10	455	52	—	561	—	87 81	68 982	2	13.2
BAC VC10 Standard	—	—	—	—	—	—	—	2	—
BAC VC10 Super	3 040	997	—	4 181	—	47 958	256 576	15	11.2
Lockheed L1011 Tristar	362	163	—	516	—	10 499	49 085	2	9.3
Boeing 707-320C/336	1 990	405	228	1 653	1 096	20 573	114 652	11	9.4
Boeing 707-420	114	27	—	160	—	1 770	19 646	4	8.9
Boeing 747	4 609	1 114	—	6 089	—	125 404	976 055	19	14.0
BAC/Aerospatiale Concorde	182	32	—	137	—	2 107	12 115	3	2.2
TOTAL	10 752	2 790	228	13 297	1 096	216 192	1 497 112	58	11.1
British Airways European Division									
BAC 111-500	1 428	3 104	—	3 118	—	190 307	83 768	18	7.0
HS 121 Trident 2E	1 478	1 263	—	2 521	—	80 444	92 795	15	6.5
Aviation Traders Merchantman	473	—	556	—	877	—	—	5	4.9
HS 121 Trident 1C	325	571	—	697	—	34 285	18 940	10	2.9
HS 121 Trident 3B	2 100	2 838	—	4 161	—	256 324	188 131	25	6.6
Lockheed L1011 Tristar	394	436	—	746	—	82 731	71 493	5	5.9
TOTAL	6 197	8 212	556	11 243	877	644 091	455 126	78	6.0
British Airtours									
Boeing 707-420	500	242	—	749	—	35 117	74 453	9	9.6
British Airways Regional Division									
HS 748	72	245	—	246	—	6 299	2 013	2	5.3
BAC Viscount-700D/800/810	682	2 797	23	2 319	16	86 250	24 124	20	4.9
BAC 111-300/400	419	957	—	984	—	47 575	21 291	7	7.7
HS 121 Trident 1E	169	298	—	347	—	21 075	11 854	3	7.0
TOTAL	1 342	4 297	23	3 896	16	161 199	59 282	32	5.8
British Airways Helicopters									
Sikorsky S61N	265	1 576	—	1 315	—	16 658	2 748	13	3.4
Bell 206 Jetranger	7	83	—	36	—	75	6	1	1.8
Sikorsky 58T	14	167	—	76	—	837	66	2	2.7
Bell 212 Twin	11	324	—	60	—	1 835	63	1	1.3
TOTAL	297	2 150	—	1 487	—	19 405	2 883	17	3.1
British Caledonian Airways									
BAC 111-200	483	1 142	—	1 133	—	39 045	16 888	7	6.8
BAC 111-500	752	1 031	4	1 457	5	51 879	43 709	12	7.6
Boeing 707-320C/336	2 210	431	225	1 907	1 052	18 759	121 585	11	11.2
TOTAL	3 445	2 604	229	4 497	1 057	109 683	182 182	30	8.8
Air Anglia									
Fokker Friendship 100/600	460	1 192	—	1 462	—	19 234	8 794	7	7.2
PA31 Navajo	90	298	—	283	—	833	247	5	2.7
TOTAL	550	1 490	—	1 745	—	20 067	9 040	12	5.4
Air Freight									
DC3 Dakota/Pionair	69	72	172	136	224	1 256	417	7	1.8

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1976	Daily utilisation per aircraft (hrs) Quarter ended September 1976
Air-Bridge Carriers									
AW650 Argosy	77	—	206	—	302	—	—	3	3.0
BAC Viscount-700D/800/810	22	—	60	—	66	—	—	1	1.4
TOTAL	99	—	266	—	368	—	—	4	2.6
Alidair									
BAC Viscount-700	82	129	48	171	53	3 079	1 547	4	2.6
BAC Viscount-700D/800/810	15	18	—	37	—	555	462	1	5.5
TOTAL	97	147	48	208	53	3 634	2 009	5	3.2
Aurigny Air Services									
Britten-Norman Trislander	61	1 206	—	353	—	12 124	584	6	4.2
Britten-Norman Islander	1	15	—	4	—	63	3	2	0.7
TOTAL	62	1 221	—	357	—	12 187	586	8	3.3
Beecham Imperial									
HS 125	3	6	—	8	—	25	17	1	0.5
Bristow Helicopters									
Sikorsky S61N	384	1 866	—	2 327	—	20 768	4 274	19	3.9
Westland Wessex	57	980	—	410	—	6 314	367	4	3.0
Sikorsky 58T	69	502	—	458	—	4 334	596	6	2.8
Bell 212 Twin	10	99	—	67	—	566	57	1	4.5
TOTAL	520	3 447	—	3 262	—	31 982	5 294	30	3.5
Britannia Airways									
Boeing 737-200	2 314	1 413	—	3 702	—	154 252	257 380	14	12.3
British Air Ferries									
HP Herald 100/200	111	562	—	439	—	11 438	2 242	4	3.0
Aviation Traders Carvair	52	101	21	192	31	303	110	3	4.1
TOTAL	163	663	21	631	31	11 741	2 352	7	3.5
British Executive Air Services									
Bell 212 Twin	44	583	—	272	—	2 025	152	4	1.2
British Island Airways									
HP Herald 100/200	324	971	374	754	454	24 581	5 009	12	5.8
British Midland Airways									
HP Herald 100/200	44	155	—	180	—	3 576	1 012	3	5.0
BAC Viscount-700D/800/810	331	989	—	1 035	—	25 394	9 583	9	6.4
Boeing 707-320C/336	167	99	—	247	—	8 327	13 696	6	2.5
DC 9	59	173	—	161	—	8 904	3 054	1	9.0
TOTAL	601	1 416	—	1 623	—	46 201	27 345	19	4.9
Brymon Airways									
Britten-Norman Islander	20	92	4	98	4	343	69	2	4.6
DHC 6 Twin-Otter	18	91	—	70	—	618	105	1	6.3
TOTAL	37	183	4	168	4	961	174	3	5.2

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1976	Daily utilisation per aircraft (hrs) Quarter ended September 1976
Dan-Air Services									
HS 748	245	853	112	709	163	14 931	4 814	9	6.7
BAC 111-200	91	136	1	192	2	7 932	5 380	2	7.9
BAC 111-300/400	363	270	—	638	—	16 259	24 795	5	8.7
BAC 111-500	399	342	—	734	—	32 493	38 161	6	10.0
DH 106 Comet 4B/C	335	245	—	577	—	23 234	31 759	18	7.2
Boeing 727-100	611	307	—	921	—	31 827	66 634	5	10.0
Boeing 707-320C/336	401	20	102	66	408	1 083	7 506	4	3.4
TOTAL	2 446	2 173	215	3 837	573	127 759	179 050	49	7.7
Fairflight Charters									
DH 114 Heron	22	26	10	64	24	260	154	1	2.5
DH 104 Dove	37	46	20	104	37	322	189	2	2.9
Riley Dove	5	10	—	18	—	70	38	1	1.8
PA 23 Aztec/Apache	—	—	—	—	—	—	—	1	0.7
TOTAL	64	82	30	186	61	652	381	5	2.2
Fitair									
PA31 Navajo	6	14	—	20	—	30	21	1	1.1
Green Shield Stamp									
HS 125	24	38	—	43	—	131	105	1	1.6
I D S Aircraft									
Cessna 500 Citation	40	53	—	71	—	165	121	2	0.6
PA31 Navajo	—	—	—	—	—	—	—	2	—
TOTAL	40	53	—	71	—	165	121	4	0.3
International Aviation Service									
BAC Britannia-300	142	—	64	—	302	—	—	2	6.0
DC8-54/55F Jet Trader	381	—	122	—	512	—	—	2	8.2
TOTAL	524	—	186	—	814	—	—	4	7.1
Intra Airways									
DC3 Dakota/Pionair	34	135	110	85	108	2 139	240	5	2.9
Laker Airways									
BAC 111-300/400	598	328	—	904	—	21 518	39 007	5	10.8
DC10	366	123	—	504	—	31 130	108 196	3	11.7
Boeing 707-120/120B	334	107	—	455	—	10 224	42 008	2	13.4
TOTAL	1 298	558	—	1 863	—	62 872	189 211	10	11.6
Loganair									
Britten-Norman Trislander	66	283	—	312	—	1 882	504	6	2.2
Britten-Norman Islander	73	1 025	—	383	—	3 183	216	7	2.2
TOTAL	140	1 308	—	695	—	5 065	720	13	2.2
Lowland Aero Service									
Beagle 206	5	11	—	18	—	55	27	1	12

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1976	Daily utilisation per aircraft (hrs) Quarter ended September 1976
MAM Aviation									
HS 125	72	79	—	109	—	311	279	2	1.4
Management Aviation									
Sikorsky 58T	12	51	23	50	9	424	83	1	2.0
McAlpine Aviation									
Cessna 401/421	5	15	—	14	—	33	13	1	0.6
HS 125	189	276	—	284	—	774	654	13	0.7
PA23 Aztec/Apache	4	27	—	13	—	26	4	2	0.3
TOTAL	198	318	—	311	—	833	662	16	0.6
Monarch Airlines									
BAC 111-500	438	366	—	781	—	27 421	34 314	3	11.5
Boeing 720/720B	384	199	3	567	11	19 728	41 919	3	11.9
TOTAL	822	565	3	1 348	11	47 149	76 233	6	11.7
Moseley Aviation									
PA31 Navajo	—	—	—	—	—	—	—	1	0.9
Northern Air Taxis									
Beagle 206	36	73	—	118	—	188	96	2	2.2
Northern Executive Aviation									
Britten-Norman Islander	9	18	15	33	9	124	50	1	1.6
PA31 Navajo	16	32	—	50	—	134	65	1	1.2
TOTAL	25	50	15	83	9	258	115	2	1.4
Peters Aviation									
DH 114 Heron	38	86	2	159	2	657	295	4	1.4
Ryburn Air									
Cessna 340	5	36	—	24	—	14	6	1	0.7
Partenavia P68B Victor	—	—	—	—	—	—	—	1	—
TOTAL	5	36	—	24	—	14	6	2	0.4
Thurston Aviation									
PA23 Aztec/Apache	—	—	—	—	—	—	—	3	1.5
PA31 Navajo	—	—	—	—	—	—	—	2	1.8
TOTAL	—	—	—	—	—	—	—	5	1.6
Tradewinds Airways									
Canadair CL 44	587	—	193	—	1 167	—	—	5	6.2

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1976	Daily utilisation per aircraft (hrs) Quarter ended September 1976
Trans-Meridian Air Cargo									
Canadair CL 44	783	—	233	—	1 596	—	—	8	7.3
Vernair Transport									
PA23 Aztec/Apache	2	11	—	9	—	—	5	2	0.6
Beechcraft B80 Queen-Air	55	107	—	192	—	551	274	4	1.5
TOTAL	57	118	—	201	—	551	279	6	1.2
GRAND TOTAL	34 633	37 655	2 931	57 256	8 530	1 743 852	3 028 739	503	6.2

Operations Subject to Variable Charge by Type of Licence for November 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	476 281	267 349	74 085	193 264	56.1
Class 2	14 329	10 516	—	10 516	73.3
Class 3	58 746	47 076	—	47 076	80.1
Class 4	14 917	12 951	—	12 951	86.8
Class 5A	18 193	13 105	10 018	3 087	72.0
Class 6	38 831	26 376	26 282	94	67.9
Class 7	1 315	719	48	671	54.6
TOTAL	622 610	378 092	110 434	267 658	60.7
Non-chargeable Operations					
Aircraft hired from Foreign Operators	10 477	7 195	6 074	1 121	68.6
Exempt Services	47 656	26 147	20 994	51 53	54.9
Class 5B	5 205	2 866	1 695	1 171	55.0
Small Aircraft Operations	343	137	5	132	39.9
TOTAL	63 681	36 345	28 769	7 576	57.0
GRAND TOTAL	686 291	414 437	139 203	275 234	60.4

Output by Type of Licence and Aircraft Ownership for November 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	476 487	669	2 030	479 187
Class 2	14 329	—	—	14 329
Class 3	58 746	32	—	58 778
Class 4	14 925	1	—	14 926
Class 6	38 831	6 595	5 016	50 442
Class 7	1 443	—	—	1 443
Exempt Services	47 656	3 320	2 339	53 315
TOTAL	652 417	10 617	9 385	672 419
Class 5A	18 193	—	556	18 749
Class 5B	5 205	1 396	536	7 137
TOTAL	23 398	1 396	1 092	25 886
GRAND TOTAL	675 815	12 013	10 477	698 305

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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.