

**Civil Aviation Authority**



**CAA Monthly Statistics**  
(up to and including July 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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43/59 Kingsway  
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Tel. 01 379 7311 Ext. 2585

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

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Greville House  
37 Gratton Road  
Cheltenham  
Glos GL50 2BN

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

The series comprise:

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

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

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# Civil Aviation Statistics—July 1976

## Activity at UK Airports

Air transport movements reached a level of 76 000 during July 1976, a growth of 6.0 per cent against July 1975. London area movements accounted for 37 000 (2.9 per cent growth), whilst over the rest of the UK there was an increase of 9.2 per cent (a total of 39 000 movements). During the three months period May–July 1976, an aggregate growth of 5.6 per cent was reported compared with the same period in 1975. This comprised a 3.0 per cent growth in the London area and an increase of 8.3 per cent over the rest of the UK. Within the London area, only Stansted recorded a decline in traffic (–10.7 per cent, an average of 40 fewer movements per month). Heathrow reported 1.1 per cent growth (254 additional movements per month), Luton 2.3 per cent growth (47 additional movements per month), Southend 2.6 per cent growth (29 additional movements per month) and Gatwick 9.6 per cent growth (699 additional movements per month). Outside the London area, Aberdeen continued to report the greatest increase in actual movements (1 221 additional movements; 46.5 per cent growth), followed by Edinburgh and Sumburgh with 217 additional movements (12.9 per cent growth) and 203 additional movements (18.7 per cent growth) respectively. Coventry continued to report the heaviest rate of decline (–33.3 per cent) and the heaviest growth rate was at Wick (74.1 per cent). Scheduled movements during the May to July 1976 period, as compared with the previous year, grew by 2.8 per cent and charter movements by 14.6 per cent. The UK operators share of the total traffic increased marginally to stand at 76.8 per cent, as did their share of scheduled traffic (to 74.0 per cent), but their share of charter traffic declined marginally to stand at 84.9 per cent.

More than 5 million terminal passengers used UK airports during July 1976 (5.7 per cent more than in July 1975). London area passengers grew by 6.5 per cent to almost 3.5 million and those over the remainder of the UK by 3.8 per cent to 1.6 million. During the three months May to July 1976, an aggregate growth of 5.7 per cent was reported, 7.0 per cent in the London area and 3.1 per cent elsewhere in the UK. Heathrow, Gatwick and Southend all reported growth (178 000 additional passengers per month; 8.9 per cent growth, 30 645 additional passengers per month; 5.3 per cent growth and 530 additional passengers per month; 2.4 per cent growth respectively). Both Luton and Stansted reported 4.8 per cent decline (9 855 and 1 337 fewer passengers per month respectively). Outside the London area, Aberdeen and Edinburgh recorded the greatest increase in actual passengers handled (18 629 additional passengers per month; 32.9 per cent growth and 18 546 additional passengers; 22.7 per cent growth respectively), followed by Manchester with an additional 17 843 passengers per month (6.4 per cent growth). The heaviest fall in actual passengers handled was reported at Belfast (10 528 fewer passengers; 9.1 per cent decline), Manston reported the heaviest rate of decline (–70.3 per cent) and Cambridge the heaviest growth rate (76.4 per cent). Passengers travelling on

scheduled services increased by 5.9 per cent and those on charter services by 5.4 per cent. The UK operators share of scheduled passengers declined marginally to 65.0 per cent and their share of charter passengers fell by 1.7 percentage points to 77.9 per cent.

Between May and July 1976, a monthly average of 4.4 million passengers used UK airports; 3.2 million travelled on international services (6.5 per cent growth) and 1.2 million on domestic services (3.6 per cent growth). International scheduled services carried 7.7 per cent more passengers than a year previously and charter services 4.3 per cent more. Scheduled traffic was heaviest on services to USA, France and the Netherlands with 15.1 per cent of the total (25.0 per cent growth), 11.7 per cent of the total (a marginal decline) and 7.9 per cent of the total (11.8 per cent growth) respectively. Charter traffic was heaviest on services to Spain, which carried 36.3 per cent of the total (12.9 per cent growth), to Italy (11.2 per cent of the total; 18.2 per cent growth) and to USA (8.9 per cent of the total; 57.7 per cent growth). Of the passengers travelling on the main domestic routes, 8.2 per cent more were carried on London services and 1.6 per cent more on Edinburgh services. Routes to the Isle of Man were used by 14.9 per cent fewer passengers, to the Channel Islands by 12.6 per cent fewer, to Belfast by 11.8 per cent fewer and to Glasgow by 4.0 per cent fewer.

More than 56 000 tonnes of freight were handled at UK airports in July 1976, an overall growth of 5.8 per cent as compared with July 1975. London area tonnage rose by 5.8 per cent whilst over the rest of the UK tonnage rose by 5.6 per cent. In the period May to July 1976, as compared with the same period in 1975, an overall growth of 4.4 per cent was recorded. London area tonnage rose to more than 45 000 tonnes (4.4 per cent growth). Heathrow, Stansted and Luton reported growth (1916.0 additional tonnes per month; 5.8 per cent growth, 188.2 additional tonnes; 11.4 per cent growth and 164.3 additional tonnes; 96.8 per cent growth respectively). Gatwick handled 287.2 fewer tonnes per month (4.4 per cent decline) and Southend 73.0 fewer tonnes (6.2 per cent decline). Outside the London area, the tonnage rose by 4.4 per cent to exceed 10 000 tonnes. Liverpool, Bournemouth and Prestwick reported the heaviest increases in tonnage handled (191.6 additional tonnes per month; 22.1 per cent growth, 183.6 additional tonnes; 46.6 per cent growth and 156.7 additional tonnes; 17.6 per cent growth respectively). The heaviest fall in tonnage was reported at East Midlands (113.4 fewer tonnes per month; 16.1 per cent decline). Freight carried on scheduled services rose by 4.7 per cent and on charter services by 3.0 per cent. The UK operators share of the total tonnage fell (1.9 percentage points to 49.8 per cent), as did their share of scheduled and charter tonnage (2.0 percentage points to 43.3 per cent and 1.1 percentage points to 78.0 per cent respectively).



### **Output of UK Airlines**

The output of UK airlines for all services in July 1976 was 910 million available tonne-kilometres, an increase of 4.9 per cent on July 1975.

The scheduled service output of 563 million available tonne-kilometres was 4.5 per cent higher than a year earlier. The overall load factor was 59.3 per cent compared with 56.4 the previous year. Seat kilometres used were 65.9 per cent of those available. Seat factors on domestic and international scheduled services were 66.0 and 65.9 per cent respectively compared with 68.2 and 62.5 per cent a year earlier.

The non-scheduled output of 346 million available tonne-kilometres was 5.5 per cent higher than in July 1975. Advance Booking charters and Inclusive Tour charters accounted for 61.3 and 146.8 million available tonne-kilometres respectively compared with 57.8 and 126.0 million a year earlier.

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

# Size Structure of UK

**Table 1**

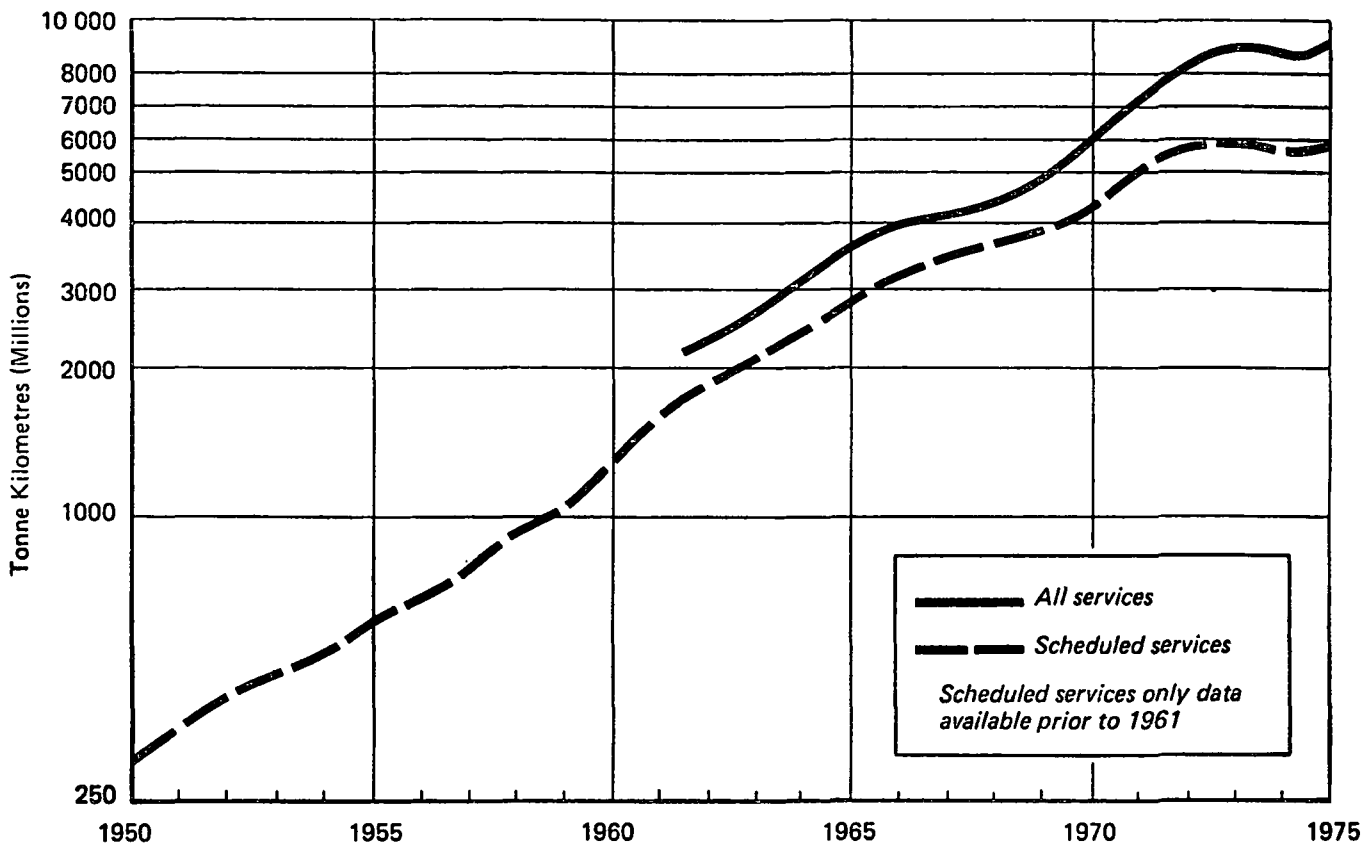
## Airports and Airlines Year ended 30 June 1976

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

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

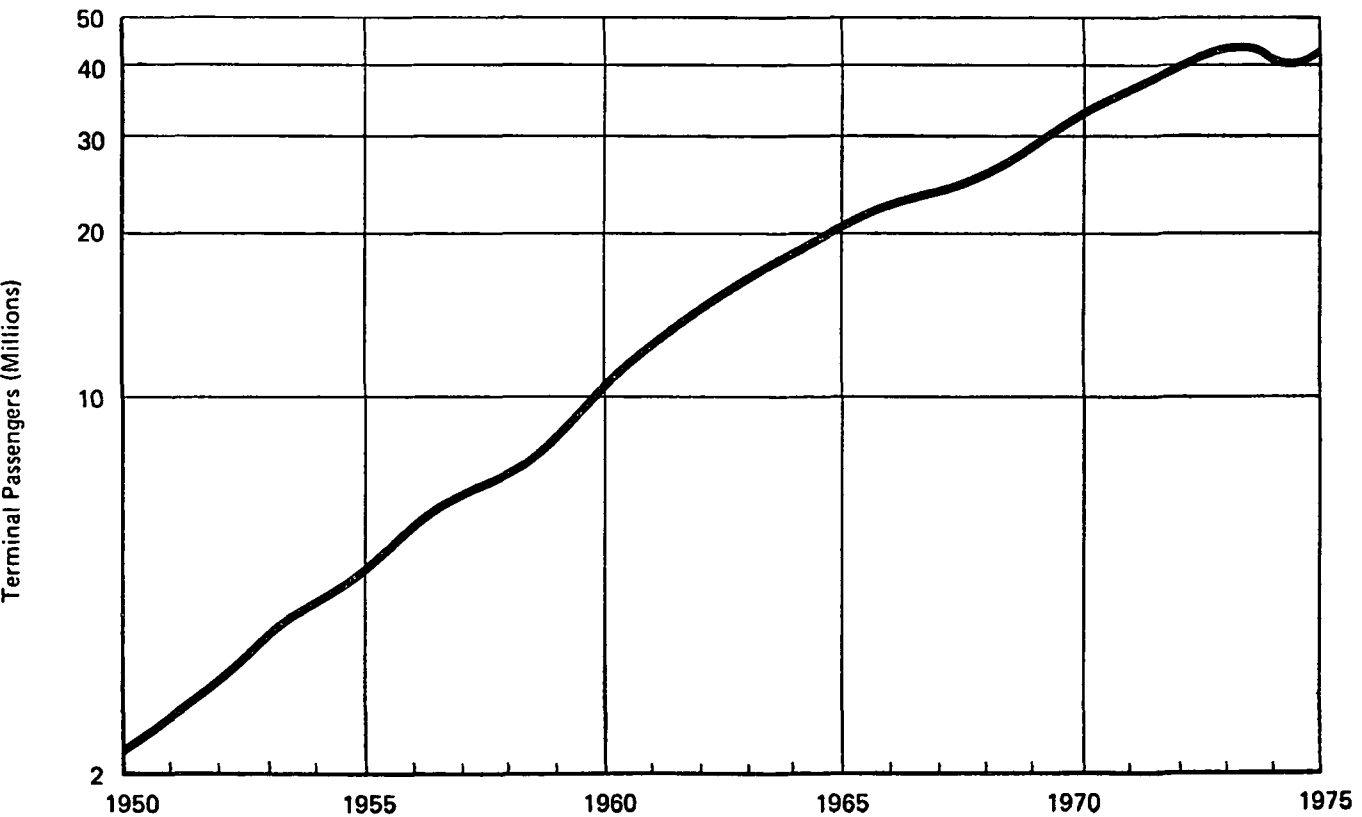
# Output of UK Airlines

Tonne-kilometres made available



# UK Airports

Terminal Passengers arriving or departing



# Main Outputs of UK Airports and Airlines 1950-1976

Table 2

|   | Airports                    |  |                                 | Airlines           |  |                                    |
|---|-----------------------------|--|---------------------------------|--------------------|--|------------------------------------|
|   | Total<br>movements<br>(000) | Air<br>transport<br>movements<br>(000) | Terminal<br>passengers<br>(000) | Total<br>(000 000) | Available tonne-km<br>Scheduled<br>services<br>(000 000) | Non-sched<br>services<br>(000 000) |
| 1950  | 480                         | 195                                    | 2 133                           | ..                 | 297  | ..                                 |
| 1951  | 499                         | 187                                    | 2 471                           | ..                 | 355  | ..                                 |
| 1952  | 514                         | 195                                    | 2 776                           | ..                 | 395  | ..                                 |
| 1953  | 556                         | 214                                    | 3 419                           | ..                 | 445  | ..                                 |
| 1954  | 559                         | 232                                    | 4 004                           | ..                 | 464  | ..                                 |
| 1955  | 601                         | 259                                    | 4 831                           | ..                 | 575  | ..                                 |
| 1956  | 602                         | 293                                    | 5 617                           | ..                 | 638  | ..                                 |
| 1957  | 720                         | 329                                    | 6 600                           | ..                 | 729  | ..                                 |
| 1958  | 719                         | 340                                    | 6 761                           | ..                 | 824  | ..                                 |
| 1959  | 727                         | 358                                    | 7 867                           | ..                 | 941  | ..                                 |
| 1960  | 754                         | 402                                    | 10 075                          | ..                 | 1 191  | ..                                 |
| 1961  | 810                         | 447                                    | 12 249                          | 1 990              | 1 575  | 415                                |
| 1962  | 800                         | 449                                    | 13 793                          | 2 215              | 1 784  | 431                                |
| 1963  | 818                         | 458                                    | 15 506                          | 2 439              | 1 953  | 486                                |
| 1964  | 884                         | 480                                    | 17 649                          | 2 879              | 2 275  | 604                                |
| 1965  | 957                         | 508                                    | 19 918                          | 3 325              | 2 664  | 661                                |
| 1966  | 1 093                       | 556                                    | 22 582                          | 3 851              | 2 993  | 858                                |
| 1967  | 1 213                       | 566                                    | 24 003                          | 4 016              | 3 145  | 871                                |
| 1968  | 1 279                       | 560                                    | 24 845                          | 4 214              | 3 256  | 958                                |
| 1969  | 1 399                       | 591                                    | 28 064                          | 4 927              | 3 748  | 1 179                              |
| 1970  | 1 468                       | 607                                    | 31 606                          | 5 782              | 4 129  | 1 653                              |
| 1971  | 1 618                       | 630                                    | 34 934                          | 6 973              | 4 591  | 2 382                              |
| 1972  | 1 733                       | 669                                    | 39 125                          | 8 249              | 5 399  | 2 850                              |
| 1973  | 1 892                       | 719                                    | 43 125                          | 9 003              | 5 953  | 3 050                              |
| 1974  | 1 849                       | 710                                    | 40 082                          | 8 287              | 5 747  | 2 540                              |
| 1975  | 1 911                       | 701                                    | 41 846                          | 8 928              | 5 984  | 2 944                              |
| <b>Year ended</b>                                 |                             |  |                                 |                    |  |                                    |
| July 1975   | 1 900                       | 704                                    | 40 702                          | 8 587              | 5 936  | 2 652                              |
| July 1976   | 1 912                       | 723                                    | 43 521                          | 9 432              | 6 380  | 3 052                              |
| <b>Latest year's growth (percentages)</b>         |                             |  |                                 |                    |  |                                    |
|   | 0.7                         | 2.7                                    | 6.9                             | 9.8                | 7.5  | 15.1                               |
| <b>Mean rates of growth (percentages) to 1975</b> |                             |  |                                 |                    |  |                                    |
| 20 years  | 6.6                         | 4.7                                    | 11.8                            | ..                 | 13.0   | ..                                 |
| 10 years  | 6.7                         | 3.3                                    | 8.1                             | 11.6               | 9.2  | 18.1                               |
| 5 years   | 4.1                         | 2.8                                    | 4.0                             | 5.1                | 6.1  | 3.1                                |

# Use of UK Airports

Table 3

## Main Categories of Operator and Service

### Monthly Averages or Calendar Months

|      |             | Total                      |                                 | UK Operators               |  |   |                                 | Foreign Operators          |  |   |                                 |
|------|-------------|----------------------------|---------------------------------|----------------------------|--|---|---------------------------------|----------------------------|--|---|---------------------------------|
|      |             | A.T.<br>movements<br>(000) | Terminal<br>passengers<br>(000) | A.T.<br>movements<br>(000) | Scheduled<br>Terminal<br>passengers<br>(000) | Non-scheduled<br>A.T.<br>movements<br>(000) | Terminal<br>passengers<br>(000) | A.T.<br>movements<br>(000) | Scheduled<br>Terminal<br>passengers<br>(000) | Non-scheduled<br>A.T.<br>movements<br>(000) | Terminal<br>passengers<br>(000) |
| 1966 |             | 46.4                       | 1 883                           | 31.5                       | 1 197  | 4.2   | 213                             | 9.8                        | 421  | 0.9   | 52                              |
| 1967 |             | 47.2                       | 2 007                           | 31.7                       | 1 242  | 4.1   | 231                             | 10.4                       | 460  | 1.0   | 74                              |
| 1968 |             | 46.7                       | 2 071                           | 30.2                       | 1 225  | 4.7   | 277                             | 10.9                       | 500  | 0.9   | 69                              |
| 1969 |             | 49.3                       | 2 339                           | 30.6                       | 1 297  | 6.0   | 390                             | 11.5                       | 554  | 1.2   | 98                              |
| 1970 |             | 50.6                       | 2 633                           | 30.0                       | 1 355  | 7.3   | 518                             | 11.9                       | 653  | 1.4   | 107                             |
| 1971 |             | 52.5                       | 2 911                           | 30.1                       | 1 404  | 8.9   | 696                             | 12.0                       | 687  | 1.4   | 123                             |
| 1972 |             | 55.8                       | 3 260                           | 32.1                       | 1 566  | 9.9   | 791                             | 12.1                       | 762  | 1.7   | 141                             |
| 1973 |             | 59.9                       | 3 595                           | 35.0                       | 1 752  | 10.8  | 850                             | 12.2                       | 828  | 1.9   | 165                             |
| 1974 |             | 59.2                       | 3 340                           | 35.1                       | 1 699  | 10.2  | 666                             | 12.4                       | 844  | 1.5   | 131                             |
| 1975 |             | 58.4                       | 3 487                           | 33.2                       | 1 721  | 11.3  | 711                             | 12.2                       | 900  | 1.7   | 154                             |
| 1974 | 1st quarter | 47.0                       | 2 523                           | 27.7                       | 1 351  | 8.0   | 473                             | 10.5                       | 640  | 0.8   | 59                              |
|      | 2nd quarter | 64.2                       | 3 512                           | 38.3                       | 1 777  | 11.1  | 722                             | 13.1                       | 876  | 1.7   | 137                             |
|      | 3rd quarter | 71.7                       | 4 482                           | 42.2                       | 2 168  | 13.2  | 1 011                           | 13.9                       | 1 066  | 2.4   | 237                             |
|      | 4th quarter | 53.7                       | 2 844                           | 32.1                       | 1 502  | 8.5   | 459                             | 12.0                       | 794  | 1.1   | 89                              |
| 1975 | 1st quarter | 48.4                       | 2 532                           | 28.4                       | 1 338  | 8.1   | 431                             | 11.1                       | 703  | 0.9   | 59                              |
|      | 2nd quarter | 61.6                       | 3 611                           | 35.3                       | 1 763  | 11.9  | 763                             | 12.6                       | 920  | 1.8   | 165                             |
|      | 3rd quarter | 69.8                       | 4 766                           | 38.6                       | 2 209  | 14.8  | 1 110                           | 13.7                       | 1 157  | 2.6   | 290                             |
|      | 4th quarter | 53.6                       | 3 039                           | 30.4                       | 1 575  | 10.4  | 541                             | 11.5                       | 820  | 1.3   | 103                             |
| 1976 | 1st quarter | 50.9                       | 2 706                           | 29.6                       | 1 451  | 9.2   | 443                             | 11.3                       | 751  | 0.9   | 60                              |
|      | 2nd quarter | 65.1                       | 3 906                           | 36.4                       | 1 887  | 13.8  | 826                             | 12.7                       | 994  | 2.1   | 200                             |
| 1975 | January     | 51.0                       | 2 506                           | 30.9                       | 1 375  | 7.8   | 369                             | 11.5                       | 706  | 0.8   | 56                              |
|      | February    | 44.3                       | 2 186                           | 26.5                       | 1 178  | 7.0   | 352                             | 10.3                       | 617  | 0.6   | 38                              |
|      | March       | 50.0                       | 2 904                           | 27.8                       | 1 460  | 9.6   | 572                             | 11.4                       | 787  | 1.2   | 84                              |
|      | April       | 56.5                       | 3 099                           | 33.4                       | 1 624  | 9.8   | 577                             | 12.0                       | 814  | 1.3   | 84                              |
|      | May         | 63.2                       | 3 658                           | 36.5                       | 1 811  | 12.1  | 769                             | 12.7                       | 912  | 1.8   | 166                             |
|      | June        | 65.1                       | 4 076                           | 35.9                       | 1 854  | 13.8  | 943                             | 13.1                       | 1 035  | 2.3   | 244                             |
|      | July        | 71.3                       | 4 782                           | 39.6                       | 2 218  | 14.9  | 1 095                           | 14.0                       | 1 161  | 2.7   | 307                             |
|      | August      |                            |                                 |                            |  |   |                                 |                            |  |   |                                 |
| 1976 | January     | 50.8                       | 2 703                           | 29.3                       | 1 436  | 9.1   | 436                             | 11.5                       | 770  | 0.9   | 61                              |
|      | February    | 47.6                       | 2 419                           | 27.8                       | 1 305  | 8.5   | 402                             | 10.7                       | 671  | 0.7   | 41                              |
|      | March       | 54.4                       | 2 995                           | 31.7                       | 1 613  | 9.9   | 490                             | 11.8                       | 813  | 1.1   | 78                              |
|      | April       | 60.2                       | 3 536                           | 34.2                       | 1 748  | 12.3  | 732                             | 12.2                       | 932  | 1.5   | 124                             |
|      | May         | 65.9                       | 3 906                           | 36.8                       | 1 896  | 13.8  | 796                             | 13.1                       | 995  | 2.2   | 219                             |
|      | June        | 69.2                       | 4 275                           | 38.2                       | 2 016  | 15.4  | 949                             | 12.9                       | 1 054  | 2.7   | 256                             |
|      | July        | 75.6                       | 5 054                           | 40.4                       | 2 277  | 17.2  | 1 151                           | 14.6                       | 1 282  | 3.3   | 345                             |
|      | August      |                            |                                 |                            |  |   |                                 |                            |  |   |                                 |

# 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   |
| 1975 January     |  | 128.5 | 55.5  | 51.0                | 4.4   | 73.0  | 48.6                        | 16.9           | 7.5   |
| February         |  | 116.3 | 48.5  | 44.3                | 4.2   | 67.8  | 44.5                        | 16.7           | 6.6   |
| March            |  | 157.8 | 56.4  | 50.0                | 6.4   | 101.4 | 72.2                        | 20.1           | 9.1   |
| April            |  | 163.3 | 62.0  | 56.6                | 5.4   | 101.3 | 72.6                        | 19.4           | 9.4   |
| May              |  | 183.0 | 70.8  | 63.2                | 7.6   | 112.2 | 82.2                        | 19.3           | 10.7  |
| June             |  | 187.8 | 73.7  | 65.1                | 8.6   | 114.1 | 90.0                        | 15.0           | 9.1   |
| July             |  | 193.3 | 80.3  | 71.3                | 9.0   | 112.9 | 87.9                        | 17.4           | 7.6   |
| 1976 January     |  | 122.4 | 55.4  | 50.8                | 4.6   | 67.1  | 46.0                        | 12.5           | 8.6   |
| February         |  | 121.3 | 52.1  | 47.6                | 4.4   | 69.3  | 48.8                        | 12.1           | 8.3   |
| March            |  | 146.9 | 60.3  | 54.4                | 5.9   | 86.6  | 60.5                        | 15.7           | 10.4  |
| April            |  | 179.7 | 67.2  | 60.2                | 7.0   | 112.5 | 84.5                        | 18.5           | 9.5   |
| May              |  | 179.5 | 74.0  | 65.9                | 8.1   | 105.4 | 79.3                        | 16.9           | 9.3   |
| June             |  | 184.3 | 78.0  | 69.2                | 8.8   | 106.3 | 84.1                        | 12.1           | 10.1  |
| July             |  | 197.5 | 84.7  | 75.6                | 9.1   | 112.9 | 90.9                        | 13.6           | 8.5   |

# Air Transport Movements by Airports

Table 5

## Monthly Averages or Calendar Months

|                  | Heathrow<br>Gatwick<br>Luton<br>Stansted<br>Southend | Manchester<br>Liverpool<br>Leeds/<br>Bradford | Birmingham<br>E. Midlands<br>Coventry | Newcastle<br>Tees-side | Glamorgan<br>Swansea<br>Bristol | Others<br>in<br>England<br>and<br>Wales | Edinburgh<br>Glasgow<br>Prestwick | Others<br>in<br>Scotland | Belfast<br>I.O.M. | Channel<br>Islands |
|------------------|--|---|---------------------------------------|------------------------|---------------------------------|---|-----------------------------------|--------------------------|-------------------|--------------------|
| 1966             | 23 155   | 5 444   | 1 627                                 | 828                    | 1 419                           | 4 829                                   | 4 513                             | 1 312                    | 3 222             | 4 150              |
| 1967             | 24 454   | 5 254   | 1 780                                 | 770                    | 1 456                           | 4 289                                   | 4 753                             | 1 371                    | 3 019             | 4 189              |
| 1968             | 24 871   | 5 434   | 1 832                                 | 803                    | 1 275                           | 3 368                                   | 4 744                             | 1 465                    | 2 864             | 4 767              |
| 1969             | 27 333   | 5 197   | 1 836                                 | 1 063                  | 929                             | 3 746                                   | 4 773                             | 1 652                    | 2 747             | 6 586              |
| 1970             | 28 879   | 5 195   | 1 659                                 | 794                    | 996                             | 3 632                                   | 4 809                             | 1 797                    | 2 794             | 7 339              |
| 1971             | 30 665   | 5 386   | 1 820                                 | 855                    | 1 116                           | 2 866                                   | 5 048                             | 1 921                    | 2 814             | 7 529              |
| 1972             | 31 569   | 5 861   | 2 309                                 | 1 095                  | 1 165                           | 3 237                                   | 5 381                             | 2 194                    | 2 963             | 7 634              |
| 1973             | 32 635   | 6 030   | 2 775                                 | 1 392                  | 1 297                           | 4 202                                   | 5 879                             | 2 547                    | 3 120             | 8 772              |
| 1974             | 31 110   | 5 793   | 2 609                                 | 1 422                  | 1 176                           | 4 080                                   | 5 623                             | 4 380                    | 2 982             | 7 952              |
| 1975             | 30 062   | 5 606   | 2 622                                 | 1 430                  | 1 153                           | 4 094                                   | 5 242                             | 5 472                    | 2 696             | 8 007              |
| 1974 1st quarter | 25 752   | 4 776   | 1 814                                 | 1 145                  | 835                             | 2 538                                   | 4 576                             | 3 473                    | 2 104             | 4 956              |
| 2nd quarter      | 33 689   | 6 168   | 2 876                                 | 1 516                  | 1 355                           | 4 880                                   | 6 025                             | 4 483                    | 3 238             | 9 053              |
| 3rd quarter      | 36 786   | 6 801   | 3 398                                 | 1 740                  | 1 478                           | 5 578                                   | 6 924                             | 5 043                    | 3 961             | 11 103             |
| 4th quarter      | 28 212   | 5 427   | 2 347                                 | 1 286                  | 1 036                           | 3 324                                   | 4 966                             | 4 519                    | 2 624             | 6 697              |
| 1975 1st quarter | 26 019   | 4 738   | 1 951                                 | 1 195                  | 1 011                           | 2 919                                   | 3 860                             | 4 570                    | 2 200             | 5 880              |
| 2nd quarter      | 31 315   | 5 979   | 2 888                                 | 1 487                  | 1 350                           | 4 795                                   | 5 675                             | 5 260                    | 2 862             | 8 919              |
| 3rd quarter      | 35 491   | 6 689   | 3 288                                 | 1 661                  | 1 369                           | 5 451                                   | 6 474                             | 5 895                    | 3 490             | 10 728             |
| 4th quarter      | 27 421   | 5 016   | 2 360                                 | 1 375                  | 881                             | 3 211                                   | 4 960                             | 6 164                    | 2 231             | 6 501              |
| 1976 1st quarter | 26 318   | 4 661   | 2 089                                 | 1 387                  | 877                             | 2 770                                   | 4 677                             | 6 041                    | 2 131             | 5 500              |
| 2nd quarter      | 32 305   | 6 015   | 3 053                                 | 1 696                  | 1 230                           | 4 715                                   | 5 868                             | 7 423                    | 2 817             | 9 202              |
| 1975 January     | 26 821   | 5 174   | 1 907                                 | 1 286                  | 1 047                           | 2 755                                   | 4 770                             | 4 838                    | 2 420             | 5 485              |
| February         | 23 496   | 4 333   | 1 748                                 | 1 095                  | 868                             | 2 541                                   | 3 996                             | 4 257                    | 1 983             | 5 052              |
| March            | 27 739   | 4 707   | 2 199                                 | 1 205                  | 1 109                           | 3 456                                   | 2 814                             | 4 616                    | 2 198             | 7 104              |
| April            | 29 564   | 5 156   | 2 545                                 | 1 340                  | 1 136                           | 4 186                                   | 5 189                             | 5 012                    | 2 441             | 7 658              |
| May              | 31 959   | 6 300   | 2 981                                 | 1 548                  | 1 346                           | 4 923                                   | 5 837                             | 5 433                    | 2 863             | 9 782              |
| June             | 32 421   | 6 481   | 3 139                                 | 1 574                  | 1 567                           | 5 275                                   | 6 000                             | 5 336                    | 3 282             | 9 318              |
| July             | 36 019   | 6 750   | 3 357                                 | 1 682                  | 1 426                           | 5 700                                   | 6 764                             | 5 939                    | 3 656             | 10 446             |
| 1976 January     | 26 882   | 4 606   | 1 985                                 | 1 332                  | 833                             | 2 570                                   | 4 689                             | 5 701                    | 2 175             | 5 060              |
| February         | 24 553   | 4 386   | 1 958                                 | 1 350                  | 737                             | 2 472                                   | 4 402                             | 5 760                    | 2 030             | 4 652              |
| March            | 27 520   | 4 992   | 2 325                                 | 1 480                  | 1 061                           | 3 267                                   | 4 941                             | 6 661                    | 2 188             | 6 788              |
| April            | 30 598   | 5 227   | 2 652                                 | 1 498                  | 1 060                           | 4 316                                   | 5 223                             | 7 206                    | 2 421             | 8 317              |
| May              | 32 654   | 6 154   | 3 174                                 | 1 743                  | 1 239                           | 4 693                                   | 6 055                             | 7 436                    | 2 794             | 9 812              |
| June             | 33 662   | 6 663   | 3 328                                 | 1 846                  | 1 390                           | 5 137                                   | 6 326                             | 7 628                    | 3 236             | 9 476              |
| July             | 37 048   | 7 071   | 3 654                                 | 1 950                  | 1 420                           | 5 672                                   | 7 209                             | 7 814                    | 3 727             | 10 455             |

# Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

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



# Cargo Taken Up and Set Down by Airports

Table 7

| Monthly Averages or Calendar Months |             |  |   |                                       |                        |                                 |   |                                   |                          | Tonnes            |                    |
|-------------------------------------|-------------|--|---|---------------------------------------|------------------------|---------------------------------|---|-----------------------------------|--------------------------|-------------------|--------------------|
|                                     |             | Heathrow<br>Gatwick<br>Luton<br>Stansted<br>Southend | Manchester<br>Liverpool<br>Leeds/<br>Bradford | Birmingham<br>E. Midlands<br>Coventry | Newcastle<br>Tees-side | Glamorgan<br>Swansea<br>Bristol | Others<br>in<br>England<br>and<br>Wales | Edinburgh<br>Glasgow<br>Prestwick | Others<br>in<br>Scotland | Belfast<br>I.O.M. | Channel<br>Islands |
| 1966                                |             | 25 966   | 4 031   | 608                                   | 205                    | 371                             | 7 349                                   | 1 847                             | 167                      | 2 557             | 1 646              |
| 1967                                |             | 26 535   | 3 913   | 531                                   | 199                    | 181                             | 5 253                                   | 1 926                             | 153                      | 2 011             | 1 406              |
| 1968                                |             | 30 154   | 4 439   | 639                                   | 208                    | 124                             | 3 151                                   | 2 430                             | 162                      | 2 400             | 1 122              |
| 1969                                |             | 34 681   | 4 633   | 574                                   | 201                    | 124                             | 2 872                                   | 3 152                             | 169                      | 2 380             | 1 127              |
| 1970                                |             | 34 814   | 5 131   | 643                                   | 199                    | 106                             | 2 225                                   | 2 799                             | 234                      | 2 154             | 1 093              |
| 1971                                |             | 34 168   | 4 348   | 558                                   | 136                    | 85                              | 701                                     | 2 411                             | 244                      | 1 713             | 1 108              |
| 1972                                |             | 40 939   | 4 903   | 953                                   | 239                    | 108                             | 1 514                                   | 2 916                             | 285                      | 2 190             | 2 205              |
| 1973                                |             | 45 060   | 4 970   | 955                                   | 204                    | 93                              | 1 371                                   | 3 549                             | 274                      | 1 808             | 2 145              |
| 1974                                |             | 46 745   | 4 917   | 941                                   | 178                    | 82                              | 1 445                                   | 3 513                             | 462                      | 1 774             | 1 879              |
| 1975                                |             | 42 767   | 3 871   | 839                                   | 118                    | 66                              | 1 188                                   | 2 571                             | 539                      | 1 182             | 1 662              |
| 1974                                | 1st quarter | 46 527   | 5 038   | 794                                   | 286                    | 72                              | 1 593                                   | 3 630                             | 371                      | 1 467             | 2 256              |
|                                     | 2nd quarter | 48 460   | 5 128   | 980                                   | 151                    | 90                              | 1 587                                   | 3 511                             | 453                      | 1 618             | 1 906              |
|                                     | 3rd quarter | 45 066   | 4 678   | 926                                   | 128                    | 86                              | 1 314                                   | 3 313                             | 518                      | 1 646             | 1 893              |
|                                     | 4th quarter | 46 926   | 4 824   | 1 066                                 | 148                    | 81                              | 1 288                                   | 3 599                             | 505                      | 2 366             | 1 461              |
| 1975                                | 1st quarter | 45 025   | 4 197   | 783                                   | 138                    | 67                              | 1 284                                   | 2 327                             | 429                      | 1 227             | 1 825              |
|                                     | 2nd quarter | 43 039   | 3 807   | 904                                   | 122                    | 59                              | 1 260                                   | 2 611                             | 563                      | 1 215             | 1 686              |
|                                     | 3rd quarter | 40 959   | 3 460   | 826                                   | 112                    | 76                              | 1 102                                   | 2 515                             | 537                      | 1 163             | 1 728              |
|                                     | 4th quarter | 42 045   | 4 020   | 844                                   | 101                    | 62                              | 1 105                                   | 2 832                             | 628                      | 1 121             | 1 408              |
| 1976                                | 1st quarter | 42 131   | 3 878   | 734                                   | 106                    | 47                              | 1 095                                   | 2 513                             | 686                      | 1 174             | 1 655              |
|                                     | 2nd quarter | 43 575   | 3 838   | 802                                   | 99                     | 69                              | 1 258                                   | 2 579                             | 730                      | 1 231             | 1 985              |
| 1975                                | January     | 42 296   | 4 257   | 815                                   | 127                    | 63                              | 1 256                                   | 2 511                             | 437                      | 1 212             | 1 796              |
|                                     | February    | 43 036   | 3 979   | 769                                   | 161                    | 74                              | 1 217                                   | 2 246                             | 376                      | 1 145             | 1 850              |
|                                     | March       | 49 744   | 4 355   | 765                                   | 126                    | 64                              | 1 380                                   | 2 223                             | 475                      | 1 325             | 1 829              |
|                                     | April       | 44 145   | 4 028   | 858                                   | 125                    | 59                              | 1 296                                   | 2 577                             | 592                      | 1 230             | 1 708              |
|                                     | May         | 41 960   | 4 040   | 907                                   | 109                    | 59                              | 1 186                                   | 2 719                             | 541                      | 1 244             | 1 673              |
|                                     | June        | 43 011   | 3 353   | 948                                   | 132                    | 60                              | 1 297                                   | 2 537                             | 557                      | 1 172             | 1 677              |
|                                     | July        | 43 460   | 3 475   | 888                                   | 105                    | 87                              | 1 183                                   | 2 354                             | 554                      | 1 227             | 1 901              |
|                                     | August      |  |   |                                       |                        |                                 |   |                                   |                          |                   |                    |
| 1976                                | January     | 40 051   | 3 649   | 641                                   | 83                     | 44                              | 864                                     | 2 337                             | 551                      | 1 104             | 1 228              |
|                                     | February    | 40 483   | 3 782   | 623                                   | 72                     | 46                              | 1 026                                   | 2 383                             | 656                      | 1 203             | 1 527              |
|                                     | March       | 45 860   | 4 203   | 937                                   | 162                    | 52                              | 1 396                                   | 2 819                             | 850                      | 1 215             | 2 209              |
|                                     | April       | 42 604   | 3 966   | 824                                   | 93                     | 70                              | 1 332                                   | 2 571                             | 708                      | 1 145             | 2 128              |
|                                     | 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      |  |   |                                       |                        |                                 |   |                                   |                          |                   |                    |

# Scheduled Services by UK Airlines

**Table 8.1**

## All Services

### Monthly Averages or Calendar Months

|      |             | Tonne-km<br>available<br>(000 000) | Total<br>(000 000) | Mail<br>(000 000) | Tonne-km used<br>Freight<br>(000 000) | Passengers<br>(000 000) | As<br>percentage<br>of available | Seat-km<br>available<br>(000 000) | Seat-km<br>used<br>(000 000) | As<br>percentage<br>of available |
|------|-------------|------------------------------------|--------------------|-------------------|---------------------------------------|-------------------------|----------------------------------|-----------------------------------|------------------------------|----------------------------------|
| 1966 |             | 249.4                              | 132.9              | 5.4               | 32.0                                  | 95.5                    | 53.3                             | 1 844.1                           | 1 112.3                      | 60.3                             |
| 1967 |             | 262.1                              | 139.9              | 5.4               | 33.3                                  | 101.2                   | 53.4                             | 2 008.9                           | 1 172.4                      | 58.4                             |
| 1968 |             | 271.3                              | 142.9              | 5.8               | 35.2                                  | 101.9                   | 52.7                             | 2 091.0                           | 1 174.6                      | 56.2                             |
| 1969 |             | 312.4                              | 168.9              | 7.0               | 44.3                                  | 117.6                   | 54.0                             | 2 353.8                           | 1 353.1                      | 57.5                             |
| 1970 |             | 344.1                              | 176.4              | 8.2               | 41.2                                  | 127.0                   | 51.3                             | 2 590.1                           | 1 452.7                      | 56.1                             |
| 1971 |             | 382.6                              | 189.1              | 7.4               | 45.1                                  | 136.6                   | 49.4                             | 2 864.9                           | 1 555.4                      | 54.3                             |
| 1972 |             | 449.9                              | 227.5              | 8.5               | 56.7                                  | 162.3                   | 50.6                             | 3 337.6                           | 1 847.5                      | 54.5                             |
| 1973 |             | 496.1                              | 267.6              | 9.3               | 66.3                                  | 192.0                   | 53.9                             | 3 796.0                           | 2 182.3                      | 57.5                             |
| 1974 |             | 478.9                              | 263.9              | 9.9               | 65.5                                  | 188.5                   | 55.1                             | 3 684.7                           | 2 117.4                      | 57.5                             |
| 1975 |             | 498.0                              | 275.9              | 11.0              | 60.3                                  | 204.5                   | 55.4                             | 3 824.0                           | 2 292.7                      | 60.0                             |
|      |             |                                    |                    |                   |                                       |                         |                                  |                                   |                              |                                  |
| 1974 | 1st quarter | 417.4                              | 228.2              | 9.0               | 65.4                                  | 153.8                   | 54.7                             | 3 116.4                           | 1 718.1                      | 55.1                             |
|      | 2nd quarter | 455.1                              | 238.0              | 8.2               | 58.9                                  | 170.9                   | 52.3                             | 3 578.2                           | 1 928.6                      | 53.9                             |
|      | 3rd quarter | 572.8                              | 328.2              | 9.8               | 69.3                                  | 249.2                   | 57.3                             | 4 454.6                           | 2 820.1                      | 63.3                             |
|      | 4th quarter | 470.2                              | 261.0              | 12.5              | 68.4                                  | 180.1                   | 55.5                             | 3 589.5                           | 2 002.9                      | 55.8                             |
|      |             |                                    |                    |                   |                                       |                         |                                  |                                   |                              |                                  |
| 1975 | 1st quarter | 439.3                              | 241.6              | 10.8              | 63.2                                  | 167.7                   | 55.0                             | 3 315.6                           | 1 868.7                      | 56.4                             |
|      | 2nd quarter | 496.6                              | 264.9              | 10.4              | 63.2                                  | 191.3                   | 53.3                             | 3 783.0                           | 2 142.2                      | 56.6                             |
|      | 3rd quarter | 568.9                              | 333.6              | 10.6              | 64.4                                  | 258.3                   | 58.7                             | 4 438.7                           | 2 926.4                      | 66.0                             |
|      | 4th quarter | 487.0                              | 263.5              | 12.2              | 50.4                                  | 200.8                   | 54.1                             | 3 758.7                           | 2 233.5                      | 59.4                             |
|      |             |                                    |                    |                   |                                       |                         |                                  |                                   |                              |                                  |
| 1976 | 1st quarter | 491.2                              | 265.3              | 11.4              | 63.6                                  | 190.3                   | 54.0                             | 3 778.3                           | 2 119.9                      | 56.1                             |
|      | 2nd quarter | 568.6                              | 311.7              | 11.5              | 65.8                                  | 234.3                   | 54.8                             | 4 470.4                           | 2 603.2                      | 58.2                             |
|      |             |                                    |                    |                   |                                       |                         |                                  |                                   |                              |                                  |
| 1975 | January     | 422.5                              | 226.6              | 9.2               | 50.8                                  | 166.7                   | 53.6                             | 3 253.4                           | 1 863.7                      | 57.3                             |
|      | February    | 392.3                              | 209.0              | 10.3              | 59.3                                  | 139.4                   | 53.3                             | 2 957.6                           | 1 543.7                      | 52.2                             |
|      | March       | 503.2                              | 289.2              | 12.9              | 79.4                                  | 196.9                   | 57.5                             | 3 735.7                           | 2 198.6                      | 58.9                             |
|      | April       | 426.9                              | 230.2              | 9.4               | 59.1                                  | 161.7                   | 53.9                             | 3 221.4                           | 1 816.0                      | 56.4                             |
|      | May         | 469.5                              | 251.5              | 10.2              | 59.6                                  | 181.7                   | 53.6                             | 3 591.9                           | 2 030.5                      | 56.5                             |
|      | June        | 593.4                              | 313.1              | 11.6              | 70.9                                  | 230.6                   | 52.8                             | 4 535.8                           | 2 580.0                      | 56.9                             |
|      | July        | 539.0                              | 303.9              | 10.0              | 60.3                                  | 233.6                   | 56.4                             | 4 212.4                           | 2 654.5                      | 63.0                             |
|      |             |                                    |                    |                   |                                       |                         |                                  |                                   |                              |                                  |
| 1976 | January     | 454.9                              | 248.7              | 10.0              | 49.2                                  | 189.5                   | 54.7                             | 3 542.4                           | 2 124.6                      | 60.0                             |
|      | February    | 441.6                              | 228.2              | 10.2              | 57.8                                  | 160.2                   | 51.7                             | 3 405.7                           | 1 776.6                      | 52.2                             |
|      | March       | 577.0                              | 319.0              | 14.0              | 83.9                                  | 221.1                   | 55.3                             | 4 386.8                           | 2 458.4                      | 56.0                             |
|      | April       | 531.8                              | 285.3              | 11.5              | 63.5                                  | 210.4                   | 53.7                             | 4 156.7                           | 2 360.1                      | 56.8                             |
|      | May         | 524.4                              | 284.7              | 10.7              | 61.6                                  | 212.3                   | 54.3                             | 4 147.4                           | 2 347.5                      | 56.6                             |
|      | June        | 649.7                              | 365.0              | 12.2              | 72.4                                  | 280.3                   | 56.2                             | 5 107.0                           | 3 101.9                      | 60.7                             |
|      | July        | 563.4                              | 333.9              | 10.4              | 58.5                                  | 265.1                   | 59.3                             | 4 493.4                           | 2 960.7                      | 65.9                             |

# Scheduled Services by UK Airlines

Table 8.2

## Domestic Services

### Monthly Averages or Calendar Months

|                  | Tonne-km<br>available<br>(000 000) | Total<br>(000 000) | Mail<br>(000 000) | Tonne-km used<br>Freight<br>(000 000) | Passengers<br>(000 000) | As<br>percentage<br>of available | Seat-km<br>available<br>(000 000) | Seat-km<br>used<br>(000 000) | As<br>percentage<br>of available |
|------------------|------------------------------------|--------------------|-------------------|---------------------------------------|-------------------------|----------------------------------|-----------------------------------|------------------------------|----------------------------------|
| 1966             | 24.2                               | 14.5               | 0.3               | 1.9                                   | 12.3                    | 59.9                             | 249.7                             | 153.7                        | 61.6                             |
| 1967             | 25.5                               | 15.1               | 0.3               | 1.9                                   | 12.9                    | 59.2                             | 265.9                             | 161.8                        | 60.9                             |
| 1968             | 25.0                               | 14.9               | 0.2               | 2.2                                   | 12.5                    | 59.6                             | 260.3                             | 155.1                        | 59.6                             |
| 1969             | 24.4                               | 15.2               | 0.2               | 2.2                                   | 12.8                    | 62.3                             | 252.1                             | 159.0                        | 63.1                             |
| 1970             | 25.9                               | 15.4               | 0.3               | 1.7                                   | 13.4                    | 59.5                             | 263.9                             | 166.0                        | 62.9                             |
| 1971             | 26.6                               | 15.2               | 0.2               | 1.5                                   | 13.5                    | 57.2                             | 267.1                             | 164.3                        | 61.5                             |
| 1972             | 28.7                               | 17.0               | 0.3               | 1.8                                   | 14.9                    | 59.2                             | 283.2                             | 180.6                        | 63.8                             |
| 1973             | 32.0                               | 18.8               | 0.3               | 2.0                                   | 16.5                    | 58.8                             | 310.5                             | 203.4                        | 65.5                             |
| 1974             | 30.8                               | 17.8               | 0.2               | 1.9                                   | 15.7                    | 57.8                             | 298.2                             | 188.0                        | 63.0                             |
| 1975             | 28.3                               | 16.3               | 0.2               | 1.2                                   | 14.9                    | 57.6                             | 278.5                             | 177.1                        | 63.6                             |
| 1974 1st quarter | 24.3                               | 14.8               | 0.2               | 1.8                                   | 12.7                    | 60.9                             | 228.1                             | 152.2                        | 66.7                             |
| 2nd quarter      | 34.6                               | 19.1               | 0.2               | 1.9                                   | 17.0                    | 55.2                             | 337.9                             | 204.1                        | 60.4                             |
| 3rd quarter      | 37.6                               | 22.5               | 0.2               | 1.9                                   | 20.4                    | 59.8                             | 374.2                             | 243.4                        | 65.0                             |
| 4th quarter      | 26.7                               | 14.8               | 0.3               | 1.8                                   | 12.8                    | 55.4                             | 252.7                             | 152.2                        | 60.2                             |
| 1975 1st quarter | 21.7                               | 11.7               | 0.2               | 1.2                                   | 10.2                    | 53.9                             | 202.8                             | 121.4                        | 59.9                             |
| 2nd quarter      | 29.4                               | 16.9               | 0.2               | 1.2                                   | 15.4                    | 57.5                             | 292.2                             | 183.6                        | 62.8                             |
| 3rd quarter      | 35.1                               | 21.9               | 0.2               | 1.2                                   | 20.4                    | 62.4                             | 352.9                             | 242.7                        | 68.8                             |
| 4th quarter      | 26.9                               | 14.8               | 0.2               | 1.0                                   | 13.5                    | 55.0                             | 265.9                             | 160.6                        | 60.4                             |
| 1976 1st quarter | 27.2                               | 14.1               | 0.2               | 1.1                                   | 12.7                    | 51.8                             | 264.9                             | 151.1                        | 57.1                             |
| 2nd quarter      | 33.8                               | 18.5               | 0.2               | 1.2                                   | 17.1                    | 54.7                             | 334.1                             | 202.6                        | 60.7                             |
| 1975 January     | 25.0                               | 12.6               | 0.3               | 1.5                                   | 10.8                    | 50.4                             | 232.8                             | 128.3                        | 55.1                             |
| February         | 21.0                               | 10.6               | 0.2               | 1.1                                   | 9.3                     | 50.7                             | 195.8                             | 110.5                        | 56.4                             |
| March            | 19.1                               | 11.9               | 0.2               | 1.1                                   | 10.6                    | 62.4                             | 179.8                             | 125.4                        | 69.7                             |
| April            | 27.5                               | 15.0               | 0.2               | 1.3                                   | 13.5                    | 54.6                             | 264.8                             | 160.2                        | 60.5                             |
| May              | 30.3                               | 17.5               | 0.2               | 1.2                                   | 16.0                    | 57.7                             | 304.8                             | 190.6                        | 62.6                             |
| June             | 30.5                               | 18.3               | 0.2               | 1.2                                   | 16.8                    | 59.8                             | 306.9                             | 200.1                        | 65.2                             |
| July             | 36.6                               | 22.6               | 0.2               | 1.3                                   | 21.1                    | 61.8                             | 367.4                             | 250.4                        | 68.2                             |
| 1976 January     | 27.3                               | 13.9               | 0.2               | 1.1                                   | 12.6                    | 51.0                             | 263.7                             | 149.0                        | 56.5                             |
| February         | 25.8                               | 12.9               | 0.2               | 1.1                                   | 11.6                    | 50.0                             | 251.0                             | 137.7                        | 54.9                             |
| March            | 28.6                               | 15.5               | 0.2               | 1.2                                   | 14.0                    | 54.3                             | 279.9                             | 166.7                        | 59.6                             |
| April            | 31.3                               | 16.7               | 0.2               | 1.2                                   | 15.4                    | 53.6                             | 310.6                             | 182.5                        | 58.7                             |
| May              | 34.8                               | 18.9               | 0.2               | 1.2                                   | 17.4                    | 54.2                             | 342.5                             | 207.0                        | 60.4                             |
| June             | 35.3                               | 19.8               | 0.2               | 1.2                                   | 18.4                    | 56.0                             | 349.3                             | 218.4                        | 62.5                             |
| July             | 38.6                               | 22.8               | 0.2               | 1.2                                   | 21.4                    | 59.2                             | 386.2                             | 254.7                        | 66.0                             |

# Scheduled Services by UK Airlines

**Table 8.3**

## International Services

### Monthly Averages or Calendar Months

|                  | Tonne-km<br>available<br>(000 000) | Total<br>(000 000) | Mail<br>(000 000) | Tonne-km used<br>Freight<br>(000 000) | Passengers<br>(000 000) | As<br>percentage<br>of available | Seat-km<br>available<br>(000 000) | Seat-km<br>used<br>(000 000) | As<br>percentage<br>of available |
|------------------|------------------------------------|--------------------|-------------------|---------------------------------------|-------------------------|----------------------------------|-----------------------------------|------------------------------|----------------------------------|
| 1966             | 225.1                              | 118.4              | 5.1               | 30.1                                  | 83.2                    | 52.6                             | 1 594.4                           | 958.7                        | 60.1                             |
| 1967             | 236.6                              | 124.8              | 5.1               | 31.4                                  | 88.3                    | 52.7                             | 1 743.0                           | 1 010.6                      | 58.0                             |
| 1968             | 246.3                              | 128.0              | 5.6               | 33.0                                  | 89.4                    | 52.0                             | 1 830.7                           | 1 019.5                      | 55.7                             |
| 1969             | 288.0                              | 153.7              | 6.8               | 42.1                                  | 104.8                   | 53.4                             | 2 101.7                           | 1 194.1                      | 56.8                             |
| 1970             | 318.2                              | 161.0              | 7.9               | 39.5                                  | 113.6                   | 50.6                             | 2 326.1                           | 1 286.7                      | 55.3                             |
| 1971             | 356.0                              | 173.9              | 7.2               | 43.6                                  | 123.1                   | 48.8                             | 2 597.8                           | 1 391.1                      | 53.5                             |
| 1972             | 421.2                              | 210.5              | 8.3               | 54.9                                  | 147.4                   | 50.0                             | 3 105.0                           | 1 666.9                      | 53.7                             |
| 1973             | 464.1                              | 248.8              | 9.0               | 64.3                                  | 175.5                   | 53.6                             | 3 485.5                           | 1 978.8                      | 56.8                             |
| 1974             | 448.1                              | 246.1              | 9.6               | 63.7                                  | 172.8                   | 54.9                             | 3 386.5                           | 1 929.4                      | 57.0                             |
| 1975             | 469.7                              | 259.5              | 10.8              | 59.1                                  | 189.7                   | 55.3                             | 3 545.6                           | 2 115.6                      | 59.7                             |
|                  |                                    |                    |                   |                                       |                         |                                  |                                   |                              |                                  |
| 1974 1st quarter | 393.2                              | 213.4              | 8.8               | 63.5                                  | 141.0                   | 54.3                             | 2 888.2                           | 1 565.8                      | 54.2                             |
| 2nd quarter      | 420.6                              | 218.9              | 7.9               | 57.1                                  | 153.9                   | 52.0                             | 3 240.2                           | 1 724.4                      | 53.2                             |
| 3rd quarter      | 535.2                              | 305.8              | 9.5               | 67.4                                  | 228.9                   | 57.1                             | 4 080.5                           | 2 576.6                      | 63.1                             |
| 4th quarter      | 443.5                              | 246.2              | 12.3              | 66.6                                  | 167.3                   | 55.5                             | 3 336.9                           | 1 850.7                      | 55.5                             |
|                  |                                    |                    |                   |                                       |                         |                                  |                                   |                              |                                  |
| 1975 1st quarter | 417.6                              | 229.8              | 10.6              | 61.9                                  | 157.5                   | 55.0                             | 3 112.7                           | 1 747.2                      | 56.1                             |
| 2nd quarter      | 467.2                              | 248.0              | 10.1              | 62.0                                  | 175.9                   | 53.1                             | 3 490.9                           | 1 958.5                      | 56.1                             |
| 3rd quarter      | 533.7                              | 311.6              | 10.4              | 63.1                                  | 238.1                   | 58.4                             | 4 085.8                           | 2 683.7                      | 65.7                             |
| 4th quarter      | 460.1                              | 248.7              | 12.0              | 49.4                                  | 187.3                   | 54.1                             | 3 492.9                           | 2 072.9                      | 59.4                             |
|                  |                                    |                    |                   |                                       |                         |                                  |                                   |                              |                                  |
| 1976 1st quarter | 463.9                              | 251.2              | 11.2              | 62.5                                  | 177.5                   | 54.2                             | 3 513.4                           | 1 968.7                      | 56.0                             |
| 2nd quarter      | 534.9                              | 293.2              | 11.3              | 64.6                                  | 217.3                   | 54.8                             | 4 136.2                           | 2 400.6                      | 58.0                             |
|                  |                                    |                    |                   |                                       |                         |                                  |                                   |                              |                                  |
| 1975 January     | 397.4                              | 214.0              | 9.0               | 49.3                                  | 155.8                   | 53.9                             | 3 020.6                           | 1 735.4                      | 57.5                             |
| February         | 371.3                              | 198.3              | 10.1              | 58.1                                  | 130.2                   | 53.4                             | 2 761.8                           | 1 433.2                      | 51.9                             |
| March            | 484.1                              | 277.2              | 12.6              | 78.2                                  | 186.4                   | 57.3                             | 3 555.8                           | 2 073.1                      | 58.3                             |
| April            | 399.4                              | 215.2              | 9.1               | 57.8                                  | 148.3                   | 53.9                             | 2 956.6                           | 1 655.8                      | 56.0                             |
| May              | 439.3                              | 234.0              | 10.0              | 58.4                                  | 165.7                   | 53.3                             | 3 287.2                           | 1 839.8                      | 56.0                             |
| June             | 562.8                              | 294.8              | 11.3              | 69.7                                  | 213.8                   | 52.4                             | 4 228.9                           | 2 380.0                      | 56.3                             |
| July             | 502.4                              | 281.3              | 9.8               | 59.0                                  | 212.4                   | 56.0                             | 3 845.0                           | 2 404.1                      | 62.5                             |
|                  |                                    |                    |                   |                                       |                         |                                  |                                   |                              |                                  |
| 1976 January     | 427.6                              | 234.7              | 9.7               | 48.2                                  | 176.9                   | 54.9                             | 3 278.6                           | 1 975.5                      | 60.3                             |
| February         | 415.7                              | 215.3              | 10.0              | 56.7                                  | 148.6                   | 51.8                             | 3 154.7                           | 1 638.9                      | 51.9                             |
| March            | 548.5                              | 303.5              | 13.8              | 82.6                                  | 207.1                   | 55.3                             | 4 106.9                           | 2 291.7                      | 55.8                             |
| April            | 500.5                              | 268.6              | 11.3              | 62.3                                  | 195.0                   | 53.7                             | 3 846.1                           | 2 177.6                      | 56.6                             |
| May              | 489.7                              | 265.8              | 10.5              | 60.4                                  | 194.9                   | 54.3                             | 3 804.8                           | 2 140.6                      | 56.3                             |
| June             | 614.4                              | 345.2              | 12.0              | 71.2                                  | 262.0                   | 56.2                             | 4 757.7                           | 2 883.5                      | 60.6                             |
| July             | 524.8                              | 311.1              | 10.2              | 57.3                                  | 243.7                   | 59.3                             | 4 107.3                           | 2 706.0                      | 65.9                             |

# Non-scheduled Services by UK Airlines

Table 9.1

## By Main Type of Service

### Monthly Averages or Calendar Months

|                  | Total                        |                               | Inclusive Tours              |                               | Other separate fare and advance booking charters |                               | Other charters               |                               |
|------------------|------------------------------|-------------------------------|------------------------------|-------------------------------|--|-------------------------------|------------------------------|-------------------------------|
|                  | Tonne-km available (000 000) | Percentage of all UK services | Tonne-km available (000 000) | Percentage of all UK services | Tonne-km available (000 000)                     | Percentage of all UK services | Tonne-km available (000 000) | Percentage of all UK services |
| 1966             | 71.5                         | 22.3                          | 21.1                         | 6.6                           | 11.7   | 3.6                           | 38.7                         | 12.1                          |
| 1967             | 72.6                         | 21.7                          | 25.0                         | 7.5                           | 11.5   | 3.4                           | 36.1                         | 10.8                          |
| 1968             | 79.8                         | 22.7                          | 32.0                         | 9.1                           | 14.4   | 4.1                           | 33.4                         | 9.5                           |
| 1969             | 98.3                         | 23.9                          | 44.8                         | 10.9                          | 20.5   | 5.0                           | 32.9                         | 8.0                           |
| 1970             | 137.7                        | 28.6                          | 59.1                         | 12.3                          | 37.1   | 7.7                           | 41.5                         | 8.6                           |
| 1971             | 198.5                        | 34.2                          | 82.9                         | 14.3                          | 59.6   | 10.3                          | 56.0                         | 9.6                           |
| 1972             | 237.5                        | 34.6                          | 99.2                         | 14.4                          | 64.8   | 9.4                           | 73.6                         | 11.7                          |
| 1973             | 254.2                        | 33.9                          | 111.5                        | 14.9                          | 52.4   | 7.0                           | 90.4                         | 12.1                          |
| 1974             | 211.7                        | 30.4                          | 86.3                         | 12.4                          | 44.5   | 6.1                           | 81.1                         | 12.0                          |
| 1975             | 245.2                        | 33.0                          | 85.9                         | 11.6                          | 48.0   | 6.5                           | 111.3                        | 15.0                          |
|                  |                              |                               |                              |                               |  |                               |                              |                               |
| 1974 1st quarter | 174.5                        | 29.5                          | 69.4                         | 11.7                          | 20.5   | 3.5                           | 54.6                         | 14.3                          |
| 2nd quarter      | 221.6                        | 32.7                          | 101.2                        | 15.0                          | 44.1   | 6.5                           | 76.3                         | 11.3                          |
| 3rd quarter      | 281.0                        | 32.9                          | 116.9                        | 13.7                          | 85.2   | 10.0                          | 78.8                         | 9.2                           |
| 4th quarter      | 169.7                        | 26.5                          | 57.7                         | 9.0                           | 27.4   | 4.2                           | 84.6                         | 13.3                          |
|                  |                              |                               |                              |                               |  |                               |                              |                               |
| 1975 1st quarter | 175.4                        | 28.5                          | 48.9                         | 7.9                           | 23.8   | 3.8                           | 102.7                        | 16.8                          |
| 2nd quarter      | 245.7                        | 33.1                          | 95.8                         | 12.9                          | 48.7   | 6.6                           | 101.3                        | 13.6                          |
| 3rd quarter      | 329.1                        | 36.7                          | 128.1                        | 14.3                          | 88.5   | 9.9                           | 112.5                        | 12.5                          |
| 4th quarter      | 230.4                        | 32.1                          | 70.8                         | 9.9                           | 31.0   | 4.3                           | 128.5                        | 17.9                          |
|                  |                              |                               |                              |                               |  |                               |                              |                               |
| 1976 1st quarter | 183.5                        | 27.2                          | 54.2                         | 8.0                           | 20.4   | 3.0                           | 109.0                        | 16.2                          |
| 2nd quarter      | 267.7                        | 32.0                          | 111.0                        | 13.3                          | 55.6   | 6.7                           | 101.1                        | 12.1                          |
|                  |                              |                               |                              |                               |  |                               |                              |                               |
| 1975 January     | 183.4                        | 30.3                          | 41.5                         | 6.9                           | 27.8   | 4.6                           | 114.1                        | 18.8                          |
| February         | 146.8                        | 27.2                          | 41.1                         | 7.6                           | 13.8   | 2.6                           | 91.9                         | 17.1                          |
| March            | 196.1                        | 28.0                          | 64.1                         | 9.1                           | 29.8   | 4.3                           | 102.2                        | 14.6                          |
| April            | 211.2                        | 33.1                          | 70.7                         | 11.1                          | 29.5   | 4.6                           | 111.0                        | 17.4                          |
| May              | 248.9                        | 34.6                          | 102.5                        | 14.3                          | 43.2   | 6.0                           | 103.2                        | 14.4                          |
| June             | 277.2                        | 31.8                          | 114.1                        | 13.1                          | 73.5   | 8.4                           | 89.6                         | 10.3                          |
| July             | 328.1                        | 37.8                          | 126.0                        | 14.5                          | 92.4   | 10.7                          | 109.7                        | 12.6                          |
|                  |                              |                               |                              |                               |  |                               |                              |                               |
| 1976 January     | 192.6                        | 29.9                          | 53.1                         | 8.2                           | 27.3   | 4.2                           | 112.2                        | 17.4                          |
| February         | 160.8                        | 26.7                          | 50.4                         | 8.4                           | 13.7   | 2.3                           | 96.7                         | 16.1                          |
| March            | 197.2                        | 25.5                          | 59.0                         | 7.6                           | 20.1   | 2.6                           | 118.1                        | 15.3                          |
| April            | 235.8                        | 30.7                          | 89.4                         | 11.6                          | 39.9   | 5.2                           | 106.5                        | 13.9                          |
| May              | 262.6                        | 33.3                          | 111.7                        | 14.2                          | 46.7   | 5.9                           | 104.2                        | 13.2                          |
| June             | 304.7                        | 31.9                          | 131.9                        | 13.8                          | 80.1   | 8.4                           | 92.7                         | 9.7                           |
| July             | 346.2                        | 38.1                          | 146.8                        | 16.1                          | 93.8   | 10.3                          | 105.6                        | 11.6                          |

# Non-scheduled Services by UK Airlines

Table 9.2

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

|                  | Seat-km<br>available<br>(000 000) | Seat-km<br>used<br>(000 000) | As<br>percentage<br>of available | Passengers<br>carried<br>(000) | Stage<br>flights<br>(number) | Aircraft<br>-km<br>(000) | Stage<br>flights<br>average<br>distance<br>(km) | Average<br>distance<br>per<br>passenger<br>(km) |
|------------------|-----------------------------------|------------------------------|----------------------------------|--------------------------------|------------------------------|--------------------------|---|---|
| 1966             | 239.5                             | 202.7                        | 84.6                             | 177.5                          | 2 475                        | 2 548                    | 1 029   | 1 142   |
| 1967             | 289.5                             | 237.5                        | 82.0                             | 195.9                          | 2 727                        | 3 003                    | 1 101   | 1 212   |
| 1968             | 366.2                             | 307.1                        | 83.9                             | 227.3                          | 2 883                        | 3 682                    | 1 277   | 1 351   |
| 1969             | 513.9                             | 427.8                        | 83.2                             | 309.8                          | 3 865                        | 5 028                    | 1 301   | 1 381   |
| 1970             | 696.1                             | 565.2                        | 81.2                             | 408.5                          | 4 629                        | 6 203                    | 1 340   | 1 384   |
| 1971             | 964.3                             | 809.5                        | 84.0                             | 555.4                          | 5 927                        | 8 470                    | 1 429   | 1 458   |
| 1972             | 1 147.8                           | 964.5                        | 84.0                             | 646.4                          | 6 649                        | 9 615                    | 1 446   | 1 492   |
| 1973             | 1 297.3                           | 1 041.1                      | 80.3                             | 700.2                          | 6 920                        | 9 939                    | 1 436   | 1 487   |
| 1974             | 991.5                             | 794.9                        | 80.1                             | 519.5                          | 5 124                        | 7 493                    | 1 462   | 1 530   |
| 1975             | 981.0                             | 844.3                        | 86.1                             | 558.3                          | 5 158                        | 7 587                    | 1 471   | 1 512   |
| 1974 1st quarter | 787.6                             | 600.0                        | 76.2                             | 380.7                          | 4 023                        | 6 007                    | 1 493   | 1 576   |
| 2nd quarter      | 1 168.2                           | 874.9                        | 74.9                             | 579.6                          | 6 025                        | 8 606                    | 1 428   | 1 509   |
| 3rd quarter      | 1 346.4                           | 1 152.9                      | 85.6                             | 764.0                          | 6 996                        | 10 161                   | 1 453   | 1 509   |
| 4th quarter      | 663.8                             | 551.7                        | 83.0                             | 353.8                          | 3 450                        | 5 199                    | 1 507   | 1 559   |
| 1975 1st quarter | 559.8                             | 486.7                        | 86.9                             | 328.8                          | 3 048                        | 4 376                    | 1 436   | 1 480   |
| 2nd quarter      | 1 088.5                           | 908.8                        | 83.5                             | 622.4                          | 5 809                        | 8 367                    | 1 440   | 1 460   |
| 3rd quarter      | 1 466.5                           | 1 325.2                      | 90.4                             | 868.0                          | 7 649                        | 11 281                   | 1 475   | 1 527   |
| 4th quarter      | 809.2                             | 656.4                        | 81.1                             | 414.1                          | 4 125                        | 6 323                    | 1 533   | 1 585   |
| 1976 1st quarter | 615.9                             | 520.6                        | 84.5                             | 338.5                          | 3 234                        | 4 806                    | 1 486   | 1 538   |
| 2nd quarter      | 1 262.3                           | 998.5                        | 79.1                             | 639.9                          | 6 276                        | 9 496                    | 1 513   | 1 560   |
| 1975 January     | 475.3                             | 390.0                        | 82.0                             | 259.4                          | 2 539                        | 3 742                    | 1 474   | 1 504   |
| February         | 469.9                             | 423.1                        | 90.1                             | 285.8                          | 2 616                        | 3 711                    | 1 419   | 1 480   |
| March            | 734.2                             | 647.0                        | 88.1                             | 441.4                          | 3 990                        | 5 676                    | 1 423   | 1 466   |
| April            | 807.9                             | 675.7                        | 83.6                             | 453.6                          | 4 362                        | 6 216                    | 1 425   | 1 489   |
| May              | 1 148.1                           | 935.0                        | 81.4                             | 636.3                          | 6 113                        | 8 766                    | 1 434   | 1 469   |
| June             | 1 309.6                           | 1 115.8                      | 85.2                             | 777.2                          | 6 952                        | 10 118                   | 1 455   | 1 436   |
| July             | 1 441.8                           | 1 277.4                      | 88.6                             | 837.9                          | 7 504                        | 11 057                   | 1 474   | 1 525   |
| 1976 January     | 602.4                             | 479.4                        | 79.6                             | 314.1                          | 3 199                        | 4 753                    | 1 486   | 1 527   |
| February         | 573.9                             | 496.0                        | 86.4                             | 325.2                          | 3 024                        | 4 449                    | 1 471   | 1 525   |
| March            | 671.5                             | 586.5                        | 87.3                             | 376.2                          | 3 479                        | 5 216                    | 1 499   | 1 559   |
| April            | 1 011.4                           | 852.8                        | 84.3                             | 560.4                          | 5 158                        | 7 604                    | 1 474   | 1 522   |
| May              | 1 269.3                           | 946.0                        | 74.5                             | 610.5                          | 6 351                        | 9 533                    | 1 501   | 1 549   |
| June             | 1 506.3                           | 1 196.7                      | 79.4                             | 748.9                          | 7 319                        | 11 352                   | 1 551   | 1 598   |
| July             | 1 678.2                           | 1 378.0                      | 82.1                             | 869.3                          | 8 351                        | 12 781                   | 1 530   | 1 585   |

# 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<br>available<br>(000 000) | Seat-km<br>used<br>(000 000) | As<br>percentage<br>of available | Passengers<br>carried<br>(000) | Stage<br>flights<br>(number) | Aircraft<br>-km<br>(000) | Stage<br>flights<br>average<br>distance<br>(km) | Average<br>distance<br>per<br>passenger<br>(km) |
|------------------|-----------------------------------|------------------------------|----------------------------------|--------------------------------|------------------------------|--------------------------|---|---|
| 1966             | 128.9                             | 97.0                         | 75.3                             | 29.4                           | 693                          | 1 112                    | 1 605   | 3 299   |
| 1967             | 124.7                             | 91.4                         | 73.3                             | 30.1                           | 668                          | 1 092                    | 1 635   | 3 037   |
| 1968             | 154.7                             | 122.9                        | 79.4                             | 37.3                           | 952                          | 1 173                    | 1 232   | 3 295   |
| 1969             | 228.8                             | 186.9                        | 81.7                             | 55.3                           | 1 060                        | 1 576                    | 1 486   | 3 380   |
| 1970             | 411.2                             | 327.0                        | 79.5                             | 78.3                           | 1 416                        | 2 630                    | 1 857   | 4 176   |
| 1971             | 531.5                             | 435.1                        | 81.9                             | 106.9                          | 1 706                        | 3 339                    | 1 957   | 4 068   |
| 1972             | 549.8                             | 458.1                        | 83.3                             | 106.5                          | 1 806                        | 3 426                    | 1 897   | 4 301   |
| 1973             | 506.5                             | 408.1                        | 80.6                             | 102.6                          | 1 651                        | 2 828                    | 1 713   | 3 978   |
| 1974             | 436.1                             | 352.7                        | 80.9                             | 104.8                          | 1 523                        | 2 483                    | 1 630   | 3 366   |
| 1975             | 466.4                             | 370.4                        | 79.4                             | 112.4                          | 1 574                        | 2 606                    | 1 656   | 3 295   |
|                  |                                   |                              |                                  |                                |                              |                          |   |   |
| 1974 1st quarter | 192.5                             | 149.5                        | 77.7                             | 43.7                           | 959                          | 1 220                    | 1 272   | 3 421   |
| 2nd quarter      | 435.5                             | 334.2                        | 76.7                             | 102.5                          | 1 537                        | 2 434                    | 1 584   | 3 260   |
| 3rd quarter      | 840.4                             | 710.5                        | 84.5                             | 211.0                          | 2 540                        | 4 751                    | 1 883   | 3 391   |
| 4th quarter      | 276.0                             | 216.6                        | 78.5                             | 61.8                           | 1 055                        | 1 525                    | 1 446   | 3 505   |
|                  |                                   |                              |                                  |                                |                              |                          |   |   |
| 1975 1st quarter | 241.7                             | 198.8                        | 82.3                             | 59.4                           | 1 026                        | 1 442                    | 1 406   | 3 347   |
| 2nd quarter      | 446.9                             | 355.6                        | 76.2                             | 108.6                          | 1 558                        | 2 505                    | 1 608   | 3 274   |
| 3rd quarter      | 853.3                             | 679.0                        | 79.6                             | 212.6                          | 2 550                        | 4 606                    | 1 806   | 3 194   |
| 4th quarter      | 323.6                             | 248.0                        | 76.6                             | 69.0                           | 1 163                        | 1 869                    | 1 607   | 3 594   |
|                  |                                   |                              |                                  |                                |                              |                          |   |   |
| 1976 1st quarter | 217.8                             | 174.9                        | 80.3                             | 54.0                           | 1 007                        | 1 397                    | 1 387   | 3 239   |
| 2nd quarter      | 564.6                             | 425.0                        | 75.3                             | 126.7                          | 1 790                        | 3 013                    | 1 683   | 3 354   |
|                  |                                   |                              |                                  |                                |                              |                          |   |   |
| 1975 January     | 275.2                             | 227.9                        | 82.8                             | 64.0                           | 1 062                        | 1 653                    | 1 556   | 3 561   |
| February         | 140.1                             | 113.0                        | 80.7                             | 31.5                           | 718                          | 840                      | 1 170   | 3 587   |
| March            | 309.9                             | 255.5                        | 82.5                             | 82.8                           | 1 297                        | 1 832                    | 1 413   | 3 086   |
|                  |                                   |                              |                                  |                                |                              |                          |   |   |
| April            | 289.1                             | 225.0                        | 77.8                             | 77.7                           | 1 237                        | 1 686                    | 1 363   | 2 896   |
| May              | 415.0                             | 292.0                        | 70.4                             | 98.4                           | 1 532                        | 2 252                    | 1 470   | 2 968   |
| June             | 696.7                             | 549.8                        | 78.9                             | 149.8                          | 1 906                        | 3 577                    | 1 877   | 3 670   |
| July             | 894.2                             | 720.9                        | 80.6                             | 230.3                          | 2 764                        | 4 873                    | 1 763   | 3 130   |
|                  |                                   |                              |                                  |                                |                              |                          |   |   |
| 1976 January     | 291.8                             | 234.2                        | 80.3                             | 67.4                           | 1 146                        | 1 828                    | 1 595   | 3 475   |
| February         | 147.3                             | 115.5                        | 78.4                             | 38.2                           | 807                          | 992                      | 1 229   | 3 024   |
| March            | 214.2                             | 174.9                        | 81.7                             | 56.5                           | 1 067                        | 1 371                    | 1 285   | 3 096   |
|                  |                                   |                              |                                  |                                |                              |                          |   |   |
| April            | 412.9                             | 319.3                        | 77.3                             | 105.4                          | 1 551                        | 2 355                    | 1 513   | 3 029   |
| May              | 474.3                             | 367.9                        | 77.6                             | 109.3                          | 1 693                        | 2 510                    | 1 483   | 3 366   |
| June             | 806.5                             | 587.7                        | 72.9                             | 165.4                          | 2 127                        | 4 174                    | 1 962   | 3 553   |
| July             | 950.1                             | 779.6                        | 82.1                             | 235.7                          | 2 637                        | 5 136                    | 1 948   | 3 308   |

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

Table 10

Analysis by Countries of Landing and of Embarkation  
Monthly Averages

| European continent and<br>Mediterranean Sea area(b) |  | Total<br>(000) | Belgium<br>(000)                         | Denmark<br>(000)                                  | France<br>(000) | Germany<br>(000)        | Greece<br>(000)  | Italy<br>(000) | Middle East<br>countries<br>(000) | Netherlands<br>(000)                 | Norway<br>(000)         | Portugal<br>(000) | Soviet Union<br>and     |  | Spain<br>(000) | Sweden<br>(000) | Switzerland<br>(000) | Yugoslavia<br>(000) | Others<br>(000) |
|---|--|----------------|--|---|-----------------|-------------------------|--|----------------|-----------------------------------|--------------------------------------|-------------------------|-------------------|-------------------------|--|----------------|-----------------|----------------------|---------------------|-----------------|
|   |  |                |  |   |                 |                         |  |                |                                   |                                      |                         |                   | Eastern Europe<br>(000) |  |                |                 |                      |                     |                 |
| 1968  |  | 914            | 61                                       | 24  | 157             | 98                      | 14   | 79             | 28                                | 86                                   | 12                      | 14                | 13                      |  | 188            | 12              | 65                   | 8                   | 54              |
| 1969  |  | 1 089          | 61                                       | 28  | 180             | 117                     | 19   | 94             | 31                                | 97                                   | 14                      | 18                | 16                      |  | 255            | 13              | 73                   | 11                  | 61              |
| 1970  |  | 1 275          | 68                                       | 32  | 197             | 156                     | 24   | 119            | 36                                | 109                                  | 16                      | 25                | 21                      |  | 289            | 15              | 88                   | 16                  | 63              |
| 1971  |  | 1 498          | 69                                       | 35  | 208             | 169                     | 40   | 139            | 44                                | 120                                  | 17                      | 33                | 23                      |  | 394            | 16              | 92                   | 24                  | 73              |
| 1972  |  | 1 702          | 69                                       | 37  | 234             | 203                     | 52   | 158            | 49                                | 126                                  | 20                      | 40                | 29                      |  | 458            | 20              | 94                   | 24                  | 88              |
| 1973  |  | 1 872          | 78                                       | 40  | 244             | 210                     | 62   | 169            | 65                                | 145                                  | 23                      | 48                | 36                      |  | 498            | 23              | 98                   | 33                  | 100             |
| 1974  |  | 1 648          | 72                                       | 40  | 223             | 187                     | 45   | 148            | 67                                | 135                                  | 23                      | 36                | 36                      |  | 403            | 23              | 86                   | 27                  | 96              |
| 1975  |  | 1 751          | 66                                       | 41  | 228             | 190                     | 58   | 155            | 83                                | 136                                  | 29                      | 26                | 42                      |  | 442            | 28              | 91                   | 34                  | 103             |
| 1974 3rd quarter                                    |  | 2 237          | 84                                       | 50  | 277             | 212                     | 67   | 232            | 93                                | 152                                  | 31                      | 46                | 53                      |  | 615            | 32              | 105                  | 54                  | 131             |
| 4th quarter   |  | 1 361          | 68                                       | 34  | 196             | 157                     | 24   | 103            | 67                                | 129                                  | 20                      | 26                | 27                      |  | 320            | 21              | 70                   | 16                  | 84              |
| 1975 1st quarter                                    |  | 1 244          | 57                                       | 32  | 192             | 179                     | 20   | 99             | 66                                | 111                                  | 20                      | 22                | 30                      |  | 241            | 20              | 81                   | 7                   | 68              |
| 2nd quarter   |  | 1 854          | 70                                       | 41  | 245             | 190                     | 61   | 159            | 76                                | 148                                  | 30                      | 25                | 40                      |  | 499            | 32              | 95                   | 42                  | 102             |
| 3rd quarter   |  | 2 444          | 72                                       | 51  | 275             | 226                     | 107  | 246            | 111                               | 152                                  | 39                      | 38                | 67                      |  | 696            | 36              | 112                  | 67                  | 147             |
| 4th quarter   |  | 1 461          | 63                                       | 39  | 201             | 164                     | 43   | 116            | 80                                | 134                                  | 28                      | 18                | 31                      |  | 330            | 24              | 77                   | 20                  | 92              |
| May—July  |  | 2 142          | 72                                       | 46  | 264             | 206                     | 81   | 193            | 89                                | 148                                  | 37                      | 30                | 51                      |  | 604            | 36              | 103                  | 57                  | 124             |
| 1976 1st quarter                                    |  | 1 238          | 57                                       | 35  | 193             | 173                     | 23   | 98             | 75                                | 118                                  | 28                      | 16                | 28                      |  | 212            | 21              | 80                   | 9                   | 72              |
| 2nd quarter   |  | 1 978          | 76                                       | 46  | 258             | 216                     | 86   | 175            | 99                                | 164                                  | 43                      | 25                | 43                      |  | 443            | 38              | 103                  | 44                  | 119             |
| May—July  |  | 2 220          | 78                                       | 52  | 274             | 226                     | 106  | 206            | 116                               | 163                                  | 53                      | 26                | 52                      |  | 523            | 44              | 107                  | 59                  | 134             |
| Rest of World                                       |  | Total<br>(000) | Australia<br>and New<br>Zealand<br>(000) | British<br>West Indies<br>and<br>Bermuda<br>(000) | Canada<br>(000) | East Africa(c)<br>(000) | India,<br>Pakistan,<br>Bangladesh<br>and<br>Sri Lanka<br>(000) | Japan<br>(000) | South<br>Africa<br>(000)          | United States<br>of America<br>(000) | West Africa(c)<br>(000) | Others<br>(000)   |                         |  |                |                 |                      |                     |                 |
| 1968  |  | 270.8          | 5.8                                      | 11.1  | 53.4            | 9.5                     | 12.7   | 1.6            | 7.7                               | 136.6                                | 5.5                     | 26.9              |                         |  |                |                 |                      |                     |                 |
| 1969  |  | 327.9          | 7.7                                      | 12.8  | 66.3            | 10.8                    | 13.4   | 2.7            | 9.2                               | 168.3                                | 6.2                     | 30.6              |                         |  |                |                 |                      |                     |                 |
| 1970  |  | 392.9          | 9.5                                      | 13.3  | 75.4            | 11.4                    | 13.5   | 3.7            | 11.9                              | 209.3                                | 7.2                     | 37.8              |                         |  |                |                 |                      |                     |                 |
| 1971  |  | 433.8          | 9.0                                      | 14.4  | 77.7            | 12.5                    | 11.8   | 5.9            | 12.5                              | 234.5                                | 7.6                     | 47.8              |                         |  |                |                 |                      |                     |                 |
| 1972  |  | 512.6          | 12.1                                     | 18.3  | 91.9            | 15.3                    | 14.1   | 6.6            | 13.6                              | 267.0                                | 7.8                     | 65.8              |                         |  |                |                 |                      |                     |                 |
| 1973  |  | 560.3          | —  | 20.5  | 107.4           | 12.8                    | 23.1   | 9.5            | 15.1                              | 276.7                                | 9.8                     | 68.2              |                         |  |                |                 |                      |                     |                 |
| 1974  |  | 551.1          | 21.4                                     | 21.5  | 108.6           | 11.5                    | 23.2   | 10.5           | 19.3                              | 243.8                                | 11.3                    | 80.0              |                         |  |                |                 |                      |                     |                 |
| 1975  |  | 600.8          | 27.3                                     | 23.0  | 117.2           | 12.5                    | 28.9   | 15.1           | 24.1                              | 244.9                                | 13.1                    | 94.6              |                         |  |                |                 |                      |                     |                 |
| 1974 3rd quarter                                    |  | 794.3          | 24.5                                     | 28.4  | 200.5           | 15.0                    | 24.8   | 12.2           | 21.8                              | 355.7                                | 17.0                    | 94.5              |                         |  |                |                 |                      |                     |                 |
| 4th quarter   |  | 488.9          | 23.2                                     | 20.7  | 76.9            | 10.4                    | 28.5   | 11.5           | 20.9                              | 203.4                                | 10.5                    | 82.9              |                         |  |                |                 |                      |                     |                 |
| 1975 1st quarter                                    |  | 425.0          | 21.0                                     | 19.4  | 56.1            | 11.7                    | 27.7   | 14.4           | 21.4                              | 158.9                                | 10.0                    | 84.4              |                         |  |                |                 |                      |                     |                 |
| 2nd quarter   |  | 586.1          | 23.2                                     | 20.9  | 127.0           | 9.8                     | 25.4   | 11.6           | 21.2                              | 257.3                                | 10.4                    | 79.3              |                         |  |                |                 |                      |                     |                 |
| 3rd quarter   |  | 843.5          | 35.5                                     | 28.0  | 203.8           | 16.7                    | 29.7   | 19.4           | 27.6                              | 348.6                                | 18.8                    | 115.3             |                         |  |                |                 |                      |                     |                 |
| 4th quarter   |  | 548.4          | 29.7                                     | 23.6  | 23.0            | 12.0                    | 32.8   | 14.7           | 26.2                              | 215.0                                | 13.1                    | 99.4              |                         |  |                |                 |                      |                     |                 |
| May—July  |  | 710.9          | 24.5                                     | 23.6  | 173.5           | 12.4                    | 26.8   | 12.2           | 22.8                              | 312.7                                | 13.2                    | 89.1              |                         |  |                |                 |                      |                     |                 |
| 1976 1st quarter                                    |  | 470.8          | 27.7                                     | 20.1  | 55.8            | 12.7                    | 30.6   | 15.3           | 27.5                              | 168.3                                | 12.4                    | 100.3             |                         |  |                |                 |                      |                     |                 |
| 2nd quarter   |  | 679.5          | 29.9                                     | 24.4  | 122.6           | 11.2                    | 27.8   | 11.3           | 24.9                              | 314.4                                | 14.2                    | 98.8              |                         |  |                |                 |                      |                     |                 |
| May—July  |  | 819.0          | 31.9                                     | 27.0  | 171.7           | 13.2                    | 29.8   | 12.1           | 27.1                              | 379.6                                | 17.4                    | 108.1             |                         |  |                |                 |                      |                     |                 |

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 July 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                         | 11 700  | 9 073                | —              | 711                       | —             | 225               | 32                                       | —         | 1 597   | —        | 62       |
| +Heathrow                        | 26 060  | 24 141               | —              | 92                        | —             | 100               | 319                                      | —         | 1 290   | 16       | 102      |
| +Luton                           | 7 084   | 2 315                | 220            | 316                       | 41            | 46                | 16                                       | 2 432     | 1 636   | —        | 62       |
| +Southend                        | 6 773   | 1 174                | 88             | —                         | —             | 341               | —  | 3 182     | 1 967   | 21       | —        |
| +Stansted                        | 2 969   | 345                  | —              | 58                        | —             | 1 401             | 12                                       | 175       | 868     | 91       | 19       |
| Total (London Area)              | 54 586  | 37 048               | 308            | 1 177                     | 41            | 2 113             | 379                                      | 5 789     | 7 358   | 128      | 245      |
| Westland Heliport (Battersea)    | 1 160   | 356                  |                | 330                       | —             | —                 | —  | —         | 280     | —        | 194      |
| Other UK Airports                |         |                      |                |                           |               |                   |  |           |         |          |          |
| +Leeds/Bradford                  | 5 466   | 1 026                | 2              | 34                        | 60            | 191               | 50                                       | 2 820     | 1 245   | 8        | 30       |
| +Liverpool                       | 6 529   | 1 090                | —              | 179                       | 44            | 59                | 17                                       | 3 970     | 1 065   | 19       | 86       |
| +Manchester                      | 7 956   | 4 955                | 163            | 343                       | 11            | 39                | 202                                      | 1 120     | 1 089   | 4        | 30       |
| +Birmingham                      | 6 702   | 2 358                | —              | 83                        | 6             | 164               | 33                                       | 2 756     | 1 240   | —        | 62       |
| +Coventry                        | 6 176   | 16                   | —              | 8                         | 363           | 683               | 44                                       | 3 464     | 1 594   | —        | 4        |
| +East Midlands                   | 5 730   | 1 280                | 10             | 162                       | 28            | 455               | 54                                       | 2 512     | 1 104   | 4        | 121      |
| +Newcastle                       | 3 799   | 1 370                | 25             | 40                        | 517           | 41                | 10                                       | 1 283     | 380     | —        | 133      |
| +Tees-side                       | 4 362   | 580                  | 635            | 26                        | —             | 107               | —  | 2 413     | 498     | 10       | 93       |
| +Bristol                         | 3 109   | 740                  | —              | 4                         | —             | 14                | 8  | 1 526     | 807     | —        | 10       |
| +Glamorgan                       | 4 977   | 600                  | —              | 44                        | 1             | 252               | —  | 3 718     | 349     | —        | 13       |
| Swansea                          | 1 148   | 80                   | 12             | 49                        | 29            | 12                | —  | 750       | 198     | —        | 18       |
| +Blackpool                       | 8 952   | 610                  | 658            | 25                        | 7             | 490               | 2  | 5 893     | 1 231   | —        | 36       |
| +Bournemouth                     | 5 745   | 614                  | 140            | 132                       | —             | 859               | —  | 1 669     | 2 199   | 4        | 128      |
| +Cambridge                       | 6 104   | 86                   | —              | 48                        | 14            | 804               | —  | 3 436     | 555     | —        | 1 161    |
| +Exeter                          | 3 360   | 405                  | —              | 27                        | 309           | 44                | —  | 1 401     | 764     | —        | 410      |
| Gloucester/Cheltenham            | 4 321   | 70                   | 62             | —                         | 12            | 1 242             | —  | 2 076     | 821     | —        | 38       |
| Hawarden                         | 1 622   | —                    | —              | —                         | —             | 24                | —  | 1 374     | 218     | —        | 6        |
| Isles of Scilly                  | 872     | 674                  | —              | 2                         | 105           | 1                 | —  | —         | 78      | —        | 12       |
| +Lydd                            | 3 738   | 451                  | —              | —                         | —             | 4                 | 4  | 1 220     | 1 869   | —        | 190      |
| +Manston                         | 507     | 47                   | —              | —                         | 42            | 280               | —  | —         | 138     | —        | —        |
| +Norwich                         | 1 464   | 592                  | —              | 51                        | 156           | 57                | 303                                      | —         | 297     | 2        | 6        |
| Penzance Heliport                | 599     | 496                  | —              | —                         | —             | 6                 | —  | —         | 95      | —        | 2        |
| +Southampton                     | 5 316   | 1 271                | —              | 58                        | 34            | 3 020             | 3  | 249       | 659     | —        | 22       |
| +Edinburgh                       | 7 408   | 2 003                | —              | 17                        | —             | 174               | 58                                       | 3 974     | 807     | 5        | 370      |
| +Glasgow                         | 6 754   | 3 902                | —              | 156                       | —             | 35                | 41                                       | 1 687     | 891     | —        | 33       |
| +Prestwick                       | 3 588   | 1 304                | —              | 57                        | 4             | 900               | 34                                       | 636       | 265     | —        | 388      |
| +Aberdeen                        | 7 505   | 4 033                | —              | 474                       | —             | 612               | 15                                       | 1 764     | 585     | 4        | 18       |
| Benbecula                        | 321     | 220                  | —              | —                         | 44            | —                 | —  | —         | 4       | —        | 53       |
| Inverness                        | 1 937   | 651                  | —              | —                         | 393           | 200               | —  | 626       | 57      | —        | 10       |
| Islay                            | 126     | 90                   | —              | 5                         | 11            | —                 | —  | —         | 18      | 2        | —        |
| +Kirkwall                        | 1 468   | 855                  | —              | 48                        | 49            | 6                 | 9  | 358       | 141     | —        | 2        |
| Stornoway                        | 667     | 290                  | —              | 13                        | 18            | 33                | 4  | 8         | 21      | 3        | 277      |
| +Sumburgh                        | 2 132   | 1 216                | —              | 100                       | 533           | 182               | —  | 71        | 4       | —        | 26       |
| Tiree                            | 76      | 62                   | —              | —                         | 2             | —                 | —  | 2         | 8       | —        | 2        |
| Wick                             | 540     | 397                  | —              | 13                        | 4             | —                 | —  | 108       | 10      | —        | 8        |
| +Belfast                         | 7 614   | 2 256                | —              | 115                       | 38            | —                 | —  | 2 119     | 350     | —        | 2 736    |
| +Isle of Man                     | 3 116   | 1 471                | 30             | 187                       | 167           | 458               | —  | 676       | 113     | 6        | 8        |
| Total (Incl. London Area)        | 197 543 | 75 565               | 2 045          | 4 007                     | 3 042         | 13 561            | 1 270                                    | 61 468    | 29 405  | 199      | 6 981    |
| Channel Islands Airports         |         |                      |                |                           |               |                   |  |           |         |          |          |
| Alderney                         | 1 016   | 1 016                | ..             | ..                        | ..            | ..                | ..                                       | ..        | ..      | ..       | ..       |
| Guernsey                         | 3 387   | 3 387                | ..             | ..                        | ..            | ..                | ..                                       | ..        | ..      | ..       | ..       |
| Jersey                           | 6 052   | 6 052                | ..             | ..                        | ..            | ..                | ..                                       | ..        | ..      | ...      | ..       |
| Total (Channel Islands Airports) | 10 455  | 10 455               | ..             | ..                        | ..            | ..                | ..                                       | ..        | ..      | ..       | ..       |

# Air Transport Movements by Type and Nationality of Operator July 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                        | 9 073  | 53                 | 3 216  | 456                | 784             | 3 619  | 945                |
| + Heathrow                       | 24 141 | 10 844             | 520    | 11 789             | 500             | 13     | 475                |
| + Luton                          | 2 315  | —                  | 83     | —                  | —               | 2 033  | 199                |
| + Southend                       | 1 174  | —                  | 866    | —                  | —               | 295    | 13                 |
| + Stansted                       | 345    | —                  | 10     | 1                  | —               | 90     | 244                |
| TOTAL (London Area)              | 37 048 | 10 897             | 4 695  | 12 246             | 1 284           | 6 050  | 1 876              |
| Westland Heliport (Battersea)    | 356    | —                  | —      | —                  | 24              | 332    | —                  |
| Other UK Airports                |        |                    |        |                    |                 |        |                    |
| + Leeds/Bradford                 | 1 026  | 427                | 473    | 36                 | —               | 86     | 4                  |
| + Liverpool                      | 1 090  | 592                | —      | 88                 | 7               | 354    | 49                 |
| + Manchester                     | 4 955  | 1 748              | 328    | 960                | 205             | 1 445  | 269                |
| + Birmingham                     | 2 358  | 765                | 643    | 189                | —               | 660    | 101                |
| + Coventry                       | 16     | —                  | 8      | —                  | —               | 8      | —                  |
| + East Midlands                  | 1 280  | —                  | 803    | —                  | 1               | 426    | 50                 |
| + Newcastle                      | 1 370  | 366                | 727    | —                  | 4               | 243    | 30                 |
| + Tees-side                      | 580    | —                  | 507    | —                  | —               | 48     | 25                 |
| Bristol                          | 740    | 321                | 121    | 62                 | 18              | 144    | 74                 |
| Glamorgan                        | 600    | 260                | 194    | 8                  | 21              | 51     | 66                 |
| Swansea                          | 80     | —                  | —      | —                  | —               | 74     | 6                  |
| + Blackpool                      | 610    | —                  | 551    | —                  | —               | 57     | 2                  |
| + Bournemouth                    | 614    | —                  | 492    | —                  | 1               | 117    | 4                  |
| + Cambridge                      | 86     | —                  | 35     | —                  | —               | 45     | 6                  |
| Exeter                           | 405    | —                  | 380    | —                  | —               | 4      | 21                 |
| Gloucester/Cheltenham            | 70     | —                  | 30     | —                  | —               | 40     | —                  |
| Hawarden                         | —      | —                  | —      | —                  | —               | —      | —                  |
| Isles of Scilly                  | 674    | 496                | 176    | —                  | —               | 2      | —                  |
| + Lydd                           | 451    | —                  | 246    | 191                | —               | 14     | —                  |
| Manston                          | 47     | —                  | —      | —                  | —               | 40     | 7                  |
| Norwich                          | 592    | —                  | 491    | —                  | —               | 84     | 17                 |
| Penzance Heliport                | 496    | 496                | —      | —                  | —               | —      | —                  |
| + Southampton                    | 1 271  | 194                | 1 006  | —                  | —               | 51     | 20                 |
| + Edinburgh                      | 2 003  | 1 022              | 754    | 71                 | 1               | 85     | 70                 |
| + Glasgow                        | 3 902  | 1 791              | 839    | 433                | 66              | 586    | 187                |
| + Prestwick                      | 1 304  | 630                | 45     | 298                | 12              | 141    | 178                |
| + Aberdeen                       | 4 033  | 850                | 459    | —                  | 421             | 2 168  | 135                |
| Benbecula                        | 220    | 54                 | 166    | —                  | —               | —      | —                  |
| Inverness                        | 651    | 334                | 190    | —                  | 39              | 78     | 10                 |
| Islay                            | 90     | 54                 | —      | —                  | —               | 36     | —                  |
| + Kirkwall                       | 855    | 213                | 164    | 4                  | 30              | 444    | —                  |
| Stornoway                        | 290    | 108                | 149    | —                  | —               | 33     | —                  |
| + Sumburgh                       | 1 216  | 243                | 39     | —                  | 370             | 564    | —                  |
| Tiree                            | 62     | —                  | 56     | —                  | —               | 6      | —                  |
| Wick                             | 397    | 100                | 266    | —                  | —               | 21     | 10                 |
| + Belfast                        | 2 256  | 1 433              | 521    | 44                 | —               | 143    | 115                |
| + Isle of Man                    | 1 471  | 597                | 870    | —                  | —               | —      | 4                  |
| TOTAL (Incl. London Area)        | 75 565 | 23 991             | 16 424 | 14 630             | 2 504           | 14 680 | 3 336              |
| Channel Islands Airports         |        |                    |        |                    |                 |        |                    |
| Alderney                         | 1 016  | —                  | 946    | —                  | —               | 70     | —                  |
| Guernsey                         | 3 387  | 380                | 2 603  | 104                | —               | 284    | 16                 |
| Jersey                           | 6 052  | 1 173              | 4 124  | 105                | —               | 403    | 247                |
| TOTAL (Channel Islands Airports) | 10 455 | 1 553              | 7 673  | 209                | —               | 757    | 263                |

# Air Transport Movements

Table 13

## Comparison with a Year Earlier

### Monthly Averages

|                                  | May 1976<br>—July 1976 | May 1975<br>—July 1975 | Percentage<br>Change |
|----------------------------------|------------------------|------------------------|----------------------|
| <b>London Area Airports</b>      |                        |                        |                      |
| + Gatwick                        | 8 003                  | 7 304                  | 9.6                  |
| + Heathrow                       | 22 905                 | 22 651                 | 1.1                  |
| + Luton                          | 2 052                  | 2 005                  | 2.3                  |
| + Southend                       | 1 161                  | 1 132                  | 2.6                  |
| + Stansted                       | 333                    | 373                    | -10.7                |
| TOTAL (London Area)              | 34 455                 | 33 466                 | 3.0                  |
| Westland Heliport (Battersea)    | 295                    | 328                    | -10.1                |
| <b>Other UK Airports</b>         |                        |                        |                      |
| + Leeds/Bradford                 | 971                    | 942                    | 3.1                  |
| + Liverpool                      | 1 047                  | 1 010                  | 3.7                  |
| + Manchester                     | 4 611                  | 4 558                  | 1.2                  |
| + Birmingham                     | 2 159                  | 1 979                  | 9.1                  |
| + Coventry                       | 8                      | 12                     | -33.3                |
| + East Midlands                  | 1 218                  | 1 169                  | 4.2                  |
| + Newcastle                      | 1 292                  | 1 147                  | 12.6                 |
| + Tees-side                      | 555                    | 455                    | 22.0                 |
| + Bristol                        | 707                    | 779                    | -9.2                 |
| + Glamorgan                      | 566                    | 602                    | -6.0                 |
| Swansea                          | 76                     | 65                     | 16.9                 |
| + Blackpool                      | 531                    | 542                    | -2.0                 |
| + Bournemouth                    | 651                    | 659                    | -1.2                 |
| + Cambridge                      | 65                     | 54                     | 20.4                 |
| + Exeter                         | 348                    | 363                    | -4.1                 |
| Gloucester/Cheltenham            | 69                     | 55                     | 25.5                 |
| Hawarden                         | —                      | —                      | —                    |
| Isles of Scilly                  | 574                    | 590                    | -2.7                 |
| + Lydd                           | 398                    | 353                    | 12.7                 |
| + Manston                        | 98                     | 104                    | -5.8                 |
| + Norwich                        | 575                    | 609                    | -5.6                 |
| Penzance Heliport                | 428                    | 417                    | 2.6                  |
| + Southampton                    | 1 136                  | 1 224                  | -7.2                 |
| + Edinburgh                      | 1 894                  | 1 677                  | 12.9                 |
| + Glasgow                        | 3 545                  | 3 558                  | -0.4                 |
| + Prestwick                      | 1 090                  | 965                    | 13.0                 |
| + Aberdeen                       | 3 845                  | 2 624                  | 46.5                 |
| Benbecula                        | 230                    | 153                    | 50.3                 |
| Inverness                        | 630                    | 538                    | 17.1                 |
| Islay                            | 81                     | 89                     | -9.0                 |
| + Kirkwall                       | 829                    | 636                    | 30.3                 |
| Stornoway                        | 292                    | 170                    | 71.8                 |
| + Sumburgh                       | 1 286                  | 1 083                  | 18.7                 |
| Tiree                            | 58                     | 61                     | -4.9                 |
| Wick                             | 376                    | 216                    | 74.1                 |
| + Belfast                        | 2 023                  | 2 013                  | 0.5                  |
| + Isle of Man                    | 1 229                  | 1 254                  | -2.0                 |
| TOTAL (Incl. London Area)        | 70 241                 | 66 519                 | 5.6                  |
| <b>Channel Islands Airports</b>  |                        |                        |                      |
| Alderney                         | 913                    | 944                    | -3.3                 |
| Guernsey                         | 3 131                  | 3 171                  | -1.3                 |
| Jersey                           | 5 870                  | 5 734                  | 2.4                  |
| TOTAL (Channel Islands Airports) | 9 914                  | 9 849                  | 0.7                  |

Air Transport Landings Diverted to UK Reporting Airports July 1976

Table 14

| Airport of intended landing | Total number of diversions | Date of diversions |     |   |     |     |   |            |     |     |     |     |     |     |            |            |     |    |     |             |    |    |            |    |            |    |    |    |     |     |    |    |  |  |
|-----------------------------|----------------------------|--------------------|-----|---|-----|-----|---|------------|-----|-----|-----|-----|-----|-----|------------|------------|-----|----|-----|-------------|----|----|------------|----|------------|----|----|----|-----|-----|----|----|--|--|
|                             |                            | 1                  | 2   | 3 | 4   | 5   | 6 | 7          | 8   | 9   | 10  | 11  | 12  | 13  | 14         | 15         | 16  | 17 | 18  | 19          | 20 | 21 | 22         | 23 | 24         | 25 | 26 | 27 | 28  | 29  | 30 | 31 |  |  |
| Gatwick                     | 21                         |                    |     |   |     |     |   |            |     |     | 1Ma |     |     |     |            |            |     |    | 1Lu | 10He<br>9Lu |    |    |            |    |            |    |    |    |     |     |    |    |  |  |
| Heathrow                    | 4                          |                    |     |   | 3Ga |     |   |            |     |     |     |     | 1Ga |     |            |            |     |    |     |             |    |    |            |    |            |    |    |    |     |     |    |    |  |  |
| Luton                       | 3                          |                    |     |   |     |     |   | 1He<br>1BI |     |     |     |     |     |     |            |            |     |    | 1Ga |             |    |    |            |    |            |    |    |    |     |     |    |    |  |  |
| Liverpool                   | 1                          |                    |     |   |     | 1Ma |   |            |     |     |     |     |     |     |            |            |     |    |     |             |    |    |            |    |            |    |    |    |     |     |    |    |  |  |
| Manchester                  | 1                          |                    |     |   |     |     |   |            |     |     |     |     |     |     |            |            |     |    |     |             |    |    |            |    |            |    |    |    |     | 1LI |    |    |  |  |
| Newcastle                   | 3                          |                    |     |   | 1Em |     |   |            |     | 1Ma | 1Im |     |     |     |            |            |     |    |     |             |    |    |            |    |            |    |    |    |     |     |    |    |  |  |
| Benbecula                   | 2                          |                    |     |   |     |     |   | 1Sw        |     |     |     |     |     | 1Sw |            |            |     |    |     |             |    |    |            |    |            |    |    |    |     |     |    |    |  |  |
| Kirkwall                    | 2                          |                    | 1In |   |     |     |   |            | 1WI |     |     |     |     |     |            |            |     |    |     |             |    |    |            |    |            |    |    |    |     |     |    |    |  |  |
| Sumburgh                    | 12                         | 1KI                | 8KI |   |     |     |   |            |     |     | 1KI |     |     |     | 1KI<br>1In |            |     |    |     |             |    |    |            |    |            |    |    |    |     |     |    |    |  |  |
| Wick                        | 1                          |                    |     |   |     |     |   |            |     | 1KI |     |     |     |     |            |            |     |    |     |             |    |    |            |    |            |    |    |    |     |     |    |    |  |  |
| Other UK                    | 11                         |                    |     |   |     |     |   | 1G1        |     | 1KI |     | 1BI |     |     |            | 1Ex<br>1TI | 1Bo |    |     | 3Ex         |    |    |            |    |            |    |    |    | 1Em | 1Bo |    |    |  |  |
| Overseas                    | 11                         |                    |     |   |     |     |   |            | 1LI |     |     |     |     |     | 1He        |            | 1He |    | 1No | 1He         |    |    | 1He<br>1KI |    | 2GI<br>1KI |    |    |    | 1He |     |    |    |  |  |
| All Aerodromes              | 72                         | 1                  | 9   | — | 4   | 1   | 3 | 2          | 2   | 4   | 1   | 1   | 1   | 1   | 3          | 2          | 2   | 1  | 21  | 4           | —  | —  | 2          | —  | 3          | —  | —  | 2  | 1   | 1   | —  | —  |  |  |

Aerodrome of actual landing: letter code

|    |             |    |               |    |                       |    |            |    |             |    |                |
|----|-------------|----|---------------|----|-----------------------|----|------------|----|-------------|----|----------------|
| Ab | Aberdeen    | Ca | Cambridge     | Go | Gloucester/Cheltenham | Li | Liverpool  | Pr | Prestwick   | Ti | Tiree          |
| As | Ashford     | Co | Coventry      | Ha | Hawarden              | Lu | Luton      | Sh | Southampton | Wi | Wick           |
| 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   |    |                |
| BI | Blackpool   | Ga | Gatwick       | Im | Isle of Man           | Ne | Newcastle  | Su | Sumburgh    |    |                |
| Bo | Bournemouth | Gm | Glamorgan     | Ki | Kirkwall              | No | Norwich    | Ss | Swansea     |    |                |
| Br | Bristol     | GI | Glasgow       | Lb | Leeds/Bradford        | Po | Portsmouth | Te | Tees-side   |    |                |

# Air Passengers by Type and Nationality of Operator

## July 1976

Table 15

|                                 | Total                           |                     |                    | Scheduled Services       |         |                    |         | Charter Flights          |         |                    |         |          |         |          |         |
|---------------------------------|---------------------------------|---------------------|--------------------|--------------------------|---------|--------------------|---------|--------------------------|---------|--------------------|---------|----------|---------|----------|---------|
|                                 | Terminal and Transit Passengers | Terminal Passengers | Transit Passengers | United Kingdom operators |         | Overseas operators |         | United Kingdom operators |         | Overseas operators |         | Terminal | Transit | Terminal | Transit |
|                                 |                                 |                     |                    | British Airways          | Others  | British Airways    | Others  | British Airways          | Others  | British Airways    | Others  |          |         |          |         |
|                                 |                                 |                     |                    | Terminal                 | Transit | Terminal           | Transit | Terminal                 | Transit | Terminal           | Transit |          |         |          |         |
| <b>London Area Airports</b>     |                                 |                     |                    |                          |         |                    |         |                          |         |                    |         |          |         |          |         |
| + Gatwick                       | 742 686                         | 736 765             | 5 921              | 1 957                    | 566     | 139 754            | 30      | 6 391                    | 27      | 122 227            | 129     | 338 849  | 2 405   | 127 587  | 2 764   |
| + Heathrow                      | 2 487 116                       | 2 443 105           | 44 011             | 1 121 274                | —       | 21 538             | —       | 1 182 241                | 40 286  | 59 937             | 205     | 120      | —       | 57 995   | 3 520   |
| + Luton                         | 228 042                         | 226 066             | 1 976              | —                        | —       | 3 525              | 136     | —                        | —       | —                  | —       | 207 470  | 1 811   | 15 071   | 29      |
| + Southend                      | 26 049                          | 26 049              | —                  | —                        | —       | 25 369             | —       | —                        | —       | —                  | —       | 678      | —       | 2        | —       |
| + Stansted                      | 28 471                          | 28 381              | 90                 | —                        | —       | 166                | 51      | 4                        | —       | —                  | —       | 92       | —       | 28 119   | 39      |
| TOTAL (London Area)             | 3 512 364                       | 3 460 366           | 51 998             | 1 123 231                | 566     | 190 352            | 217     | 1 188 636                | 40 313  | 182 164            | 334     | 547 209  | 4 216   | 228 774  | 6 352   |
| Westland Heliport (Battersea)   | 899                             | 899                 | —                  | —                        | —       | —                  | —       | —                        | —       | 46                 | —       | 853      | —       | —        | —       |
| <b>Other UK Airports</b>        |                                 |                     |                    |                          |         |                    |         |                          |         |                    |         |          |         |          |         |
| + Leeds/Bradford                | 35 861                          | 32 988              | 2 873              | 22 515                   | —       | 7 313              | 2 846   | 2 588                    | —       | —                  | —       | 560      | 27      | 12       | —       |
| + Liverpool                     | 39 979                          | 38 947              | 1 032              | 26 430                   | 513     | —                  | —       | 4 449                    | —       | —                  | 413     | 6 340    | 10      | 1 728    | 96      |
| + Manchester                    | 347 507                         | 334 294             | 13 213             | 109 361                  | 787     | 6 614              | 1 549   | 33 667                   | 5 265   | 23 401             | 25      | 133 766  | 3 131   | 27 485   | 2 456   |
| + Birmingham                    | 136 107                         | 130 866             | 5 241              | 40 613                   | 611     | 13 801             | 3 686   | 12 347                   | 528     | —                  | —       | 55 605   | 307     | 8 500    | 109     |
| + Coventry                      | 464                             | 392                 | 72                 | —                        | —       | 73                 | 72      | —                        | —       | —                  | —       | 319      | —       | —        | —       |
| + East Midlands                 | 58 335                          | 58 253              | 82                 | —                        | —       | 26 914             | 82      | —                        | —       | 185                | —       | 28 199   | —       | 2 955    | —       |
| + Newcastle                     | 80 355                          | 75 768              | 4 587              | 27 858                   | —       | 20 482             | 4 328   | —                        | —       | —                  | 189     | 24 596   | 70      | 2 832    | —       |
| + Tees-side                     | 24 013                          | 22 250              | 1 763              | —                        | —       | 16 739             | 1 763   | —                        | —       | —                  | —       | 3 811    | —       | 1 700    | —       |
| + Bristol                       | 32 680                          | 27 862              | 4 818              | 6 215                    | 3 532   | 2 215              | 423     | 3 280                    | 67      | 124                | 505     | 10 523   | 189     | 5 505    | 102     |
| + Glamorgan                     | 23 238                          | 21 429              | 1 809              | 8 584                    | 36      | 2 400              | 1 433   | 191                      | 129     | 1 027              | 75      | 3 523    | 136     | 5 704    | —       |
| Swansea                         | 783                             | 783                 | —                  | —                        | —       | —                  | —       | —                        | —       | —                  | —       | 774      | —       | 9        | —       |
| + Ashford                       | —                               | —                   | —                  | —                        | —       | —                  | —       | —                        | —       | —                  | —       | —        | —       | —        | —       |
| + Blackpool                     | 16 261                          | 16 256              | 5                  | —                        | —       | 16 026             | —       | —                        | —       | —                  | —       | 210      | 5       | 20       | —       |
| + Bournemouth                   | 10 468                          | 10 142              | 326                | —                        | —       | 7 170              | 325     | —                        | —       | —                  | —       | 2 643    | 1       | 329      | —       |
| + Cambridge                     | 1 353                           | 1 353               | —                  | —                        | —       | 968                | —       | —                        | —       | —                  | —       | 333      | —       | 52       | —       |
| + Exeter                        | 9 820                           | 8 448               | 1 372              | —                        | —       | 7 248              | 1 272   | —                        | —       | —                  | —       | 220      | —       | 980      | 100     |
| Gloucester/Cheltenham           | 1 045                           | 1 045               | —                  | —                        | —       | 665                | —       | —                        | —       | —                  | —       | 380      | —       | —        | —       |
| Hawarden                        | —                               | —                   | —                  | —                        | —       | —                  | —       | —                        | —       | —                  | —       | —        | —       | —        | —       |
| Isles of Scilly                 | 14 395                          | 14 395              | —                  | 13 255                   | —       | 1 138              | —       | —                        | —       | —                  | —       | 2        | —       | —        | —       |
| + Lydd                          | 7 589                           | 7 589               | —                  | —                        | —       | 7 509              | —       | —                        | —       | —                  | —       | 80       | —       | —        | —       |
| + Manston                       | 129                             | 129                 | —                  | —                        | —       | —                  | —       | —                        | —       | —                  | —       | 107      | —       | 22       | —       |
| + Norwich                       | 12 920                          | 12 920              | —                  | —                        | —       | 11 351             | —       | —                        | —       | —                  | —       | 809      | —       | 760      | —       |
| Penzance Heliport               | 13 255                          | 13 255              | —                  | 13 255                   | —       | —                  | —       | —                        | —       | —                  | —       | —        | —       | —        | —       |
| + Portsmouth                    | —                               | —                   | —                  | —                        | —       | —                  | —       | —                        | —       | —                  | —       | —        | —       | —        | —       |
| + Southampton                   | 32 813                          | 32 460              | 353                | 7 451                    | 296     | 24 826             | 35      | —                        | —       | —                  | —       | 120      | 22      | 63       | —       |
| + Edinburgh                     | 114 435                         | 111 055             | 3 380              | 72 144                   | 1 409   | 20 172             | 1 971   | 4 440                    | —       | 35                 | —       | 8 669    | —       | 5 595    | —       |
| + Glasgow                       | 230 855                         | 227 901             | 2 954              | 108 227                  | 197     | 28 336             | —       | 20 135                   | 2 588   | 4 365              | 53      | 46 123   | —       | 20 715   | 116     |
| + Prestwick                     | 103 290                         | 64 723              | 38 567             | 24 436                   | 17 224  | 1 806              | —       | 9 884                    | 10 063  | 379                | 611     | 13 983   | 4 273   | 14 235   | 6 396   |
| + Aberdeen                      | 84 153                          | 82 187              | 1 966              | 39 199                   | 1 651   | 12 232             | 137     | —                        | —       | 3 484              | —       | 22 844   | 3       | 4 428    | 175     |
| Benbecula                       | 2 073                           | 2 033               | 40                 | 1 578                    | —       | 455                | 40      | —                        | —       | —                  | —       | —        | —       | —        | —       |
| Inverness                       | 15 394                          | 14 122              | 1 272              | 11 238                   | 1 272   | 1 177              | —       | —                        | —       | 186                | —       | 356      | —       | 1 165    | —       |
| Islay                           | 1 353                           | 1 333               | 20                 | 1 261                    | 20      | —                  | —       | —                        | —       | —                  | —       | 72       | —       | —        | —       |
| + Kirkwall                      | 11 422                          | 10 329              | 1 093              | 6 903                    | 884     | 629                | —       | —                        | 52      | 698                | —       | 2 099    | 157     | —        | —       |
| Stornoway                       | 4 583                           | 4 583               | —                  | 3 992                    | —       | 491                | —       | —                        | —       | —                  | —       | 100      | —       | —        | —       |
| + Sumburgh                      | 22 165                          | 21 829              | 336                | 8 512                    | —       | 145                | —       | —                        | —       | 4 915              | 7       | 8 257    | 329     | —        | —       |
| Tiree                           | 453                             | 445                 | 8                  | —                        | —       | 432                | 7       | —                        | —       | —                  | —       | 13       | 1       | —        | —       |
| Wick                            | 4 094                           | 2 393               | 1 701              | 1 290                    | 1 694   | 1 043              | —       | —                        | —       | —                  | —       | 58       | 7       | 2        | —       |
| + Belfast                       | 134 802                         | 134 514             | 288                | 97 006                   | 14      | 18 218             | —       | 2 260                    | —       | —                  | —       | 6 271    | 260     | 10 759   | 14      |
| + Isle of Man                   | 54 883                          | 53 463              | 1 420              | 24 020                   | 562     | 29 081             | 858     | —                        | —       | —                  | —       | —        | —       | 362      | —       |
| TOTAL (Incl. London Area)       | 5 196 588                       | 5 053 999           | 142 589            | 1 798 574                | 31 268  | 478 021            | 21 044  | 1 281 877                | 59 005  | 221 009            | 2 212   | 929 827  | 13 144  | 344 691  | 15 916  |
| <b>Channel Islands Airports</b> |                                 |                     |                    |                          |         |                    |         |                          |         |                    |         |          |         |          |         |
| Alderney                        | 9 728                           | 9 728               | —                  | —                        | —       | 9 530              | —       | —                        | —       | —                  | —       | 198      | —       | —        | —       |
| Guernsey                        | 68 020                          | 66 537              | 1 483              | 21 118                   | 39      | 42 552             | 1 330   | 404                      | —       | —                  | —       | 1 953    | 20      | 510      | 94      |
| Jersey                          | 176 278                         | 174 816             | 1 462              | 69 099                   | 69      | 96 211             | 1 380   | 3 865                    | 5       | —                  | —       | 926      | 7       | 5 715    | 1       |
| TOTAL (Channel Is. Airports)    | 254 026                         | 251 081             | 2 945              | 90 217                   | 108     | 148 293            | 2 710   | 4 269                    | 5       | —                  | —       | 3 077    | 27      | 5 225    | 95      |

# Terminal Air Passengers

Table 16

## Comparison with a Year Earlier

### Monthly Averages

|                                  | May 1976<br>—July 1976 | May 1975<br>—July 1975 | Percentage<br>change |
|----------------------------------|------------------------|------------------------|----------------------|
| <b>London Area Airports</b>      |                        |                        |                      |
| + Gatwick                        | 608 971                | 578 326                | 5.3                  |
| + Heathrow                       | 2 168 480              | 1 990 480              | 8.9                  |
| + Luton                          | 194 882                | 204 737                | -4.8                 |
| + Southend                       | 23 009                 | 22 479                 | 2.4                  |
| + Stansted                       | 26 686                 | 28 023                 | -4.8                 |
| TOTAL (London Area)              | 3 022 028              | 2 824 045              | 7.0                  |
| Westland Heliport (Battersea)    | 748                    | 720                    | 3.9                  |
| <b>Other UK Airports</b>         |                        |                        |                      |
| + Leeds/Bradford                 | 29 156                 | 29 138                 | 0.1                  |
| + Liverpool                      | 35 113                 | 42 317                 | -17.0                |
| + Manchester                     | 296 818                | 278 975                | 6.4                  |
| + Birmingham                     | 114 487                | 114 971                | -0.4                 |
| + Coventry                       | 178                    | 352                    | -49.4                |
| + East Midlands                  | 53 003                 | 60 760                 | -12.8                |
| + Newcastle                      | 67 398                 | 61 666                 | 9.3                  |
| + Tees-side                      | 20 172                 | 16 364                 | 23.3                 |
| + Bristol                        | 23 654                 | 23 634                 | 0.1                  |
| + Glamorgan                      | 18 819                 | 20 907                 | -10.0                |
| Swansea                          | 612                    | 496                    | 23.4                 |
| + Ashford                        | —                      | —                      | —                    |
| + Blackpool                      | 13 449                 | 15 469                 | -13.1                |
| + Bournemouth                    | 10 950                 | 12 528                 | -12.6                |
| + Cambridge                      | 1 055                  | 598                    | 76.4                 |
| + Exeter                         | 7 566                  | 7 900                  | -4.2                 |
| Gloucester/Cheltenham            | 957                    | 576                    | 66.1                 |
| Hawarden                         | —                      | —                      | —                    |
| Isles of Scilly                  | 12 325                 | 11 580                 | 6.4                  |
| + Lydd                           | 6 064                  | 8 872                  | -31.7                |
| + Manston                        | 198                    | 666                    | -70.3                |
| + Norwich                        | 12 417                 | 11 383                 | 9.1                  |
| Penzance Heliport                | 11 452                 | 10 678                 | 7.2                  |
| + Portsmouth                     | —                      | —                      | —                    |
| + Southampton                    | 29 015                 | 34 512                 | -15.9                |
| + Edinburgh                      | 100 277                | 81 731                 | 22.7                 |
| + Glasgow                        | 194 906                | 188 684                | 3.3                  |
| + Prestwick                      | 52 090                 | 44 795                 | 16.3                 |
| + Aberdeen                       | 75 326                 | 56 697                 | 32.9                 |
| Benbecula                        | 1 978                  | 1 994                  | 0.8                  |
| Inverness                        | 12 730                 | 11 707                 | 8.7                  |
| Islay                            | 1 023                  | 1 054                  | -2.9                 |
| + Kirkwall                       | 9 218                  | 8 521                  | 8.2                  |
| Stornoway                        | 4 081                  | 4 323                  | 5.6                  |
| + Sumburgh                       | 21 558                 | 15 155                 | 42.3                 |
| Tiree                            | 308                    | 336                    | -8.3                 |
| Wick                             | 2 148                  | 2 380                  | -9.7                 |
| + Belfast                        | 104 668                | 115 196                | -9.1                 |
| + Isle of Man                    | 43 745                 | 50 771                 | -13.8                |
| TOTAL (Incl. London Area)        | 4 411 690              | 4 172 460              | 5.7                  |
| <b>Channel Islands Airports</b>  |                        |                        |                      |
| Alderney                         | 7 969                  | 7 809                  | 2.0                  |
| Guernsey                         | 57 071                 | 60 095                 | -5.0                 |
| Jersey                           | 159 334                | 162 675                | -2.1                 |
| TOTAL (Channel Islands Airports) | 224 374                | 250 579                | -2.7                 |

# International and Domestic Passenger Traffic

Table 17

## Terminal Passengers

### Monthly Averages

|                               | Total             | International     |                   |                           | Domestic          |                   |                           |
|-------------------------------|-------------------|-------------------|-------------------|---------------------------|-------------------|-------------------|---------------------------|
|                               | May-<br>July 1976 | May-<br>July 1976 | May-<br>July 1975 | Per-<br>centage<br>change | May-<br>July 1976 | May-<br>July 1975 | Per-<br>centage<br>change |
| <b>London Area Airports</b>   |                   |                   |                   |                           |                   |                   |                           |
| + Gatwick                     | 608 971           | 546 041           | 512 848           | 6                         | 62 930            | 65 478            | -4                        |
| + Heathrow                    | 2 168 480         | 1 844 522         | 1 698 466         | 9                         | 323 958           | 292 014           | 11                        |
| + Luton                       | 194 882           | 190 954           | 200 933           | -5                        | 3 928             | 3 804             | 3                         |
| + Southend                    | 23 009            | 22 592            | 22 234(a)         | 2                         | 417               | 245               | 70                        |
| + Stansted                    | 26 686            | 26 495            | 27 738            | -4                        | 192               | 285               | -33                       |
| TOTAL (London Area)           | 3 022 028         | 2 630 603         | 2 462 219         | 7                         | 391 425           | 361 826           | 8                         |
| Westland Heliport (Battersea) | 748               | —                 | 2                 | —                         | 748               | 718               | 4                         |
| <b>Other UK Airports</b>      |                   |                   |                   |                           |                   |                   |                           |
| + Leeds/Bradford              | 29 156            | 4 891             | 4 339             | 13                        | 24 265            | 24 799            | -2                        |
| + Liverpool                   | 35 113            | 12 467            | 16 460            | -24                       | 22 646            | 25 857            | -12                       |
| + Manchester                  | 296 818           | 218 987           | 204 054           | 7                         | 77 830            | 74 921            | 4                         |
| + Birmingham                  | 114 487           | 77 816            | 84 041            | -7                        | 36 671            | 30 930            | 19                        |
| + Coventry                    | 178               | 122               | 2                 | —                         | 56                | 350               | -84                       |
| + East Midlands               | 53 003            | 33 728            | 39 256            | -14                       | 19 274            | 21 504            | -10                       |
| + Newcastle                   | 67 398            | 32 564            | 28 740            | 13                        | 34 834            | 32 926            | 6                         |
| + Tees-side                   | 20 172            | 5 119             | 3 246             | 58                        | 15 054            | 13 118            | 15                        |
| + Bristol                     | 23 654            | 18 857            | 18 561            | 2                         | 4 796             | 5 072             | -5                        |
| + Glamorgan                   | 18 819            | 11 753            | 13 687            | -14                       | 7 067             | 7 220             | -2                        |
| Swansea                       | 612               | 55                | 47                | 17                        | 557               | 449               | 24                        |
| + Blackpool                   | 13 449            | 698               | 337               | 107                       | 12 751            | 15 133            | -16                       |
| + Bournemouth                 | 10 950            | 2 953             | 3 977             | -26                       | 7 997             | 8 551             | -6                        |
| + Cambridge                   | 1 055             | 105               | 168               | -38                       | 950               | 430               | 121                       |
| + Exeter                      | 7 566             | 1 846             | 1 568             | 18                        | 5 730             | 6 332             | -10                       |
| Gloucester/Cheltenham         | 957               | —                 | —                 | —                         | 957               | 576               | 66                        |
| Hawarden                      | —                 | —                 | —                 | —                         | —                 | —                 | —                         |
| Isles of Scilly               | 12 325            | —                 | —                 | —                         | 12 325            | 11 586            | 6                         |
| + Lydd                        | 6 064             | 6 045             | 8 858             | -32                       | 19                | 14                | 36                        |
| + Manston                     | 198               | 198               | 666               | -70                       | —                 | —                 | —                         |
| + Norwich                     | 12 417            | 6 320             | 6 112             | 3                         | 6 097             | 5 271             | 16                        |
| Penzance                      | 11 452            | —                 | —                 | —                         | 11 452            | 10 678            | 7                         |
| + Southampton                 | 29 015            | 458               | 470               | -3                        | 28 557            | 34 042            | -16                       |
| + Edinburgh                   | 100 277           | 16 531            | 8 616             | 92                        | 83 747            | 73 121            | 15                        |
| + Glasgow                     | 194 906           | 67 519            | 63 079            | 7                         | 127 386           | 125 605           | 1                         |
| + Prestwick                   | 52 090            | 46 608            | 39 095            | 19                        | 5 481             | 5 700             | -4                        |
| + Aberdeen                    | 75 326            | 24 006            | 18 543            | 29                        | 51 320            | 38 153            | 35                        |
| Benbecula                     | 1 978             | —                 | —                 | —                         | 1 978             | 1 994             | -1                        |
| Inverness                     | 12 730            | 786               | 4                 | —                         | 11 945            | 11 703            | 2                         |
| Islay                         | 1 023             | —                 | —                 | —                         | 1 023             | 1 054             | -3                        |
| + Kirkwall                    | 9 218             | 37                | 196               | -81                       | 9 181             | 8 324             | 10                        |
| Stornoway                     | 4 081             | 6                 | 5                 | 20                        | 4 075             | 4 318             | -6                        |
| + Sumburgh                    | 21 558            | 6 853             | 4 068             | 68                        | 14 705            | 11 087            | 33                        |
| Tiree                         | 308               | —                 | —                 | —                         | 308               | 336               | -8                        |
| Wick                          | 2 148             | —                 | —                 | —                         | 2 147             | 2 380             | -10                       |
| + Belfast                     | 104 618           | 11 359            | 10 285            | 10                        | 93 309            | 104 911           | -11                       |
| + Isle of Man                 | 43 745            | 2 043             | 1 958             | 4                         | 41 702            | 48 813            | -15                       |
| TOTAL (Incl. London Area)     | 4 411 690         | 3 241 334         | 3 042 658         | 7                         | 1 170 357         | 1 129 802         | 4                         |

(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               | May—July<br>1976 |                 |                  | May—July<br>1975 |                 |                  | Percentage<br>change |
|--------------------------------|------------------|-----------------|------------------|------------------|-----------------|------------------|----------------------|
|                                | Total<br>(000)   | Sched.<br>(000) | Charter<br>(000) | Total<br>(000)   | Sched.<br>(000) | Charter<br>(000) |                      |
| <b>EUROPE</b>                  |                  |                 |                  |                  |                 |                  |                      |
| <b>Austria</b>                 | 18.7             | 11.2            | 7.4              | 18.0             | 10.3            | 7.7              | 4                    |
| London – Vienna                | 15.2             | 10.5            | 4.7              | 16.1             | 10.3            | 5.8              | –6                   |
| Other Routes                   | 3.5              | 0.7             | 2.8              | 1.9              | —               | 1.9              | 85                   |
| <b>Belgium</b>                 | 78.4             | 74.0            | 4.4              | 72.4             | 70.5            | 1.9              | 8                    |
| London – Brussels              | 50.2             | 49.2            | 1.0              | 46.6             | 46.4            | 0.3              | 8                    |
| Other S.E. England – Belgium   | 21.0             | 20.1            | 0.9              | 19.8             | 19.5            | 0.3              | 6                    |
| Other Routes                   | 7.1              | 4.7             | 2.5              | 5.9              | 4.6             | 1.3              | 21                   |
| <b>Denmark</b>                 | 52.3             | 38.2            | 14.1             | 46.3             | 35.7            | 10.6             | 13                   |
| London – Copenhagen            | 41.6             | 32.2            | 9.4              | 36.9             | 29.4            | 7.5              | 13                   |
| Other Routes                   | 10.7             | 6.0             | 4.7              | 9.3              | 6.2             | 3.1              | 14                   |
| <b>Finland</b>                 | 13.5             | 10.1            | 3.4              | 11.7             | 7.4             | 4.3              | 15                   |
| <b>France</b>                  | 273.7            | 237.1           | 36.7             | 263.6            | 239.1           | 24.5             | 4                    |
| London – Nice                  | 20.6             | 17.9            | 2.7              | 20.3             | 17.5            | 2.8              | 1                    |
| – Paris                        | 168.1            | 161.7           | 6.3              | 169.2            | 163.9           | 5.2              | –1                   |
| – N. France (a)                | 11.7             | 9.5             | 2.1              | 12.2             | 10.2            | 2.0              | –4                   |
| – Other France                 | 27.6             | 22.8            | 4.8              | 25.0             | 21.1            | 3.9              | 10                   |
| Manchester – Paris             | 7.1              | 7.1             | —                | 7.1              | 6.7             | 0.4              | –1                   |
| Other UK – Paris               | 14.2             | 8.2             | 6.1              | 11.0             | 8.1             | 2.9              | 30                   |
| Luton – Other France           | 1.7              | —               | 1.7              | 1.5              | —               | 1.5              | 13                   |
| Other S.E. England – France    | 8.8              | 8.7             | 0.1              | 11.5             | 11.0            | 0.5              | –24                  |
| Other Routes                   | 14.0             | 1.1             | 12.9             | 5.8              | 0.4             | 5.4              | —                    |
| <b>Germany (Fed. Republic)</b> | 210.1            | 157.5           | 52.6             | 189.6            | 137.0           | 52.5             | 11                   |
| London – Dusseldorf            | 30.7             | 27.5            | 3.3              | 25.8             | 23.0            | 2.8              | 19                   |
| – Frankfurt                    | 55.6             | 49.5            | 6.1              | 49.1             | 42.0            | 7.1              | 13                   |
| – Hamburg                      | 24.7             | 22.4            | 2.2              | 21.2             | 18.9            | 2.4              | 16                   |
| – Munich                       | 27.3             | 15.5            | 11.8             | 26.3             | 13.6            | 12.7             | 4                    |
| – Other Germany                | 37.8             | 33.8            | 4.0              | 34.2             | 30.8            | 3.4              | 10                   |
| Luton – Germany                | 16.4             | —               | 16.3             | 18.0             | —               | 17.9             | –9                   |
| Manchester – Germany           | 9.7              | 6.3             | 3.4              | 8.4              | 5.6             | 2.8              | 15                   |
| Other Routes                   | 8.0              | 2.4             | 5.6              | 6.5              | 3.1             | 3.4              | 23                   |
| <b>Gibraltar</b>               | 7.2              | 6.6             | 0.6              | 8.2              | 7.9             | 0.4              | –13                  |
| <b>Greece</b>                  | 106.3            | 33.2            | 73.0             | 80.9             | 31.5            | 49.5             | 31                   |
| <b>Iceland</b>                 | 3.9              | 3.9             | —                | 5.0              | 4.8             | 0.2              | –22                  |
| London – Reykjavik             | 2.5              | 2.5             | —                | 3.1              | 3.0             | 0.1              | –18                  |
| Glasgow – Reykjavik            | 1.4              | 1.4             | —                | 1.8              | 1.8             | —                | –25                  |
| Other Routes                   | —                | —               | —                | 0.1              | —               | 0.1              | —                    |



Table 18 cont.

|  | May—July<br>1976 |                 |                  | May—July<br>1975 |                 |                  | Percentage<br>change |
|--|------------------|-----------------|------------------|------------------|-----------------|------------------|----------------------|
|  | Total<br>(000)   | Sched.<br>(000) | Charter<br>(000) | Total<br>(000)   | Sched.<br>(000) | Charter<br>(000) |                      |
| <b>Irish Republic</b>                          | 160.1            | 157.6           | 2.5              | 157.6            | 155.2           | 2.5              | 2                    |
| London – Cork                                  | 13.4             | 13.4            | —                | 13.0             | 12.9            | —                | 4                    |
| – Dublin                                       | 73.8             | 72.7            | 1.0              | 72.6             | 71.8            | 0.8              | 2                    |
| – Shannon                                      | 12.3             | 11.8            | 0.5              | 11.1             | 11.0            | 0.1              | 11                   |
| Manchester – Dublin                            | 12.4             | 12.4            | —                | 12.6             | 12.5            | 0.1              | –2                   |
| Birmingham – Dublin                            | 11.2             | 11.2            | —                | 10.9             | 10.9            | —                | 3                    |
| Glasgow – Dublin                               | 9.4              | 9.4             | —                | 9.1              | 9.0             | 0.1              | 3                    |
| Liverpool – Dublin                             | 6.3              | 6.3             | —                | 7.1              | 7.0             | 0.1              | –12                  |
| Leeds/Bradford – Dublin                        | 3.1              | 3.1             | —                | 3.0              | 3.0             | —                | 4                    |
| Edinburgh – Dublin                             | 3.5              | 3.5             | —                | 3.9              | 3.4             | 0.5              | –10                  |
| Bristol – Dublin                               | 2.6              | 2.6             | —                | 2.7              | 2.7             | —                | –3                   |
| Other Routes                                   | 12.1             | 11.2            | 0.9              | 11.7             | 10.9            | 0.8              | 3                    |
| <b>Italy</b>                                   | 206.0            | 73.6            | 132.4            | 193.5            | 81.5            | 112.0            | 6                    |
| London – Genoa (g)                             | 2.1              | —               | 2.1              | 2.4              | —               | 2.4              | –10                  |
| – Milan  | 44.1             | 25.4            | 18.7             | 40.0             | 27.3            | 12.7             | 10                   |
| – Rimini (g)                                   | 8.4              | —               | 8.4              | 6.2              | —               | 6.2              | 35                   |
| – Rome   | 36.5             | 25.7            | 10.9             | 36.2             | 29.4            | 6.8              | 1                    |
| – Venice                                       | 12.7             | 4.7             | 8.0              | 10.4             | 5.2             | 5.2              | 22                   |
| – Other Italy                                  | 33.9             | 15.4            | 18.5             | 32.7             | 17.1            | 15.6             | 4                    |
| Luton – Rimini                                 | 5.7              | —               | 5.7              | 7.9              | —               | 7.9              | –28                  |
| – Other Italy                                  | 35.4             | —               | 35.4             | 31.5             | —               | 31.5             | 12                   |
| Other S.E. England – Italy                     | —                | —               | —                | —                | —               | —                | —                    |
| N. England – Italy (h)                         | 12.7             | —               | 12.7             | 11.0             | —               | 11.0             | 15                   |
| Other Routes                                   | 14.5             | 2.4             | 12.1             | 15.1             | 2.4             | 12.8             | –4                   |
| <b>Luxembourg</b>                              | 5.6              | 5.2             | 0.4              | 5.2              | 5.0             | 0.2              | 8                    |
| London – Luxembourg                            | 5.2              | 5.2             | —                | 5.1              | 5.0             | 0.1              | 3                    |
| Other Routes                                   | 0.3              | —               | 0.3              | 0.1              | —               | 0.1              | —                    |
| <b>Netherlands</b>                             | 163.3            | 160.0           | 3.2              | 147.7            | 143.1           | 4.7              | 10                   |
| London – Amsterdam                             | 100.3            | 99.4            | 0.9              | 91.0             | 88.7            | 2.2              | 10                   |
| – Rotterdam                                    | 18.6             | 18.2            | 0.4              | 18.2             | 17.8            | 0.4              | 2                    |
| Other S.E. England – Netherlands               | 8.0              | 7.2             | 0.9              | 7.0              | 6.1             | 0.9              | 14                   |
| Manchester – Amsterdam                         | 9.6              | 9.5             | 0.1              | 9.1              | 9.1             | —                | 5                    |
| Other Routes                                   | 26.7             | 25.7            | 1.0              | 22.4             | 21.3            | 1.1              | 19                   |
| <b>Norway</b>                                  | 52.5             | 38.7            | 13.8             | 37.0             | 27.3            | 9.7              | 42                   |
| London – Oslo                                  | 28.0             | 19.2            | 8.8              | 20.1             | 14.3            | 5.8              | 39                   |
| Other Routes                                   | 24.6             | 19.6            | 5.0              | 16.9             | 13.1            | 3.9              | 45                   |
| <b>Portugal</b>                                | 26.1             | 17.2            | 8.9              | 30.0             | 17.1            | 12.9             | –13                  |
| London – Lisbon                                | 11.8             | 9.7             | 2.1              | 12.4             | 9.8             | 2.6              | –5                   |
| Other Routes                                   | 14.4             | 7.5             | 6.8              | 17.6             | 7.3             | 10.3             | –18                  |
| <b>Soviet Union and<br/>Eastern Europe (b)</b> | 41.5             | 22.1            | 19.4             | 43.0             | 21.6            | 21.4             | –4                   |
| London – Moscow                                | 7.1              | 6.2             | 0.9              | 6.9              | 6.2             | 0.7              | 3                    |
| – Prague                                       | 2.7              | 2.7             | —                | 2.8              | 2.8             | —                | –2                   |
| Other Routes                                   | 31.7             | 13.2            | 18.5             | 33.3             | 12.6            | 20.7             | –5                   |

Table 18 cont.

|                            | May—July<br>1976 |                 |                  | May—July<br>1975 |                 |                  | Percentage<br>change |
|----------------------------|------------------|-----------------|------------------|------------------|-----------------|------------------|----------------------|
|                            | Total<br>(000)   | Sched.<br>(000) | Charter<br>(000) | Total<br>(000)   | Sched.<br>(000) | Charter<br>(000) |                      |
| <b>Spain</b>               | 523.4            | 92.1            | 431.3            | 604.3            | 109.3           | 494.9            | -13                  |
| London — Barcelona         | 19.3             | 14.6            | 4.8              | 25.1             | 16.2            | 8.9              | -23                  |
| — Ibiza                    | 15.2             | 1.5             | 13.7             | 16.8             | 1.9             | 14.9             | -9                   |
| — Madrid                   | 33.1             | 27.7            | 5.4              | 33.2             | 28.1            | 5.1              | —                    |
| — Malaga                   | 24.8             | 13.3            | 11.6             | 31.8             | 18.0            | 13.7             | -22                  |
| — Palma                    | 61.3             | 14.0            | 47.4             | 82.3             | 20.4            | 62.0             | -26                  |
| — Other Spain              | 71.0             | 20.2            | 50.7             | 85.1             | 22.9            | 62.2             | -17                  |
| Luton — Alicante           | 9.2              | —               | 9.2              | 14.2             | —               | 14.2             | -35                  |
| — Barcelona                | 1.9              | —               | 1.9              | 3.2              | —               | 3.2              | -39                  |
| — Gerona                   | 9.0              | —               | 9.0              | 12.7             | —               | 12.6             | -29                  |
| — Ibiza                    | 11.2             | —               | 11.2             | 12.2             | —               | 12.2             | -8                   |
| — Palma                    | 22.0             | —               | 22.0             | 26.6             | —               | 26.6             | -17                  |
| — Other Spain              | 15.7             | 0.1             | 15.7             | 13.6             | —               | 13.6             | 16                   |
| Other S.E. England — Spain | 0.1              | —               | 0.1              | 0.3              | —               | 0.3              | -70                  |
| Manchester — Barcelona     | 6.5              | —               | 6.5              | 7.9              | —               | 7.9              | -18                  |
| — Palma                    | 31.0             | —               | 31.0             | 31.7             | —               | 31.7             | -2                   |
| Other N. England — Spain   | 70.8             | 0.3             | 70.4             | 73.9             | 0.6             | 73.3             | -4                   |
| Scotland — Spain           | 35.1             | 0.3             | 34.8             | 30.7             | 0.3             | 30.4             | 14                   |
| Other Routes               | 86.2             | 0.2             | 86.0             | 103.0            | 0.8             | 102.2            | -16                  |
| <b>Sweden</b>              | 43.7             | 19.9            | 23.9             | 36.3             | 19.1            | 17.2             | 20                   |
| London — Stockholm         | 25.3             | 13.9            | 11.4             | 22.5             | 13.1            | 9.4              | 12                   |
| Other Routes               | 18.4             | 6.0             | 12.5             | 13.8             | 6.0             | 7.8              | 33                   |
| <b>Switzerland</b>         | 107.1            | 78.7            | 28.3             | 102.9            | 74.1            | 28.8             | 4                    |
| London — Basle             | 7.9              | 7.5             | 0.4              | 7.2              | 6.6             | 0.6              | 10                   |
| — Geneva                   | 38.1             | 30.4            | 7.6              | 34.5             | 28.2            | 6.4              | 10                   |
| — Zurich                   | 47.0             | 34.4            | 12.6             | 43.7             | 33.5            | 10.1             | 8                    |
| Luton — Switzerland        | 6.4              | —               | 6.4              | 9.5              | —               | 9.5              | -33                  |
| Other Routes               | 7.8              | 6.4             | 1.3              | 8.0              | 5.9             | 2.1              | -3                   |
| <b>Yugoslavia</b>          | 58.8             | 20.1            | 38.7             | 57.3             | 18.8            | 38.6             | 3                    |
| London — Dubrovnic         | 9.8              | 2.1             | 7.7              | 9.7              | 2.3             | 7.4              | 1                    |
| — Ljubljana                | 4.0              | 2.7             | 1.4              | 2.2              | 1.9             | 0.3              | 79                   |
| Luton — Yugoslavia         | 6.0              | —               | 6.0              | 7.6              | —               | 7.6              | -21                  |
| Other Routes               | 38.9             | 15.3            | 23.7             | 37.8             | 14.5            | 23.2             | 3                    |
| <b>Other Europe</b>        | 85.3             | 51.3            | 33.9             | 76.7             | 45.1            | 31.6             | 11                   |
| <b>WESTERN HEMISPHERE</b>  |                  |                 |                  |                  |                 |                  |                      |
| <b>Canada</b>              | 139.1            | 72.3            | 66.8             | 173.5            | 89.7            | 83.9             | -20                  |
| London — Montreal          | 14.7             | 12.1            | 2.6              | 23.4             | 20.4            | 3.0              | -37                  |
| — Toronto                  | 42.9             | 24.3            | 18.6             | 57.9             | 27.6            | 30.3             | -26                  |
| — Other Canada             | 47.4             | 20.8            | 26.6             | 49.9             | 21.8            | 28.1             | -5                   |
| Other UK — Montreal        | 2.5              | 2.3             | 0.2              | 2.9              | 2.6             | 0.3              | -12                  |
| — Toronto                  | 23.9             | 9.5             | 14.4             | 31.7             | 13.9            | 17.8             | -25                  |
| Other Routes               | 7.7              | 3.3             | 4.5              | 7.9              | 3.4             | 4.5              | -2                   |

Table 18 cont.

|  | May—July<br>1976 |                 |                  | May—July<br>1975 |                 |                  | Percentage<br>change |
|--|------------------|-----------------|------------------|------------------|-----------------|------------------|----------------------|
|  | Total<br>(000)   | Sched.<br>(000) | Charter<br>(000) | Total<br>(000)   | Sched.<br>(000) | Charter<br>(000) |                      |
| <b>United States</b>                           | 412.8            | 306.8           | 106.1            | 312.7            | 245.4           | 67.3             | 32                   |
| London — New York                              | 134.2            | 102.9           | 31.3             | 117.5            | 96.4            | 21.0             | 14                   |
| — Other East Coast USA                         | 97.0             | 86.1            | 10.9             | 77.1             | 71.9            | 5.2              | 26                   |
| — Chicago and Detroit                          | 64.5             | 41.8            | 22.8             | 37.0             | 28.4            | 8.6              | 75                   |
| — West Coast USA                               | 73.3             | 55.5            | 17.9             | 56.0             | 38.9            | 17.1             | 31                   |
| — Other USA                                    | 13.1             | 6.9             | 6.2              | 6.6              | 0.7             | 5.8              | —                    |
| Other UK — New York                            | 15.1             | 8.8             | 6.3              | 14.7             | 9.0             | 5.7              | 3                    |
| Other Routes                                   | 15.6             | 5.0             | 10.6             | 3.9              | 0.1             | 3.8              | —                    |
| <b>West Atlantic and<br/>Caribbean Islands</b> | 27.0             | 26.5            | 0.6              | 23.7             | 23.4            | 0.2              | 14                   |
| <b>Central and South America</b>               | 9.8              | 8.9             | 1.0              | 9.1              | 8.7             | 0.4              | 8                    |
| REST OF THE WORLD                              |                  |                 |                  |                  |                 |                  |                      |
| <b>Canary Islands</b>                          | 40.7             | 3.9             | 36.8             | 28.1             | 4.9             | 23.1             | 45                   |
| <b>North Africa (c)</b>                        | 27.2             | 12.6            | 14.5             | 23.4             | 12.6            | 10.8             | 16                   |
| <b>East Africa (d)</b>                         | 13.2             | 11.7            | 1.5              | 12.4             | 10.6            | 1.9              | 6                    |
| <b>Central Africa (e)</b>                      | 6.6              | 6.4             | 0.2              | 7.6              | 7.6             | —                | -13                  |
| <b>West Africa (d)</b>                         | 17.4             | 15.4            | 2.0              | 13.2             | 11.6            | 1.6              | 31                   |
| <b>South Africa</b>                            | 27.1             | 27.0            | 0.2              | 22.8             | 22.5            | 0.3              | 19                   |
| <b>Middle East (f)</b>                         | 116.0            | 113.8           | 2.1              | 89.1             | 88.2            | 0.9              | 30                   |
| <b>India</b>                                   | 17.1             | 17.0            | 0.1              | 16.3             | 16.2            | 0.1              | 5                    |
| <b>Pakistan</b>                                | 7.9              | 7.8             | 0.1              | 7.1              | 7.1             | —                | 10                   |
| <b>Far East</b>                                | 57.2             | 54.0            | 3.3              | 48.6             | 45.6            | 3.0              | 18                   |
| <b>Australia and New Zealand</b>               | 31.9             | 31.8            | 0.1              | 24.5             | 24.5            | —                | 30                   |
| <b>Other Routes n.e.i.</b>                     | 32.1             | 9.6             | 22.6             | 27.4             | 8.9             | 18.5             | 17                   |
| <b>ALL ROUTES</b>                              | 3 220.4          | 2 033.7         | 1 186.7          | 3 026.7          | 1 888.9         | 1 137.8          | 6                    |

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

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

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

**Glasgow** includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

# Domestic Passengers by Main Routes

Table 19

## Monthly Averages

| Origin/Destination |                         | May 1976<br>—July 1976<br>(000) | May 1976<br>—July 1976<br>(000) | Percentage<br>change |
|--------------------|-------------------------|---------------------------------|---------------------------------|----------------------|
| London (a)         | Aberdeen                | 20.3                            | 15.3                            | 32                   |
|                    | Belfast                 | 43.0                            | 47.9                            | -10                  |
|                    | Birmingham              | 9.4                             | 3.0                             | —                    |
|                    | Channel Islands         | 57.2                            | 57.1                            | —                    |
|                    | Edinburgh               | 66.1                            | 55.4                            | 19                   |
|                    | Glasgow                 | 79.6                            | 75.6                            | 5                    |
|                    | Isle of Man             | 3.0                             | 3.4                             | -12                  |
|                    | Leeds/Bradford          | 12.1                            | 10.9                            | 11                   |
|                    | Liverpool               | 8.7                             | 9.3                             | -7                   |
|                    | Manchester              | 42.7                            | 37.9                            | 13                   |
|                    | Newcastle               | 26.1                            | 23.3                            | 12                   |
|                    | Tees-side               | 11.9                            | 9.8                             | 21                   |
|                    | Other airports          | 6.9                             | 8.7                             | -21                  |
| Belfast            | Birmingham              | 6.1                             | 6.5                             | -6                   |
|                    | East Midlands           | 2.9                             | 3.5                             | -18                  |
|                    | Edinburgh               | 1.7                             | 2.0                             | -17                  |
|                    | Glasgow                 | 8.0                             | 9.1                             | -12                  |
|                    | Isle of Man             | 5.2                             | 6.2                             | -17                  |
|                    | Leeds/Bradford          | 3.2                             | 4.0                             | -18                  |
|                    | Liverpool               | 2.7                             | 3.2                             | -14                  |
|                    | Manchester              | 10.5                            | 11.2                            | -7                   |
|                    | Newcastle               | 1.6                             | 2.1                             | -26                  |
|                    | Other airports          | 8.3                             | 9.1                             | -8                   |
| Channel Islands    | Bournemouth             | 6.5                             | 6.8                             | -4                   |
|                    | Birmingham              | 11.3                            | 11.9                            | -5                   |
|                    | Bristol/Glamorgan       | 7.0                             | 7.8                             | -11                  |
|                    | East Midlands           | 9.7                             | 13.1                            | -26                  |
|                    | Glasgow                 | 3.5                             | 3.1                             | 13                   |
|                    | Leeds/Bradford          | 3.3                             | 4.6                             | -28                  |
|                    | Liverpool               | 2.2                             | 2.8                             | -23                  |
|                    | Manchester              | 7.2                             | 7.8                             | -8                   |
|                    | Newcastle               | 1.7                             | 2.2                             | -24                  |
|                    | Southampton             | 26.3                            | 31.2                            | -15                  |
|                    | Other airports          | 14.9                            | 15.7                            | -5                   |
| Edinburgh          | Birmingham              | 2.8                             | 1.8                             | 57                   |
|                    | Glasgow                 | —                               | —                               | —                    |
|                    | Manchester              | 3.6                             | 3.4                             | 5                    |
|                    | Other airports          | 9.5                             | 10.4                            | -9                   |
| Glasgow            | Birmingham              | 4.7                             | 4.6                             | 1                    |
|                    | East Midlands           | 3.6                             | 3.4                             | 6                    |
|                    | Isle of Man             | 2.9                             | 3.2                             | -9                   |
|                    | Leeds/Bradford          | 1.4                             | 1.3                             | 3                    |
|                    | Liverpool               | —                               | —                               | —                    |
|                    | Manchester              | 5.5                             | 5.1                             | 8                    |
|                    | Southampton             | 1.4                             | 1.9                             | -26                  |
|                    | Other Scottish airports | 15.5                            | 16.0                            | -3                   |
|                    | Other airports          | 1.4                             | 2.4                             | -40                  |
| Isle of Man        | Blackpool               | 9.0                             | 11.2                            | -20                  |
|                    | Liverpool               | 8.6                             | 10.7                            | -20                  |
|                    | Manchester              | 4.7                             | 5.6                             | -18                  |
|                    | Newcastle               | 1.1                             | 1.1                             | -4                   |
| Penzance           | Other airports          | 7.3                             | 7.3                             | —                    |
|                    | Isle of Scilly          | 11.5                            | 10.7                            | 7                    |
| Other Routes       |                         | 35.3                            | 25.0                            | 41                   |
| TOTAL              |                         | 660.6                           | 647.0                           | 2                    |

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

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

Cargo by Type and Nationality of Operator July 1976

Table 20

|                                  | Total    | Scheduled Services |           |          |           |                    |           | Charter Flights |           |          |           |                    |           | Tonnes |
|----------------------------------|----------|--------------------|-----------|----------|-----------|--------------------|-----------|-----------------|-----------|----------|-----------|--------------------|-----------|--------|
|                                  |          | UK operators       |           |          |           | Overseas operators |           | UK operators    |           |          |           | Overseas operators |           |        |
|                                  |          | British Airways    |           | Others   |           | Set down           | Picked up | British Airways |           | Others   |           | Set down           | Picked up |        |
|                                  |          | Set down           | Picked up | Set down | Picked up |                    |           | Set down        | Picked up | Set down | Picked up |                    |           |        |
| London Area Airports             |          |                    |           |          |           |                    |           |                 |           |          |           |                    |           |        |
| +Gatwick                         | 6 432.7  | 16.0               | —         | 544.4    | 1 134.0   | 11.0               | 18.2      | —               | —         | 1 036.6  | 3 261.1   | 168.8              | 242.6     |        |
| +Heathrow                        | 35 966.9 | 4 983.1            | 6 336.1   | 9.4      | 131.5     | 10 330.1           | 12 845.4  | 166.9           | 72.8      | 6.6      | 139.4     | 403.0              | 542.6     |        |
| +Luton                           | 454.0    | —                  | —         | —        | —         | —                  | —         | —               | —         | 47.4     | 44.6      | 225.4              | 136.6     |        |
| +Southend                        | 1 077.0  | —                  | —         | 488.0    | 456.0     | —                  | —         | —               | —         | —        | 7.0       | —                  | 126.0     |        |
| +Stansted                        | 2 045.4  | —                  | —         | —        | —         | —                  | —         | —               | —         | 274.0    | 1 409.8   | 206.7              | 154.9     |        |
| TOTAL (London Area)              | 45 976.0 | 4 999.1            | 6 336.1   | 1 041.8  | 1 721.5   | 10 341.1           | 12 863.6  | 166.9           | 72.8      | 1 364.6  | 4 861.9   | 1 003.9            | 1 202.7   |        |
| Westland Heliport (Battersea)    | —        | —                  | —         | —        | —         | —                  | —         | —               | —         | —        | —         | —                  | —         |        |
| Other UK Airports                |          |                    |           |          |           |                    |           |                 |           |          |           |                    |           |        |
| +Leeds/Bradford                  | 33.0     | 8.2                | 6.2       | 5.6      | 6.6       | 4.3                | 1.6       | —               | —         | —        | 0.5       | —                  | —         |        |
| +Liverpool                       | 947.8    | 28.3               | 131.5     | —        | —         | 67.1               | 25.6      | —               | 5.3       | 10.6     | 522.6     | 16.9               | 139.9     |        |
| +Manchester                      | 2 735.3  | 298.4              | 245.9     | 8.2      | 2.0       | 955.6              | 1 069.7   | —               | 0.3       | —        | 52.5      | 55.8               | 46.9      |        |
| +Birmingham                      | 222.9    | 61.7               | 63.8      | 14.8     | 2.4       | 33.6               | 45.8      | —               | —         | —        | 0.8       | —                  | —         |        |
| +Coventry                        | —        | —                  | —         | —        | —         | —                  | —         | —               | —         | —        | —         | —                  | —         |        |
| +East Midlands                   | 599.6    | —                  | —         | 223.3    | 286.3     | —                  | —         | —               | —         | 1.6      | 49.5      | —                  | 38.9      |        |
| +Newcastle                       | 72.7     | 10.3               | 21.4      | 28.1     | 12.9      | —                  | —         | —               | —         | —        | —         | —                  | —         |        |
| +Tees-side                       | 19.3     | —                  | —         | 8.5      | 10.8      | —                  | —         | —               | —         | —        | —         | —                  | —         |        |
| +Bristol                         | 48.6     | 6.7                | 4.0       | 1.8      | 0.2       | 21.6               | 14.3      | —               | —         | —        | —         | —                  | —         |        |
| +Glamorgan                       | 46.5     | 4.0                | 9.9       | 2.3      | 1.9       | —                  | —         | —               | —         | 1.5      | 0.1       | —                  | 26.8      |        |
| Swansea                          | 2.0      | —                  | —         | —        | —         | —                  | —         | —               | —         | 0.3      | 1.7       | —                  | —         |        |
| +Blackpool                       | 66.1     | —                  | —         | 5.0      | 56.6      | —                  | —         | —               | —         | —        | 4.5       | —                  | —         |        |
| +Bournemouth                     | 523.0    | —                  | —         | 248.4    | 223.3     | —                  | —         | 4.4             | —         | —        | 46.9      | —                  | —         |        |
| +Cambridge                       | 55.8     | —                  | —         | —        | —         | —                  | —         | —               | —         | 8.7      | 19.0      | 11.4               | 16.7      |        |
| +Exeter                          | 29.1     | —                  | —         | 5.3      | 16.8      | —                  | —         | —               | —         | —        | —         | 7.0                | —         |        |
| Gloucester/Cheltenham            | —        | —                  | —         | —        | —         | —                  | —         | —               | —         | —        | —         | —                  | —         |        |
| Hawarden                         | —        | —                  | —         | —        | —         | —                  | —         | —               | —         | —        | —         | —                  | —         |        |
| Isles of Scilly                  | 8.5      | 7.6                | 0.9       | —        | —         | —                  | —         | —               | —         | —        | —         | —                  | —         |        |
| +Lydd                            | 379.8    | —                  | —         | 114.2    | 265.6     | —                  | —         | —               | —         | —        | —         | —                  | —         |        |
| +Manston                         | —        | —                  | —         | —        | —         | —                  | —         | —               | —         | 0.1      | 0.1       | —                  | —         |        |
| +Norwich                         | 35.2     | —                  | —         | 16.7     | 18.3      | —                  | —         | —               | —         | —        | —         | —                  | —         |        |
| Penzance Heliport                | 8.5      | 0.9                | 7.6       | —        | —         | —                  | —         | —               | —         | —        | —         | —                  | —         |        |
| +Southampton                     | 123.3    | 1.8                | 11.2      | 29.5     | 63.0      | —                  | —         | —               | —         | 2.0      | 3.4       | 5.4                | 7.0       |        |
| +Edinburgh                       | 122.9    | 32.8               | 27.6      | 17.4     | 35.9      | 4.2                | 5.0       | —               | —         | —        | —         | —                  | —         |        |
| +Glasgow                         | 1 469.4  | 657.7              | 261.3     | 50.1     | 34.7      | 162.5              | 291.7     | 0.7             | 4.9       | —        | 2.7       | 0.1                | 3.0       |        |
| +Prestwick                       | 919.5    | 350.0              | 183.9     | —        | —         | 236.4              | 96.8      | 0.2             | —         | —        | 26.7      | —                  | 25.5      |        |
| +Aberdeen                        | 458.5    | 46.2               | 83.1      | 25.1     | 25.1      | —                  | —         | 8.7             | 21.9      | 68.8     | 177.9     | 0.4                | 1.3       |        |
| Benbecula                        | 25.7     | 11.0               | 13.8      | 0.9      | —         | —                  | —         | —               | —         | —        | —         | —                  | —         |        |
| Inverness                        | 33.3     | 4.4                | 28.9      | —        | —         | —                  | —         | —               | —         | —        | —         | —                  | —         |        |
| Islay                            | 3.7      | 1.8                | 1.9       | —        | —         | —                  | —         | —               | —         | —        | —         | —                  | —         |        |
| +Kirkwall                        | 42.6     | 28.5               | 7.7       | —        | 0.1       | —                  | —         | 3.4             | 0.2       | 0.7      | 2.0       | —                  | —         |        |
| Stornoway                        | 36.3     | 30.5               | 4.9       | —        | 0.9       | —                  | —         | —               | —         | —        | —         | —                  | —         |        |
| +Sumburgh                        | 117.8    | 42.5               | 10.7      | —        | —         | —                  | —         | 9.7             | 18.5      | 24.4     | 12.0      | —                  | —         |        |
| Tiree                            | 1.4      | —                  | —         | 1.4      | —         | —                  | —         | —               | —         | —        | —         | —                  | —         |        |
| Wick                             | 8.0      | 2.6                | 0.7       | 0.2      | 0.1       | —                  | —         | —               | —         | —        | —         | —                  | 4.4       |        |
| +Belfast                         | 989.0    | 88.5               | 240.3     | 69.4     | 17.1      | 5.4                | 2.4       | —               | —         | 543.6    | 8.9       | 13.4               | —         |        |
| +Isle of Man                     | 242.1    | 154.0              | 26.4      | 55.5     | 6.2       | —                  | —         | —               | —         | —        | —         | —                  | —         |        |
| TOTAL (Incl. London Area)        | 56 403.2 | 6 877.5            | 7 729.7   | 1 973.5  | 2 808.3   | 11 831.8           | 14 416.5  | 194.0           | 123.9     | 2 026.9  | 5 793.7   | 1 114.3            | 1 513.1   |        |
| Channel Islands Airports         |          |                    |           |          |           |                    |           |                 |           |          |           |                    |           |        |
| Alderney                         | 28.1     | —                  | —         | 22.0     | 3.6       | —                  | —         | —               | —         | 0.4      | 2.1       | —                  | —         |        |
| Guernsey                         | 749.7    | 10.6               | 3.0       | 160.5    | 72.9      | 0.7                | —         | —               | —         | 187.1    | 314.9     | —                  | —         |        |
| Jersey                           | 991.2    | 49.2               | 42.4      | 569.5    | 294.0     | 5.8                | 0.2       | —               | —         | 7.8      | 21.5      | —                  | 0.9       |        |
| TOTAL (Channel Islands Airports) | 1 769.1  | 59.8               | 45.4      | 752.0    | 370.5     | 6.5                | 0.2       | —               | —         | 195.3    | 338.5     | —                  | 0.9       |        |

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

|                                  | May 1976<br>—July 1976<br>(tonnes) | May 1975<br>—July 1975<br>(tonnes) | Percentage<br>change |
|----------------------------------|------------------------------------|------------------------------------|----------------------|
| <b>London Area Airports</b>      |                                    |                                    |                      |
| + Gatwick                        | 6 229.5                            | 6 516.7                            | −4.4                 |
| + Heathrow                       | 35 203.0                           | 33 287.0                           | 5.8                  |
| + Luton                          | 334.0                              | 169.7                              | 96.8                 |
| + Southend                       | 1 098.0                            | 1 171.0                            | −6.2                 |
| + Stansted                       | 1 834.1                            | 1 645.9                            | 11.4                 |
| TOTAL (London Area)              | 44 698.7                           | 42 810.3                           | 4.4                  |
| Westland Heliport (Battersea)    | —                                  | —                                  | —                    |
| <b>Other UK Airports</b>         |                                    |                                    |                      |
| + Leeds/Bradford                 | 39.6                               | 52.9                               | −25.1                |
| + Liverpool                      | 1 057.2                            | 865.6                              | 22.1                 |
| + Manchester                     | 2 658.0                            | 2 704.1                            | −1.7                 |
| + Birmingham                     | 210.7                              | 212.5                              | −0.8                 |
| + Coventry                       | 2.3                                | —                                  | —                    |
| + East Midlands                  | 588.8                              | 702.2                              | −16.1                |
| + Newcastle                      | 73.5                               | 87.8                               | −16.3                |
| + Tees-side                      | 25.3                               | 27.3                               | −7.3                 |
| + Bristol                        | 47.8                               | 52.9                               | −9.6                 |
| + Glamorgan                      | 28.2                               | 15.7                               | 79.6                 |
| Swansea                          | 1.8                                | —                                  | —                    |
| + Blackpool                      | 67.4                               | 54.8                               | 23.0                 |
| + Bournemouth                    | 577.8                              | 394.2                              | 46.6                 |
| + Cambridge                      | 44.6                               | 38.6                               | 15.5                 |
| + Exeter                         | 25.6                               | 39.4                               | −35.0                |
| Gloucester/Cheltenham            | —                                  | —                                  | —                    |
| Hawarden                         | —                                  | —                                  | —                    |
| Isle of Scilly                   | 8.4                                | 9.2                                | −8.7                 |
| + Lydd                           | 344.9                              | 235.9                              | 46.2                 |
| + Manston                        | —                                  | 228.2                              | —                    |
| + Norwich                        | 37.6                               | 38.7                               | −2.8                 |
| Penzance Heliport                | 8.4                                | 9.2                                | −8.7                 |
| + Southampton                    | 108.8                              | 173.5                              | −37.3                |
| + Edinburgh                      | 131.7                              | 145.8                              | −9.7                 |
| + Glasgow                        | 1 558.3                            | 1 499.0                            | 4.0                  |
| + Prestwick                      | 1 048.7                            | 892.0                              | 17.6                 |
| Aberdeen                         | 454.5                              | 319.8                              | 42.1                 |
| Benbecula                        | 24.5                               | 27.2                               | −9.9                 |
| Inverness                        | 32.7                               | 21.9                               | 49.3                 |
| Islay                            | 3.4                                | 5.3                                | −35.8                |
| + Kirkwall                       | 42.8                               | 42.8                               | —                    |
| Stornoway                        | 37.3                               | 41.1                               | −9.2                 |
| + Sumburgh                       | 133.1                              | 86.3                               | 54.2                 |
| Tiree                            | 1.3                                | 1.2                                | 8.3                  |
| Wick                             | 6.9                                | 5.4                                | 27.8                 |
| + Belfast                        | 1 014.0                            | 949.8                              | 6.8                  |
| + Isle of Man                    | 245.3                              | 264.7                              | −7.3                 |
| TOTAL (Incl. London Area)        | 55 390.0                           | 53 055.1                           | 4.4                  |
| <b>Channel Islands Airports</b>  |                                    |                                    |                      |
| Alderney                         | 25.4                               | 23.5                               | 8.1                  |
| Guernsey                         | 842.5                              | 828.4                              | 1.7                  |
| Jersey                           | 997.3                              | 898.2                              | 11.0                 |
| TOTAL (Channel Islands Airports) | 1 865.2                            | 1 750.1                            | 6.6                  |

# All Scheduled Services July 1976

Table 22.1

|                                   | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of<br>passengers<br>uplifted | Seat-km<br>available<br>(000) | Seat-km<br>used<br>(000) | As percentage<br>of available | Cargo<br>uplifted<br>tonnes | Tonne-km<br>available<br>(000) | Total<br>(000) | Tonne-kilometres used |                |                     |                               |
|-----------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|-------------------------------|-----------------------------|--------------------------------|----------------|-----------------------|----------------|---------------------|-------------------------------|
|                                   |                      |                  |                   |                                     |                               |                          |                               |                             |                                |                | Mail<br>(000)         | Cargo<br>(000) | Passengers<br>(000) | As percentage<br>of available |
| Passenger Services                |                      |                  |                   |                                     |                               |                          |                               |                             |                                |                |                       |                |                     |                               |
| British Airways Overseas Division | 11 311               | 3 262            | 15 011            | 310 340                             | 3 080 963                     | 2 023 632                | 65.7                          | 6 036                       | 384 020                        | 228 366        | 8 670                 | 35 896         | 183 799             | 59.5                          |
| British Airways European Division | 7 032                | 9 692            | 13 101            | 792 555                             | 896 493                       | 613 729                  | 68.5                          | 3 577                       | 94 130                         | 56 821         | 1 019                 | 2 343          | 53 459              | 60.4                          |
| British Airways Regional Division | 1 872                | 5 804            | 5 509             | 279 037                             | 148 725                       | 102 552                  | 69.0                          | 839                         | 13 984                         | 8 725          | 42                    | 215            | 8 468               | 62.4                          |
| British Airways Helicopters       | 30                   | 496              | 158               | 12 870                              | 968                           | 785                      | 81.1                          | 10                          | 66                             | 60             | —                     | 1              | 59                  | 91.4                          |
| British Caledonian Airways        | 2 110                | 2 581            | 3 804             | 108 200                             | 235 155                       | 140 823                  | 59.9                          | 996                         | 26 727                         | 14 755         | 304                   | 1 817          | 12 633              | 55.2                          |
| Air Anglia                        | 538                  | 1 388            | 1 765             | 24 932                              | 21 954                        | 11 928                   | 54.3                          | 73                          | 2 238                          | 1 225          | —                     | 35             | 1 190               | 54.7                          |
| Aurigny Air Services              | 138                  | 2 242            | 768               | 23 801                              | 1 975                         | 1 480                    | 74.9                          | 65                          | 191                            | 122            | —                     | 3              | 118                 | 64.1                          |
| British Air Ferries               | 132                  | 679              | 548               | 16 203                              | 5 165                         | 3 028                    | 58.6                          | 945                         | 690                            | 482            | —                     | 206            | 276                 | 69.8                          |
| British Island Airways            | 423                  | 2 285            | 1 666             | 71 785                              | 21 146                        | 13 829                   | 65.4                          | 217                         | 1 945                          | 1 214          | 1                     | 38             | 1 175               | 62.4                          |
| British Midland Airways           | 703                  | 2 029            | 2 260             | 74 518                              | 48 448                        | 28 850                   | 59.5                          | 159                         | 3 901                          | 2 323          | —                     | 73             | 2 250               | 59.6                          |
| Brymon Airways                    | 95                   | 527              | 472               | 4 329                               | 1 218                         | 784                      | 64.3                          | 2                           | 110                            | 67             | —                     | —              | 67                  | 61.1                          |
| Dan-Air Services                  | 481                  | 1 530            | 1 601             | 43 460                              | 28 062                        | 17 328                   | 61.7                          | —                           | 2 288                          | 1 411          | —                     | —              | 1 411               | 61.6                          |
| Intra Airways                     | 52                   | 303              | 253               | 7 552                               | 2 246                         | 1 446                    | 64.4                          | 2                           | 183                            | 100            | —                     | —              | 100                 | 55.0                          |
| Loganair                          | 83                   | 688              | 412               | 3 818                               | 899                           | 495                      | 55.1                          | —                           | 81                             | 45             | —                     | —              | 45                  | 55.4                          |
| TOTAL Passenger Services          | 24 999               | 33 506           | 47 325            | 1 773 400                           | 4 493 417                     | 2 960 689                | 65.9                          | 12 920                      | 530 553                        | 315 716        | 10 037                | 40 627         | 265 052             | 59.5                          |
| Cargo Services                    |                      |                  |                   |                                     |                               |                          |                               |                             |                                |                |                       |                |                     |                               |
| British Airways Overseas Division | 736                  | 232              | 1 017             |                                     |                               |                          |                               | 1 971                       | 23 935                         | 14 153         | 282                   | 13 876         | —                   | 59.1                          |
| British Airways European Division | 306                  | 403              | 494               |                                     |                               |                          |                               | 2 216                       | 4 005                          | 1 636          | 37                    | 1 599          | —                   | 40.8                          |
| British Caledonian Airways        | 117                  | 31               | 152               |                                     |                               |                          |                               | 346                         | 3 976                          | 1 895          | 30                    | 1 865          | —                   | 47.7                          |
| Air Freight                       | 34                   | 164              | 181               |                                     |                               |                          |                               | 309                         | 114                            | 63             | —                     | 63             | —                   | 54.7                          |
| Air-Bridge Carriers               | 27                   | 91               | 102               |                                     |                               |                          |                               | 698                         | 291                            | 231            | —                     | 231            | —                   | 79.2                          |
| British Island Airways            | 93                   | 306              | 349               |                                     |                               |                          |                               | 638                         | 429                            | 195            | 21                    | 173            | —                   | 45.4                          |
| Intra Airways                     | 20                   | 131              | 111               |                                     |                               |                          |                               | 316                         | 75                             | 52             | —                     | 52             | —                   | 70.0                          |
| TOTAL Cargo Services              | 1 334                | 1 358            | 2 406             |                                     |                               |                          |                               | 6 493                       | 32 825                         | 18 224         | 370                   | 17 858         | —                   | 55.5                          |
| GRAND TOTAL                       | 26 333               | 34 864           | 49 731            | 1 773 400                           | 4 493 417                     | 2 960 689                | 65.9                          | 19 413                      | 563 378                        | 333 940        | 10 407                | 58 485         | 265 052             | 59.3                          |

International Scheduled Services    July 1976

Table 22.2

|                                   | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of<br>passengers<br>uplifted | Seat-km<br>available<br>(000) | Seat-km<br>used<br>(000) | As percentage<br>of available | Cargo<br>uplifted<br>tonnes | Tonne-km<br>available<br>(000) | Total<br>(000) | Tonne-kilometres used |        |         | As percentage<br>of available |
|-----------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|-------------------------------|-----------------------------|--------------------------------|----------------|-----------------------|--------|---------|-------------------------------|
| Passenger Services                |                      |                  |                   |                                     |                               |                          |                               |                             |                                |                |                       |        |         |                               |
| British Airways Overseas Division | 11 289               | 3 094            | 14 921            | 305 341                             | 3 079 482                     | 2 022 906                | 65.7                          | 6 036                       | 383 885                        | 228 302        | 8 670                 | 35 896 | 183 735 | 59.5                          |
| British Airways European Division | 5 876                | 7 141            | 10 516            | 577 801                             | 747 103                       | 513 193                  | 68.7                          | 3 104                       | 78 477                         | 47 954         | 982                   | 2 154  | 44 817  | 61.1                          |
| British Airways Regional Division | 289                  | 663              | 782               | 33 016                              | 26 688                        | 17 127                   | 64.2                          | 116                         | 2 615                          | 1 453          | 5                     | 55     | 1 394   | 55.6                          |
| British Caledonian Airways        | 1 660                | 1 605            | 2 741             | 64 135                              | 198 702                       | 121 084                  | 60.9                          | 613                         | 22 993                         | 12 882         | 181                   | 1 741  | 10 960  | 56.0                          |
| Air Anglia                        | 381                  | 760              | 1 197             | 16 116                              | 15 647                        | 7 730                    | 49.4                          | 73                          | 1 596                          | 805            | —                     | 35     | 770     | 50.5                          |
| Aurigny Air Services              | 138                  | 2 242            | 768               | 23 801                              | 1 975                         | 1 480                    | 74.9                          | 65                          | 191                            | 122            | —                     | 3      | 118     | 64.1                          |
| British Air Ferries               | 132                  | 679              | 548               | 16 203                              | 5 165                         | 3 028                    | 58.6                          | 945                         | 690                            | 482            | —                     | 206    | 276     | 69.8                          |
| British Island Airways            | 147                  | 679              | 578               | 22 748                              | 7 366                         | 5 057                    | 68.7                          | 35                          | 678                            | 439            | —                     | 9      | 430     | 64.7                          |
| British Midland Airways           | 114                  | 314              | 363               | 7 382                               | 8 152                         | 3 350                    | 41.1                          | 39                          | 642                            | 280            | —                     | 19     | 261     | 43.6                          |
| Brymon Airways                    | 34                   | 140              | 162               | 1 046                               | 433                           | 263                      | 60.8                          | —                           | 37                             | 23             | —                     | —      | 22      | 60.4                          |
| Dan-Air Services                  | 253                  | 532              | 768               | 19 203                              | 15 432                        | 10 027                   | 65.0                          | —                           | 1 258                          | 818            | —                     | —      | 818     | 65.0                          |
| Intra Airways                     | 25                   | 223              | 132               | 5 438                               | 1 112                         | 732                      | 65.8                          | 2                           | 90                             | 55             | —                     | —      | 55      | 61.0                          |
| TOTAL Passenger Services          | 20 338               | 18 072           | 33 473            | 1 092 230                           | 4 107 259                     | 2 705 977                | 65.9                          | 11 028                      | 493 151                        | 293 614        | 9 838                 | 40 118 | 243 656 | 59.5                          |
| Cargo Services                    |                      |                  |                   |                                     |                               |                          |                               |                             |                                |                |                       |        |         |                               |
| British Airways Overseas Division | 736                  | 232              | 1 017             |                                     |                               |                          |                               | 1 971                       | 23 935                         | 14 153         | 282                   | 13 876 | —       | 59.1                          |
| British Airways European Division | 276                  | 350              | 425               |                                     |                               |                          |                               | 1 662                       | 3 452                          | 1 327          | 35                    | 1 292  | —       | 38.4                          |
| British Caledonian Airways        | 117                  | 31               | 152               |                                     |                               |                          |                               | 346                         | 3 976                          | 1 895          | 30                    | 1 865  | —       | 47.7                          |
| Air Freight                       | 34                   | 164              | 181               |                                     |                               |                          |                               | 309                         | 114                            | 63             | —                     | 63     | —       | 54.7                          |
| British Island Airways            | 38                   | 81               | 131               |                                     |                               |                          |                               | 105                         | 176                            | 62             | —                     | 62     | —       | 35.3                          |
| TOTAL Cargo Services              | 1 203                | 858              | 1 906             |                                     |                               |                          |                               | 4 392                       | 31 654                         | 17 500         | 348                   | 17 157 | —       | 55.3                          |
| GRAND TOTAL                       | 21 540               | 18 930           | 35 379            | 1 092 230                           | 4 107 259                     | 2 705 977                | 65.9                          | 15 420                      | 524 805                        | 311 114        | 10 185                | 57 276 | 243 656 | 59.3                          |



# Domestic Scheduled Services July 1976

Table 22.3

|                                   | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of<br>passengers<br>uplifted | Seat-km<br>available<br>(000) | Seat-km<br>used<br>(000) | As percentage<br>of available | Cargo<br>uplifted<br>tonnes | Tonne-km<br>available<br>(000) | Total<br>(000) | Tonne-kilometres used |                |                     |                               |
|-----------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|-------------------------------|-----------------------------|--------------------------------|----------------|-----------------------|----------------|---------------------|-------------------------------|
|                                   |                      |                  |                   |                                     |                               |                          |                               |                             |                                |                | Mail<br>(000)         | Cargo<br>(000) | Passengers<br>(000) | As percentage<br>of available |
| Passenger Services                |                      |                  |                   |                                     |                               |                          |                               |                             |                                |                |                       |                |                     |                               |
| British Airways Overseas Division | 22                   | 168              | 90                | 4 999                               | 1 481                         | 726                      | 49.0                          | —                           | 135                            | 64             | —                     | —              | 64                  | 47.5                          |
| British Airways European Division | 1 156                | 2 551            | 2 586             | 214 754                             | 149 390                       | 100 536                  | 67.3                          | 473                         | 15 653                         | 8 867          | 38                    | 189            | 8 642               | 56.6                          |
| British Airways Regional Division | 1 583                | 5 141            | 4 727             | 246 021                             | 122 037                       | 85 425                   | 70.0                          | 723                         | 11 369                         | 7 271          | 37                    | 159            | 7 075               | 64.0                          |
| British Airways Helicopters       | 30                   | 496              | 158               | 12 870                              | 968                           | 785                      | 81.1                          | 10                          | 66                             | 60             | —                     | 1              | 59                  | 91.4                          |
| British Caledonian Airways        | 450                  | 976              | 1 063             | 44 065                              | 36 453                        | 19 739                   | 54.1                          | 383                         | 3 734                          | 1 873          | 124                   | 76             | 1 673               | 50.2                          |
| Air Anglia                        | 157                  | 628              | 567               | 8 816                               | 6 307                         | 4 198                    | 66.6                          | —                           | 642                            | 420            | —                     | —              | 420                 | 65.4                          |
| British Island Airways            | 276                  | 1 606            | 1 088             | 49 037                              | 13 780                        | 8 772                    | 63.7                          | 182                         | 1 268                          | 775            | 1                     | 29             | 746                 | 61.2                          |
| British Midland Airways           | 589                  | 1 715            | 1 897             | 67 136                              | 40 296                        | 25 500                   | 63.3                          | 120                         | 3 259                          | 2 044          | —                     | 55             | 1 989               | 62.7                          |
| Brymon Airways                    | 61                   | 387              | 310               | 3 283                               | 785                           | 520                      | 66.3                          | 1                           | 72                             | 45             | —                     | —              | 44                  | 61.5                          |
| Dan-Air Services                  | 228                  | 998              | 833               | 24 257                              | 12 630                        | 7 301                    | 57.8                          | —                           | 1 031                          | 593            | —                     | —              | 593                 | 57.5                          |
| Intra Airways                     | 27                   | 80               | 121               | 2 114                               | 1 134                         | 713                      | 62.9                          | —                           | 93                             | 46             | —                     | —              | 46                  | 49.2                          |
| Loganair                          | 83                   | 688              | 412               | 3 818                               | 899                           | 495                      | 55.1                          | —                           | 81                             | 45             | —                     | —              | 45                  | 55.4                          |
| TOTAL Passenger Services          | 4 662                | 15 434           | 13 852            | 681 170                             | 386 159                       | 254 711                  | 66.0                          | 1 892                       | 37 402                         | 22 102         | 199                   | 509            | 21 395              | 59.1                          |
| Cargo Services                    |                      |                  |                   |                                     |                               |                          |                               |                             |                                |                |                       |                |                     |                               |
| British Airways European Division | 29                   | 53               | 69                |                                     |                               |                          |                               | 554                         | 553                            | 308            | 2                     | 307            | —                   | 55.8                          |
| Air-Bridge Carriers               | 27                   | 91               | 102               |                                     |                               |                          |                               | 698                         | 291                            | 231            | —                     | 231            | —                   | 79.2                          |
| British Island Airways            | 55                   | 225              | 219               |                                     |                               |                          |                               | 533                         | 253                            | 132            | 21                    | 111            | —                   | 52.3                          |
| Intra Airways                     | 20                   | 131              | 111               |                                     |                               |                          |                               | 316                         | 75                             | 52             | —                     | 52             | —                   | 70.0                          |
| TOTAL Cargo Services              | 131                  | 500              | 501               |                                     |                               |                          |                               | 2 101                       | 1 172                          | 724            | 23                    | 701            | —                   | 61.8                          |
| GRAND TOTAL                       | 4 793                | 15 934           | 14 353            | 681 170                             | 386 159                       | 254 711                  | 66.0                          | 3 993                       | 38 573                         | 22 826         | 222                   | 1 209          | 21 395              | 59.2                          |

# All Non-Scheduled Services July 1976

Table 23.1

|                                   | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of<br>passengers<br>uplifted | Seat-km<br>available<br>(000) | Seat-km<br>used<br>(000) | As percentage<br>of available | Cargo*<br>uplifted<br>tonnes | Tonne-km<br>available<br>(000) | Total<br>(000) | Tonne-kilometres used |                     | As percentage<br>of available |
|-----------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|-------------------------------|------------------------------|--------------------------------|----------------|-----------------------|---------------------|-------------------------------|
|                                   |                      |                  |                   |                                     |                               |                          |                               |                              |                                |                | Cargo<br>(000)        | Passengers<br>(000) |                               |
| British Airways Overseas Division | 882                  | 197              | 1 121             | 31 782                              | 189 721                       | 156 806                  | 82.6                          | —                            | 21 646                         | 14 652         | —                     | 14 652              | 67.7                          |
| British Airways European Division | 624                  | 511              | 1 106             | 33 262                              | 59 127                        | 45 649                   | 77.2                          | 1 070                        | 8 562                          | 5 155          | 1 154                 | 4 001               | 60.2                          |
| British Airtours                  | 1 749                | 949              | 2 892             | 151 189                             | 331 394                       | 282 477                  | 85.2                          | —                            | 30 156                         | 24 119         | —                     | 24 119              | 80.0                          |
| British Airways Regional Division | 83                   | 137              | 181               | 6 576                               | 8 055                         | 5 825                    | 72.3                          | 4                            | 750                            | 472            | 2                     | 470                 | 62.9                          |
| British Airways Helicopters       | 295                  | 2 213            | 1 489             | 17 810                              | 5 995                         | 2 531                    | 42.2                          | 127                          | 578                            | 221            | 19                    | 202                 | 38.2                          |
| British Caledonian Airways        | 2 747                | 1 318            | 4 086             | 104 351                             | 324 398                       | 270 396                  | 83.4                          | 2 015                        | 48 972                         | 36 130         | 12 193                | 23 937              | 73.8                          |
| Air Anglia                        | 65                   | 195              | 187               | 474                                 | 458                           | 161                      | 35.1                          | —                            | 46                             | 16             | —                     | 16                  | 35.1                          |
| Air Freight                       | 35                   | 85               | 329               | 782                                 | 442                           | 298                      | 67.4                          | 38                           | 108                            | 73             | 51                    | 22                  | 67.5                          |
| Air-Bridge Carriers               | 54                   | 136              | 183               | —                                   | —                             | —                        | —                             | 561                          | 446                            | 187            | 187                   | —                   | 41.9                          |
| Alidair                           | 165                  | 473              | 500               | 13 037                              | 9 584                         | 5 289                    | 55.2                          | 119                          | 1 056                          | 507            | 75                    | 432                 | 47.3                          |
| Beecham Imperial                  | 6                    | 7                | 11                | 19                                  | 44                            | 14                       | 31.9                          | —                            | 4                              | 1              | —                     | 1                   | 32.9                          |
| Bristow Helicopters               | 484                  | 3 922            | 3 042             | 25 395                              | 7 960                         | 3 834                    | 48.2                          | 258                          | 668                            | 401            | 43                    | 359                 | 60.0                          |
| Britannia Airways                 | 3 321                | 2 210            | 5 300             | 245 443                             | 431 807                       | 371 083                  | 85.9                          | —                            | 36 730                         | 31 544         | —                     | 31 544              | 85.9                          |
| British Air Ferries               | 44                   | 91               | 170               | 1 073                               | 1 452                         | 697                      | 48.0                          | 77                           | 267                            | 107            | 44                    | 63                  | 40.1                          |
| British Executive Air Services    | 24                   | 282              | 15                | 135                                 | 240                           | 12                       | 5.0                           | 2                            | 24                             | 1              | —                     | 1                   | 4.2                           |
| British Island Airways            | 56                   | 132              | 195               | 968                                 | 486                           | 327                      | 67.4                          | 59                           | 265                            | 133            | 109                   | 24                  | 50.1                          |
| British Midland Airways           | 848                  | 610              | 1 327             | 60 384                              | 145 356                       | 95 630                   | 65.8                          | —                            | 12 467                         | 8 129          | 571                   | 7 558               | 65.2                          |
| Dan-Air Services                  | 6 102                | 4 313            | 10 408            | 359 151                             | 722 320                       | 568 152                  | 78.7                          | 300                          | 58 056                         | 45 623         | 128                   | 45 495              | 78.6                          |
| Fairflight Charters               | 58                   | 112              | 226               | 706                                 | 472                           | 351                      | 74.4                          | 10                           | 47                             | 31             | 6                     | 25                  | 66.0                          |
| Fitair                            | 6                    | 17               | 21                | 59                                  | 43                            | 18                       | 41.9                          | —                            | 4                              | 2              | —                     | 2                   | 50.0                          |
| Green Shield Stamp                | 33                   | 40               | 55                | 171                                 | 331                           | 171                      | 51.6                          | —                            | 66                             | 43             | —                     | 43                  | 65.4                          |
| IDS Aircraft                      | 22                   | 42               | 40                | 134                                 | 134                           | 71                       | 53.0                          | —                            | 12                             | 6              | —                     | 6                   | 50.0                          |
| International Aviation Service    | 710                  | 273              | 1 218             | —                                   | —                             | —                        | —                             | 2 568                        | 22 799                         | 15 220         | 15 220                | —                   | 66.8                          |
| Intra Airways                     | 41                   | 139              | 166               | 4 969                               | 2 300                         | 1 588                    | 69.0                          | —                            | 178                            | 119            | —                     | 119                 | 67.1                          |
| Laker Airways                     | 2 613                | 1 074            | 3 437             | 118 201                             | 489 766                       | 401 952                  | 82.1                          | —                            | 49 189                         | 39 482         | —                     | 39 482              | 80.3                          |
| Loganair                          | 98                   | 676              | 456               | 2 825                               | 914                           | 494                      | 54.1                          | —                            | 82                             | 44             | —                     | 44                  | 53.6                          |
| Lowland Aero Service              | 10                   | 26               | 34                | 83                                  | 60                            | 33                       | 55.0                          | —                            | 7                              | 3              | —                     | 3                   | 42.9                          |
| MAM Aviation                      | 41                   | 52               | 56                | 179                                 | 355                           | 140                      | 39.4                          | —                            | 31                             | 11             | —                     | 11                  | 35.5                          |
| Management Aviation               | 16                   | 85               | 84                | 527                                 | 174                           | 104                      | 59.8                          | 23                           | 19                             | 11             | 5                     | 6                   | 57.9                          |
| McAlpine Aviation                 | 176                  | 299              | 285               | 777                                 | 1 365                         | 544                      | 39.9                          | —                            | 112                            | 43             | —                     | 43                  | 38.4                          |
| Merlot International Airlines     | 25                   | 39               | 54                | 69                                  | 182                           | 65                       | 35.9                          | —                            | 15                             | 6              | —                     | 6                   | 36.6                          |
| Monarch Airlines                  | 1 230                | 859              | 1 982             | 93 198                              | 178 483                       | 140 035                  | 78.5                          | —                            | 17 429                         | 12 701         | —                     | 12 701              | 72.9                          |
| Moseley Aviation                  | 6                    | 24               | 23                | 65                                  | 39                            | 27                       | 69.2                          | —                            | 4                              | 3              | —                     | 3                   | 75.0                          |
| Northern Air Taxis                | 18                   | 53               | 65                | 84                                  | 136                           | 29                       | 21.3                          | —                            | 11                             | 2              | —                     | 2                   | 18.2                          |
| Northern Executive Aviation       | 19                   | 75               | 66                | 393                                 | 109                           | 89                       | 81.7                          | 14                           | 15                             | 12             | 4                     | 8                   | 80.0                          |
| Peters Aviation                   | 52                   | 105              | 221               | 902                                 | 660                           | 443                      | 67.2                          | 1                            | 50                             | 38             | 1                     | 37                  | 75.4                          |
| Ryburn Air                        | 4                    | 42               | 22                | 22                                  | 22                            | 5                        | 24.8                          | 3                            | 3                              | 1              | —                     | —                   | 30.8                          |
| Thurston Aviation                 | 59                   | 220              | 215               | 318                                 | 287                           | 84                       | 29.3                          | 3                            | 48                             | 11             | 4                     | 7                   | 22.9                          |
| Tradewinds Airways                | 451                  | 158              | 917               | —                                   | —                             | —                        | —                             | 1 322                        | 11 937                         | 6 833          | 6 833                 | —                   | 57.2                          |
| Trans-Meridian Air Cargo          | 900                  | 292              | 1 886             | —                                   | —                             | —                        | —                             | 2 270                        | 23 283                         | 14 529         | 14 529                | —                   | 62.4                          |
| Vernair Transport                 | 62                   | 137              | 219               | 533                                 | 420                           | 262                      | 62.3                          | —                            | 37                             | 22             | —                     | 22                  | 59.1                          |
| <b>TOTAL</b>                      | <b>24 235</b>        | <b>22 620</b>    | <b>44 286</b>     | <b>1 276 046</b>                    | <b>2 915 091</b>              | <b>2 355 688</b>         | <b>80.8</b>                   | <b>10 855</b>                | <b>346 177</b>                 | <b>256 643</b> | <b>51 177</b>         | <b>205 466</b>      | <b>74.1</b>                   |
| <b>Class 5A Licence TOTAL</b>     | <b>383</b>           | <b>363</b>       | <b>643</b>        | <b>23 479</b>                       | <b>66 438</b>                 | <b>57 252</b>            | <b>86.2</b>                   | <b>..</b>                    | <b>5 817</b>                   | <b>4 774</b>   | <b>4</b>              | <b>4 770</b>        | <b>82.1</b>                   |
| <b>TOTAL Excludes 5A Licence</b>  | <b>23 852</b>        | <b>22 257</b>    | <b>43 643</b>     | <b>1 252 567</b>                    | <b>2 848 653</b>              | <b>2 298 436</b>         | <b>80.7</b>                   | <b>10 855</b>                | <b>340 360</b>                 | <b>251 869</b> | <b>51 173</b>         | <b>200 696</b>      | <b>74.0</b>                   |

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

# International Non-Scheduled Services July 1976

Table 23.2

|                                   | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of<br>passengers<br>uplifted | Seat-km<br>available<br>(000) | Seat-km<br>used<br>(000) | As percentage<br>of available | Cargo*<br>uplifted<br>tonnes | Tonne-km<br>available<br>(000) | Total<br>(000) | Tonne-kilometres used |                     |                               |
|-----------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|-------------------------------|------------------------------|--------------------------------|----------------|-----------------------|---------------------|-------------------------------|
|                                   |                      |                  |                   |                                     |                               |                          |                               |                              |                                |                | Cargo<br>(000)        | Passengers<br>(000) | As percentage<br>of available |
| British Airways Overseas Division | 882                  | 197              | 1 121             | 31 782                              | 189 721                       | 156 806                  | 82.7                          | —                            | 21 646                         | 14 652         | —                     | 14 652              | 67.7                          |
| British Airways European Division | 624                  | 511              | 1 106             | 33 262                              | 59 127                        | 45 649                   | 77.2                          | 1 070                        | 8 562                          | 5 155          | 1 154                 | 4 001               | 60.2                          |
| British Airtours                  | 1 749                | 949              | 2 892             | 151 189                             | 331 394                       | 282 477                  | 85.2                          | —                            | 30 156                         | 24 119         | —                     | 24 119              | 80.0                          |
| British Airways Regional Division | 67                   | 81               | 132               | 5 407                               | 7 058                         | 5 450                    | 77.2                          | —                            | 669                            | 440            | —                     | 440                 | 65.7                          |
| British Airways Helicopters       | 284                  | 2 120            | 1 431             | 17 583                              | 5 887                         | 2 498                    | 42.4                          | 127                          | 569                            | 218            | 19                    | 199                 | 38.3                          |
| British Caledonian Airways        | 2 747                | 1 318            | 4 086             | 104 351                             | 324 398                       | 270 396                  | 83.4                          | 2 015                        | 48 972                         | 36 130         | 12 193                | 23 937              | 73.8                          |
| Air Anglia                        | 10                   | 26               | 38                | 41                                  | 67                            | 17                       | 24.8                          | —                            | 7                              | 2              | —                     | 2                   | 24.8                          |
| Air Freight                       | 26                   | 56               | 117               | 178                                 | 151                           | 113                      | 75.0                          | 38                           | 85                             | 59             | 51                    | 9                   | 69.1                          |
| Air-Bridge Carriers               | 28                   | 33               | 88                | —                                   | —                             | —                        | —                             | 96                           | 197                            | 66             | 66                    | —                   | 33.5                          |
| Alidair                           | 125                  | 361              | 373               | 12 094                              | 8 671                         | 4 937                    | 56.9                          | —                            | 818                            | 420            | 18                    | 402                 | 51.4                          |
| Beecham Imperial                  | 4                    | 5                | 8                 | 13                                  | 34                            | 10                       | 30.2                          | —                            | 3                              | 1              | —                     | 1                   | 32.0                          |
| Bristow Helicopters               | 484                  | 3 922            | 3 042             | 25 395                              | 7 960                         | 3 834                    | 48.2                          | 258                          | 668                            | 401            | 43                    | 359                 | 60.0                          |
| Britannia Airways                 | 3 321                | 2 210            | 5 300             | 245 443                             | 431 807                       | 371 083                  | 85.9                          | —                            | 36 730                         | 31 544         | —                     | 31 544              | 85.9                          |
| British Air Ferries               | 39                   | 77               | 149               | 776                                 | 1 230                         | 573                      | 46.5                          | 76                           | 245                            | 96             | 44                    | 52                  | 39.3                          |
| British Executive Air Services    | 24                   | 282              | 15                | 135                                 | 240                           | 12                       | 5.0                           | 2                            | 24                             | 1              | —                     | 1                   | 4.2                           |
| British Island Airways            | 29                   | 82               | 107               | 663                                 | 400                           | 253                      | 63.4                          | —                            | 144                            | 93             | 75                    | 18                  | 64.6                          |
| British Midland Airways           | 845                  | 601              | 1 317             | 59 852                              | 145 095                       | 95 416                   | 65.8                          | —                            | 12 447                         | 8 113          | 571                   | 7 542               | 65.2                          |
| Dan-Air Services                  | 5 991                | 4 000            | 10 025            | 353 966                             | 718 672                       | 566 581                  | 78.8                          | 158                          | 57 584                         | 45 415         | 49                    | 45 366              | 78.9                          |
| Fairflight Charters               | 44                   | 80               | 166               | 407                                 | 264                           | 211                      | 79.9                          | 10                           | 31                             | 20             | 6                     | 14                  | 64.5                          |
| Fitair                            | 4                    | 11               | 14                | 39                                  | 28                            | 12                       | 42.9                          | —                            | 3                              | 1              | —                     | 1                   | 33.3                          |
| Green Shield Stamp                | 31                   | 33               | 51                | 168                                 | 308                           | 169                      | 54.9                          | —                            | 64                             | 43             | —                     | 43                  | 66.9                          |
| IDS Aircraft                      | 22                   | 42               | 40                | 134                                 | 134                           | 71                       | 53.0                          | —                            | 12                             | 6              | —                     | 6                   | 50.0                          |
| International Aviation Service    | 710                  | 273              | 1 218             | —                                   | —                             | —                        | —                             | 2 568                        | 22 799                         | 15 220         | 15 220                | —                   | 66.8                          |
| Intra Airways                     | 31                   | 81               | 102               | 3 067                               | 1 782                         | 1 243                    | 69.8                          | —                            | 137                            | 93             | —                     | 93                  | 68.0                          |
| Laker Airways                     | 2 613                | 1 074            | 3 437             | 118 201                             | 489 766                       | 401 952                  | 82.1                          | —                            | 49 189                         | 39 482         | —                     | 39 482              | 80.3                          |
| Lowland Aero Service              | 10                   | 26               | 34                | 83                                  | 60                            | 33                       | 55.0                          | —                            | 7                              | 3              | —                     | 3                   | 42.9                          |
| MAM Aviation                      | 25                   | 23               | 34                | 65                                  | 208                           | 71                       | 34.1                          | —                            | 17                             | 5              | —                     | 5                   | 29.4                          |
| McAlpine Aviation                 | 131                  | 150              | 199               | 538                                 | 1 034                         | 471                      | 45.6                          | —                            | 83                             | 37             | —                     | 37                  | 44.6                          |
| Merlot International Airlines     | 25                   | 39               | 54                | 69                                  | 182                           | 65                       | 35.9                          | —                            | 15                             | 6              | —                     | 6                   | 36.6                          |
| Monarch Airlines                  | 1 230                | 859              | 1 982             | 93 198                              | 178 483                       | 140 035                  | 78.5                          | —                            | 17 429                         | 12 701         | —                     | 12 701              | 72.9                          |
| Moseley Aviation                  | 5                    | 8                | 18                | 40                                  | 31                            | 26                       | 83.9                          | —                            | 3                              | 2              | —                     | 2                   | 66.7                          |
| Northern Air Taxis                | 6                    | 17               | 23                | 28                                  | 48                            | 10                       | 20.8                          | —                            | 4                              | 1              | —                     | 1                   | 25.0                          |
| Northern Executive Aviation       | 2                    | 3                | 6                 | 9                                   | 4                             | 4                        | 100.0                         | 1                            | 2                              | 1              | 1                     | —                   | 50.0                          |
| Peters Aviation                   | 50                   | 97               | 212               | 818                                 | 636                           | 427                      | 67.1                          | 1                            | 47                             | 36             | 1                     | 35                  | 76.1                          |
| Ryburn Air                        | 1                    | 3                | 3                 | 12                                  | 5                             | 4                        | 80.0                          | —                            | 1                              | —              | —                     | —                   | 55.6                          |
| Thurston Aviation                 | 49                   | 168              | 176               | 214                                 | 209                           | 62                       | 29.7                          | 3                            | 41                             | 9              | 4                     | 5                   | 22.0                          |
| Tradewinds Airways                | 451                  | 158              | 917               | —                                   | —                             | —                        | —                             | 1 322                        | 11 937                         | 6 833          | 6 833                 | —                   | 57.2                          |
| Trans-Meridian Air Cargo          | 900                  | 292              | 1 886             | —                                   | —                             | —                        | —                             | 2 270                        | 23 283                         | 14 529         | 14 529                | —                   | 62.4                          |
| Vernair Transport                 | 5                    | 7                | 18                | 30                                  | 37                            | 23                       | 61.4                          | —                            | 3                              | 2              | —                     | 2                   | 58.6                          |
| TOTAL                             | 23 625               | 20 275           | 41 932            | 1 259 250                           | 2 905 133                     | 2 350 994                | 80.9                          | 10 022                       | 344 632                        | 255 954        | 50 875                | 205 079             | 74.3                          |
| Class 5A Licence TOTAL            | 383                  | 363              | 643               | 23 479                              | 66 438                        | 57 252                   | 86.2                          | ..                           | 5 817                          | 4 774          | 4                     | 4 770               | 82.1                          |
| TOTAL Excludes 5A Licence         | 23 242               | 19 912           | 41 289            | 1 235 771                           | 2 838 695                     | 2 293 742                | 80.8                          | 10 022                       | 338 815                        | 251 180        | 50 871                | 200 309             | 74.1                          |

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

# Domestic Non-Scheduled Services July 1976

**Table 23.3**

|                                   | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of<br>passengers<br>uplifted | Seat-km<br>available<br>(000) | Seat-km<br>used<br>(000) | As percentage<br>of available | Cargo<br>uplifted<br>tonnes | Tonne-km<br>available<br>(000) | Tonne-kilometres used |                | Passengers<br>(000) | As percentage<br>of available |
|-----------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|-------------------------------|-----------------------------|--------------------------------|-----------------------|----------------|---------------------|-------------------------------|
|                                   |                      |                  |                   |                                     |                               |                          |                               |                             |                                | Total<br>(000)        | Cargo<br>(000) |                     |                               |
| British Airways Regional Division | 16                   | 56               | 49                | 1 169                               | 997                           | 375                      | 37.6                          | 4                           | 81                             | 32                    | 2              | 30                  | 39.1                          |
| British Airways Helicopters       | 11                   | 93               | 58                | 227                                 | 108                           | 33                       | 30.6                          | —                           | 9                              | 3                     | —              | 3                   | 33.3                          |
| Air Anglia                        | 56                   | 169              | 149               | 433                                 | 391                           | 144                      | 36.9                          | —                           | 39                             | 14                    | —              | 14                  | 36.9                          |
| Air Freight                       | 9                    | 29               | 212               | 604                                 | 291                           | 185                      | 63.4                          | —                           | 23                             | 14                    | —              | 14                  | 61.6                          |
| Air-Bridge Carriers               | 26                   | 103              | 95                | —                                   | —                             | —                        | —                             | 464                         | 249                            | 121                   | 121            | —                   | 48.5                          |
| Alidair                           | 40                   | 112              | 127               | 943                                 | 913                           | 352                      | 38.5                          | 119                         | 239                            | 87                    | 57             | 30                  | 36.4                          |
| Beecham Imperial                  | 1                    | 2                | 3                 | 6                                   | 10                            | 4                        | 37.5                          | —                           | 1                              | —                     | —              | —                   | 35.7                          |
| British Air Ferries               | 6                    | 14               | 21                | 297                                 | 221                           | 125                      | 56.3                          | —                           | 23                             | 11                    | —              | 11                  | 49.2                          |
| British Island Airways            | 26                   | 50               | 88                | 305                                 | 86                            | 74                       | 85.9                          | 59                          | 122                            | 40                    | 34             | 6                   | 32.8                          |
| British Midland Airways           | 4                    | 9                | 10                | 532                                 | 261                           | 215                      | 82.4                          | —                           | 20                             | 17                    | —              | 17                  | 86.3                          |
| Dan-Air Services                  | 111                  | 313              | 383               | 5 185                               | 3 647                         | 1 571                    | 43.1                          | 141                         | 472                            | 208                   | 80             | 128                 | 44.0                          |
| Fairflight Charters               | 14                   | 32               | 60                | 299                                 | 208                           | 140                      | 67.3                          | —                           | 16                             | 11                    | —              | 11                  | 68.8                          |
| Fitair                            | 2                    | 6                | 7                 | 20                                  | 15                            | 6                        | 40.0                          | —                           | 1                              | 1                     | —              | 1                   | 100.0                         |
| Green Shield Stamp                | 2                    | 7                | 4                 | 3                                   | 23                            | 2                        | 7.0                           | —                           | 2                              | —                     | —              | —                   | 6.3                           |
| Intra Airways                     | 10                   | 58               | 64                | 1 902                               | 518                           | 345                      | 66.6                          | —                           | 41                             | 26                    | —              | 26                  | 64.0                          |
| Loganair                          | 98                   | 676              | 456               | 2 825                               | 914                           | 494                      | 54.1                          | —                           | 82                             | 44                    | —              | 44                  | 53.6                          |
| MAM Aviation                      | 16                   | 29               | 22                | 114                                 | 147                           | 69                       | 46.9                          | —                           | 14                             | 6                     | —              | 6                   | 42.9                          |
| Management Aviation               | 16                   | 85               | 84                | 527                                 | 174                           | 104                      | 59.8                          | 23                          | 19                             | 11                    | 5              | 6                   | 57.9                          |
| McAlpine Aviation                 | 45                   | 149              | 86                | 239                                 | 331                           | 73                       | 22.1                          | —                           | 29                             | 6                     | —              | 6                   | 20.7                          |
| Moseley Aviation                  | 1                    | 16               | 5                 | 25                                  | 8                             | 1                        | 12.5                          | —                           | 1                              | 1                     | —              | 1                   | 100.0                         |
| Northern Air Taxis                | 12                   | 36               | 42                | 56                                  | 88                            | 19                       | 21.6                          | —                           | 7                              | 1                     | —              | 1                   | 14.3                          |
| Northern Executive Aviation       | 17                   | 72               | 60                | 384                                 | 105                           | 85                       | 81.0                          | 13                          | 13                             | 11                    | 3              | 8                   | 84.6                          |
| Peters Aviation                   | 2                    | 8                | 9                 | 84                                  | 24                            | 16                       | 68.7                          | —                           | 2                              | 1                     | —              | 1                   | 61.4                          |
| Ryburn Air                        | 3                    | 39               | 18                | 10                                  | 16                            | 1                        | 6.9                           | 3                           | 2                              | 1                     | —              | —                   | 22.8                          |
| Thurston Aviation                 | 10                   | 52               | 39                | 104                                 | 78                            | 22                       | 28.2                          | —                           | 7                              | 2                     | —              | 2                   | 28.6                          |
| Vernair Transport                 | 57                   | 130              | 202               | 503                                 | 383                           | 239                      | 62.4                          | —                           | 33                             | 20                    | —              | 20                  | 59.2                          |
| <b>TOTAL</b>                      | <b>610</b>           | <b>2 345</b>     | <b>2 354</b>      | <b>16 796</b>                       | <b>9 958</b>                  | <b>4 694</b>             | <b>47.1</b>                   | <b>832</b>                  | <b>1 545</b>                   | <b>689</b>            | <b>302</b>     | <b>387</b>          | <b>44.6</b>                   |
| Class 5A Licence TOTAL            | —                    | —                | —                 | —                                   | —                             | —                        | —                             | ..                          | —                              | —                     | —              | —                   | —                             |
| TOTAL Excludes 5A Licence         | 610                  | 2 345            | 2 354             | 16 796                              | 9 958                         | 4 694                    | 47.1                          | 832                         | 1 545                          | 689                   | 302            | 387                 | 44.6                          |

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

## Class 2 Licence Operations July 1976

Table 24

|                                   | Aircraft<br>-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of passengers<br>uplifted |       | Seat-km            |               |                            | Tonne-km           |               |                            |
|-----------------------------------|--------------------------|------------------|-------------------|----------------------------------|-------|--------------------|---------------|----------------------------|--------------------|---------------|----------------------------|
|                                   |                          |                  |                   | ABC                              | Other | Available<br>(000) | Used<br>(000) | Percentage<br>of available | Available<br>(000) | Used<br>(000) | Percentage<br>of available |
| International Services            |                          |                  |                   |                                  |       |                    |               |                            |                    |               |                            |
| British Airways Overseas Division | 521                      | 116              | 690               | 16 856                           | —     | 113 492            | 86 547        | 76·3                       | 13 111             | 7 995         | 61·0                       |
| British Caledonian Airways        | 902                      | 209              | 1 175             | 22 578                           | —     | 169 500            | 142 773       | 84·2                       | 16 500             | 12 839        | 77·8                       |
| Dan-Air Services                  | 46                       | 19               | 64                | 1 843                            | —     | 8 642              | 8 376         | 96·9                       | 690                | 670           | 97·0                       |
| Laker Airways                     | 1 030                    | 232              | 1 019             | 36 126                           | 6 189 | 300 743            | 248 364       | 82·6                       | 30 992             | 24 836        | 80·1                       |
| TOTAL                             | 2 499                    | 576              | 2 948             | 77 403                           | 6 189 | 592 376            | 486 060       | 82·1                       | 61 292             | 46 340        | 75·6                       |

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

Table 25

|                                   | Aircraft<br>–km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of<br>passengers<br>uplifted | Seat–km            |               |                            | Tonne–km           |               |                            | Number of IT passengers<br>uplifted |         |
|-----------------------------------|--------------------------|------------------|-------------------|-------------------------------------|--------------------|---------------|----------------------------|--------------------|---------------|----------------------------|-------------------------------------|---------|
|                                   |                          |                  |                   |                                     | Available<br>(000) | Used<br>(000) | Percentage<br>of available | Available<br>(000) | Used<br>(000) | Percentage<br>of available | Class 2                             | Class 4 |
| International Services            |                          |                  |                   |                                     |                    |               |                            |                    |               |                            |                                     |         |
| British Airways Overseas Division | 78                       | 15               | 121               | 2 428                               | 13 756             | 12 493        | 90.8                       | 1 517              | 1 152         | 75.9                       | —                                   | —       |
| British Airways European Division | 408                      | 282              | 654               | 26 589                              | 47 683             | 39 340        | 82.5                       | 4 701              | 3 438         | 73.1                       | —                                   | —       |
| British Airtours                  | 1 418                    | 842              | 2 430             | 132 667                             | 268 008            | 224 340       | 83.7                       | 24 387             | 19 131        | 78.4                       | —                                   | 1 384   |
| British Airways Regional Division | 61                       | 69               | 118               | 4 612                               | 6 423              | 5 075         | 79.0                       | 607                | 406           | 66.8                       | —                                   | —       |
| British Caledonian Airways        | 1 005                    | 826              | 1 750             | 70 733                              | 108 932            | 89 197        | 81.9                       | 10 295             | 7 671         | 74.5                       | —                                   | —       |
| Alidair                           | 2                        | 3                | 6                 | 127                                 | 145                | 128           | 88.8                       | 13                 | 11            | 81.1                       | —                                   | 538     |
| Britannia Airways                 | 3 125                    | 1 970            | 4 955             | 219 430                             | 406 126            | 349 900       | 86.2                       | 34 547             | 29 744        | 86.1                       | —                                   | —       |
| British Midland Airways           | 3                        | 3                | 8                 | 194                                 | 239                | 212           | 88.7                       | 19                 | 17            | 86.4                       | —                                   | —       |
| Dan-Air Services                  | 4 655                    | 2 998            | 7 681             | 275 567                             | 553 173            | 436 268       | 78.9                       | 44 245             | 34 908        | 78.9                       | —                                   | 4 267   |
| Intra Airways                     | 17                       | 50               | 60                | 1 677                               | 976                | 591           | 60.6                       | 75                 | 44            | 58.9                       | —                                   | —       |
| Laker Airways                     | 1 007                    | 574              | 1 634             | 57 660                              | 123 540            | 102 955       | 83.3                       | 11 837             | 9 800         | 82.8                       | —                                   | —       |
| Monarch Airlines                  | 998                      | 689              | 1 597             | 76 682                              | 149 142            | 117 444       | 78.7                       | 14 552             | 10 652        | 73.2                       | —                                   | —       |
| TOTAL International Services      | 12 779                   | 8 321            | 21 013            | 868 366                             | 1 678 142          | 1 377 943     | 82.1                       | 146 796            | 116 972       | 79.7                       | —                                   | 6 189   |
| Domestic Services                 |                          |                  |                   |                                     |                    |               |                            |                    |               |                            |                                     |         |
| Intra Airways                     | 1                        | 30               | 10                | 969                                 | 41                 | 37            | 89.7                       | 4                  | 3             | 79.4                       | —                                   | —       |
| TOTAL Domestic Services           | 1                        | 30               | 10                | 969                                 | 41                 | 37            | 89.7                       | 4                  | 3             | 79.4                       | —                                   | —       |
| GRAND TOTAL                       | 12 781                   | 8 351            | 21 023            | 869 335                             | 1 678 183          | 1 377 980     | 82.1                       | 146 800            | 116 975       | 79.7                       | —                                   | 6 189   |

## All Class 4 Licence Operations July 1976

Table 26.1

|                                   | Aircraft<br>-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of passengers<br>uplifted |         | Available<br>(000) | Seat-km<br>Used<br>(000) | Percentage<br>of available | Tonne-km           |               |                            |
|-----------------------------------|--------------------------|------------------|-------------------|----------------------------------|---------|--------------------|--------------------------|----------------------------|--------------------|---------------|----------------------------|
|                                   |                          |                  |                   | IT                               | Other   |                    |                          |                            | Available<br>(000) | Used<br>(000) | Percentage<br>of available |
| British Airways Overseas Division | 273                      | 64               | 304               | —                                | 12 231  | 60 941             | 56 374                   | 92.5                       | 6 841              | 5 375         | 78.6                       |
| British Airways European Division | 19                       | 19               | 32                | —                                | 1 937   | 3 911              | 1 891                    | 48.4                       | 415                | 161           | 38.8                       |
| British Airtours                  | 141                      | 55               | 202               | 1 384                            | 7 636   | 27 315             | 22 893                   | 83.8                       | 2 486              | 1 974         | 79.4                       |
| British Caledonian Airways        | 237                      | 128              | 365               | —                                | 11 060  | 38 355             | 35 897                   | 93.6                       | 3 721              | 3 200         | 86.0                       |
| Alidair                           | 5                        | 10               | 15                | 538                              | —       | 332                | 275                      | 82.8                       | 30                 | 23            | 76.6                       |
| Britannia Airways                 | 94                       | 71               | 154               | —                                | 7 558   | 12 265             | 10 018                   | 81.7                       | 1 044              | 852           | 81.6                       |
| British Island Airways            | 3                        | 8                | 11                | —                                | 273     | 146                | 91                       | 62.8                       | 13                 | 8             | 58.0                       |
| British Midland Airways           | 20                       | 34               | 55                | —                                | 2 291   | 1 474              | 1 392                    | 94.5                       | 125                | 109           | 86.8                       |
| Dan-Air Services                  | 1 230                    | 886              | 2 126             | 4 267                            | 69 874  | 151 582            | 118 523                  | 78.2                       | 12 126             | 9 511         | 78.4                       |
| Intra Airways                     | 16                       | 36               | 50                | —                                | 1 545   | 935                | 739                      | 79.0                       | 72                 | 56            | 77.1                       |
| Laker Airways                     | 365                      | 216              | 529               | —                                | 14 298  | 32 502             | 23 837                   | 73.3                       | 2 922              | 2 167         | 74.2                       |
| Loganair                          | 11                       | 373              | 64                | —                                | 1 458   | 90                 | 55                       | 61.5                       | 8                  | 5             | 61.9                       |
| Monarch Airlines                  | 221                      | 161              | 370               | —                                | 15 748  | 27 868             | 21 547                   | 77.3                       | 2 734              | 1 955         | 71.5                       |
| TOTAL                             | 2 637                    | 2 061            | 4 277             | 6 189                            | 145 909 | 357 714            | 293 533                  | 82.1                       | 32 537             | 25 394        | 78.0                       |

## International Class 4 Licence Operations July 1976

Table 26.2

|                                   | Aircraft<br>—km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of passengers<br>uplifted |         | Available<br>(000) | Seat—km       |      | Percentage<br>of available | Tonne—km           |               | Percentage<br>of available |
|-----------------------------------|--------------------------|------------------|-------------------|----------------------------------|---------|--------------------|---------------|------|----------------------------|--------------------|---------------|----------------------------|
|                                   |                          |                  |                   | IT                               | Other   |                    | Used<br>(000) |      |                            | Available<br>(000) | Used<br>(000) |                            |
| British Airways Overseas Division | 273                      | 64               | 304               | —                                | 12 231  | 60 941             | 56 374        | 92.5 |                            | 6 841              | 5 375         | 78.6                       |
| British Airways European Division | 19                       | 19               | 32                | —                                | 1 937   | 3 911              | 1 891         | 48.4 |                            | 415                | 161           | 38.8                       |
| British Airtours                  | 141                      | 55               | 202               | 1 384                            | 7 636   | 27 315             | 22 893        | 83.8 |                            | 2 486              | 1 974         | 79.4                       |
| British Caledonian Airways        | 237                      | 128              | 365               | —                                | 11 060  | 38 355             | 35 897        | 93.6 |                            | 3 721              | 3 200         | 86.0                       |
| Alidair                           | 5                        | 10               | 15                | 538                              | —       | 332                | 275           | 82.8 |                            | 31                 | 23            | 76.2                       |
| Britannia Airways                 | 94                       | 71               | 154               | —                                | 7 558   | 12 265             | 10 018        | 81.7 |                            | 1 044              | 852           | 81.6                       |
| British Island Airways            | 3                        | 8                | 11                | —                                | 273     | 146                | 91            | 62.8 |                            | 13                 | 8             | 58.0                       |
| British Midland Airways           | 17                       | 26               | 46                | —                                | 1 785   | 1 260              | 1 194         | 94.8 |                            | 108                | 93            | 86.7                       |
| Dan-Air Services                  | 1 230                    | 886              | 2 126             | 4 267                            | 69 874  | 151 582            | 118 523       | 78.2 |                            | 12 126             | 9 511         | 78.4                       |
| Intra Airways                     | 13                       | 28               | 38                | —                                | 1 274   | 752                | 616           | 81.8 |                            | 58                 | 46            | 79.9                       |
| Laker Airways                     | 365                      | 216              | 529               | —                                | 14 298  | 32 502             | 23 837        | 73.3 |                            | 2 922              | 2 167         | 74.2                       |
| Monarch Airlines                  | 221                      | 161              | 370               | —                                | 15 748  | 27 868             | 21 547        | 77.3 |                            | 2 734              | 1 955         | 71.5                       |
| TOTAL                             | 2 620                    | 1 672            | 4 193             | 6 189                            | 143 674 | 357 228            | 293 157       | 82.1 |                            | 32 497             | 25 364        | 78.4                       |

## Domestic Class 4 Licence Operations July 1976

Table 26.3

|                         | Aircraft<br>-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of passengers<br>uplifted |       | Available<br>(000) | Seat-km       |                            | Tonne-km           |               |                            |
|-------------------------|--------------------------|------------------|-------------------|----------------------------------|-------|--------------------|---------------|----------------------------|--------------------|---------------|----------------------------|
|                         |                          |                  |                   | IT                               | Other |                    | Used<br>(000) | Percentage<br>of available | Available<br>(000) | Used<br>(000) | Percentage<br>of available |
| British Midland Airways | 3                        | 8                | 9                 | —                                | 506   | 213                | 198           | 92.9                       | 18                 | 16            | 88.0                       |
| Intra Airways           | 3                        | 8                | 12                | —                                | 271   | 182                | 123           | 67.5                       | 14                 | 9             | 65.6                       |
| Loganair                | 11                       | 373              | 64                | —                                | 1 458 | 90                 | 55            | 61.5                       | 8                  | 5             | 61.9                       |
| TOTAL                   | 17                       | 389              | 84                | —                                | 2 235 | 485                | 376           | 77.5                       | 40                 | 30            | 75.0                       |

## All Class 6 Licence Operations July 1976

**Table 27.1**

|                                   | Aircraft<br>-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Cargo<br>tonnes | Available<br>(000) | Tonne-km<br>Used<br>(000) | Percentage<br>of available |
|-----------------------------------|--------------------------|------------------|-------------------|-----------------|--------------------|---------------------------|----------------------------|
| British Airways European Division | 8                        | 17               | 21                | 139             | 122                | 88                        | 72.5                       |
| British Caledonian Airways        | 503                      | 129              | 666               | 1 803           | 15 687             | 10 477                    | 66.8                       |
| Air Freight                       | 2                        | 8                | 8                 | 21              | 6                  | 4                         | 71.9                       |
| Air-Bridge Carriers               | 30                       | 114              | 113               | 524             | 290                | 141                       | 48.7                       |
| Alidair                           | 25                       | 71               | 66                | 115             | 148                | 56                        | 38.1                       |
| British Air Ferries               | 4                        | 18               | 21                | 41              | 37                 | 14                        | 36.6                       |
| Dan-Air Services                  | 54                       | 126              | 178               | 300             | 275                | 128                       | 46.7                       |
| International Aviation Service    | 177                      | 59               | 269               | 804             | 6 365              | 5 606                     | 81.8                       |
| Tradewinds Airways                | 268                      | 97               | 519               | 515             | 6 780              | 3 230                     | 47.6                       |
| Trans-Meridian Air Cargo          | 399                      | 149              | 879               | 1 063           | 10 841             | 8 528                     | 78.7                       |
| <b>TOTAL</b>                      | <b>1 469</b>             | <b>788</b>       | <b>2 741</b>      | <b>5 325</b>    | <b>40 550</b>      | <b>28 272</b>             | <b>69.7</b>                |

## International Class 6 Licence Operations July 1976

**Table 27.2**

|                                   | Aircraft<br>-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Cargo<br>tonnes | Available<br>(000) | Tonne-km<br>Used<br>(000) | Percentage<br>of available |
|-----------------------------------|--------------------------|------------------|-------------------|-----------------|--------------------|---------------------------|----------------------------|
| British Airways European Division | 8                        | 17               | 21                | 139             | 122                | 88                        | 72.5                       |
| British Caledonian Airways        | 503                      | 129              | 666               | 1 803           | 15 687             | 10 477                    | 66.8                       |
| Air Freight                       | 2                        | 8                | 8                 | 21              | 6                  | 4                         | 71.9                       |
| Air-Bridge Carriers               | 5                        | 14               | 20                | 59              | 46                 | 20                        | 44.3                       |
| British Air Ferries               | 4                        | 18               | 21                | 41              | 37                 | 14                        | 36.6                       |
| Dan-Air Services                  | 20                       | 64               | 71                | 159             | 101                | 49                        | 48.3                       |
| International Aviation Service    | 177                      | 59               | 269               | 804             | 6 365              | 5 606                     | 81.8                       |
| Tradewinds Airways                | 268                      | 97               | 519               | 515             | 6 780              | 3 230                     | 47.6                       |
| Trans-Meridian Air Cargo          | 399                      | 149              | 879               | 1 063           | 10 841             | 8 528                     | 78.7                       |
| <b>TOTAL</b>                      | <b>1 385</b>             | <b>555</b>       | <b>2 476</b>      | <b>4 604</b>    | <b>39 985</b>      | <b>28 016</b>             | <b>70.1</b>                |

## Domestic Class 6 Licence Operations July 1976

**Table 27.3**

|                     | Aircraft<br>-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Cargo<br>tonnes | Available<br>(000) | Tonne-km<br>Used<br>(000) | Percentage<br>of available |
|---------------------|--------------------------|------------------|-------------------|-----------------|--------------------|---------------------------|----------------------------|
| Air-Bridge Carriers | 25                       | 100              | 93                | 465             | 244                | 121                       | 49.5                       |
| Alidair             | 25                       | 71               | 66                | 115             | 148                | 56                        | 38.1                       |
| Dan-Air Services    | 35                       | 62               | 107               | 142             | 174                | 80                        | 45.7                       |
| <b>TOTAL</b>        | <b>84</b>                | <b>233</b>       | <b>266</b>        | <b>722</b>      | <b>566</b>         | <b>257</b>                | <b>45.4</b>                |

All Class 7 Licence Operations    July 1976

Table 28.1

|                                | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of<br>passengers<br>uplifted | Seat-km<br>available<br>(000) | Seat-km<br>used<br>(000) | As percentage<br>of available | Cargo<br>uplifted<br>tonnes | Tonne-km<br>available<br>(000) | Total<br>(000) | Tonne-kilometres used |                     |                               |
|--------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|-------------------------------|-----------------------------|--------------------------------|----------------|-----------------------|---------------------|-------------------------------|
|                                |                      |                  |                   |                                     |                               |                          |                               |                             |                                |                | Cargo<br>(000)        | Passengers<br>(000) | As percentage<br>of available |
| British Airways Helicopters    | 295                  | 2 213            | 1 489             | 17 810                              | 5 995                         | 2 531                    | 42·2                          | 127                         | 578                            | 221            | 19                    | 202                 | 38·2                          |
| Bristow Helicopters            | 484                  | 3 922            | 3 042             | 25 395                              | 7 960                         | 3 834                    | 48·2                          | 258                         | 668                            | 401            | 43                    | 359                 | 60·0                          |
| British Executive Air Services | 24                   | 282              | 15                | 135                                 | 240                           | 12                       | 5·0                           | 2                           | 24                             | 1              | —                     | 1                   | 4·2                           |
| TOTAL                          | 803                  | 6 417            | 4 546             | 43 340                              | 14 195                        | 6 377                    | 44·9                          | 387                         | 1 270                          | 623            | 61                    | 562                 | 49·1                          |

International Class 7 Licence Operations    July 1976

Table 28.2

|                                | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of<br>passengers<br>uplifted | Seat-km<br>available<br>(000) | Seat-km<br>used<br>(000) | As percentage<br>of available | Cargo<br>uplifted<br>tonnes | Tonne-km<br>available<br>(000) | Total<br>(000) | Tonne-kilometres used |                     |                               |
|--------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|-------------------------------|-----------------------------|--------------------------------|----------------|-----------------------|---------------------|-------------------------------|
|                                |                      |                  |                   |                                     |                               |                          |                               |                             |                                |                | Cargo<br>(000)        | Passengers<br>(000) | As percentage<br>of available |
| British Airways Helicopters    | 284                  | 2 120            | 1 431             | 17 583                              | 5 887                         | 2 498                    | 42·4                          | 127                         | 569                            | 218            | 19                    | 199                 | 38·3                          |
| Bristow Helicopters            | 484                  | 3 922            | 3 042             | 25 395                              | 7 960                         | 3 834                    | 48·2                          | 258                         | 668                            | 401            | 43                    | 359                 | 60·0                          |
| British Executive Air Services | 24                   | 282              | 15                | 135                                 | 240                           | 12                       | 5·0                           | 2                           | 24                             | 1              | —                     | 1                   | 4·2                           |
| TOTAL                          | 792                  | 6 324            | 4 488             | 43 113                              | 14 087                        | 6 344                    | 45·0                          | 387                         | 1 261                          | 620            | 61                    | 559                 | 49·2                          |

Domestic Class 7 Licence Operations    July 1976

Table 28.3

|                             | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of<br>passengers<br>uplifted | Seat-km<br>available<br>(000) | Seat-km<br>used<br>(000) | As percentage<br>of available | Cargo<br>uplifted<br>tonnes | Tonne-km<br>available<br>(000) | Total<br>(000) | Tonne-kilometres used |                     |                               |
|-----------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|-------------------------------|-----------------------------|--------------------------------|----------------|-----------------------|---------------------|-------------------------------|
|                             |                      |                  |                   |                                     |                               |                          |                               |                             |                                |                | Cargo<br>(000)        | Passengers<br>(000) | As percentage<br>of available |
| British Airways Helicopters | 11                   | 93               | 58                | 227                                 | 108                           | 33                       | 30·6                          | —                           | 9                              | 3              | —                     | 3                   | 33·3                          |
| TOTAL                       | 11                   | 93               | 58                | 227                                 | 108                           | 33                       | 30·6                          | —                           | 9                              | 3              | —                     | 3                   | 33·3                          |



# All Exempt Operations July 1976

Table 29.1

|                                   | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of<br>passengers<br>uplifted | Seat-km<br>available<br>(000) | Seat-km<br>used<br>(000) | As percentage<br>of available | Cargo<br>uplifted<br>tonnes | Tonne-km<br>available<br>(000) | Total<br>(000) | Tonne-kilometres used |                | Passengers<br>(000) | As percentage<br>of available |
|-----------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|-------------------------------|-----------------------------|--------------------------------|----------------|-----------------------|----------------|---------------------|-------------------------------|
|                                   |                      |                  |                   |                                     |                               |                          |                               |                             |                                |                |                       | Cargo<br>(000) |                     |                               |
| British Airways Overseas Division | 10                   | 2                | 7                 | 267                                 | 1 533                         | 1 392                    | 90.8                          | —                           | 177                            | 131            | —                     | —              | 131                 | 74.0                          |
| British Airways European Division | 183                  | 187              | 389               | 3 476                               | 5 696                         | 3 242                    | 56.9                          | 931                         | 3 124                          | 1 364          | 1 066                 | —              | 299                 | 43.7                          |
| British Airtours                  | 2                    | 2                | 3                 | 375                                 | 359                           | 356                      | 99.2                          | —                           | 33                             | 30             | —                     | —              | 30                  | 91.9                          |
| British Airways Regional Division | 16                   | 56               | 49                | 1 169                               | 997                           | 375                      | 37.6                          | 5                           | 81                             | 32             | 2                     | —              | 30                  | 39.1                          |
| British Caledonian Airways        | 69                   | 17               | 90                | —                                   | 4 598                         | 2 379                    | 51.7                          | 213                         | 1 894                          | 1 488          | 1 274                 | —              | 214                 | 78.6                          |
| Air Anglia                        | 65                   | 195              | 187               | 474                                 | 458                           | 161                      | 35.1                          | —                           | 46                             | 16             | —                     | —              | 16                  | 35.1                          |
| Air Freight                       | 22                   | 46               | 269               | 782                                 | 442                           | 298                      | 67.4                          | 18                          | 62                             | 40             | 18                    | —              | 22                  | 65.0                          |
| Air-Bridge Carriers               | 24                   | 22               | 70                | —                                   | —                             | —                        | —                             | 38                          | 157                            | 46             | 46                    | —              | —                   | 29.3                          |
| Alidair                           | 19                   | 48               | 73                | 1 050                               | 1 179                         | 430                      | 36.4                          | 4                           | 116                            | 38             | 1                     | —              | 37                  | 32.6                          |
| Beecham Imperial                  | 6                    | 7                | 11                | 19                                  | 44                            | 14                       | 31.9                          | —                           | 4                              | 1              | —                     | —              | 1                   | 32.9                          |
| Britannia Airways                 | 100                  | 167              | 187               | 18 337                              | 13 047                        | 10 998                   | 84.3                          | —                           | 1 109                          | 935            | —                     | —              | 935                 | 84.3                          |
| British Air Ferries               | 40                   | 73               | 148               | 1 019                               | 1 430                         | 682                      | 47.7                          | 37                          | 230                            | 94             | 32                    | —              | 61                  | 40.7                          |
| British Island Airways            | 28                   | 52               | 93                | 359                                 | 156                           | 112                      | 71.6                          | 60                          | 128                            | 43             | 34                    | —              | 10                  | 33.7                          |
| British Midland Airways           | 3                    | 4                | 8                 | 163                                 | 199                           | 117                      | 58.6                          | —                           | 14                             | 9              | —                     | —              | 9                   | 68.6                          |
| Dan-Air Services                  | 110                  | 280              | 348               | 7 197                               | 8 148                         | 4 361                    | 53.5                          | —                           | 658                            | 352            | —                     | —              | 352                 | 53.5                          |
| Fairflight Charters               | 58                   | 112              | 226               | 706                                 | 472                           | 351                      | 74.4                          | 11                          | 47                             | 31             | 6                     | —              | 25                  | 66.0                          |
| Fitair                            | 6                    | 17               | 21                | 59                                  | 43                            | 18                       | 41.9                          | —                           | 4                              | 2              | —                     | —              | 2                   | 50.0                          |
| Green Shield Stamp                | 33                   | 40               | 55                | 171                                 | 331                           | 171                      | 51.6                          | —                           | 66                             | 43             | —                     | —              | 43                  | 65.4                          |
| I D S Aircraft                    | 22                   | 42               | 40                | 134                                 | 134                           | 71                       | 53.0                          | —                           | 12                             | 6              | —                     | —              | 6                   | 50.0                          |
| International Aviation Service    | 516                  | 206              | 921               | —                                   | —                             | —                        | —                             | 1 764                       | 15 826                         | 9 205          | 9 205                 | —              | —                   | 58.2                          |
| Intra Airways                     | 6                    | 23               | 45                | 778                                 | 348                           | 221                      | 63.4                          | —                           | 27                             | 17             | —                     | —              | 17                  | 61.4                          |
| Laker Airways                     | 211                  | 52               | 255               | 3 928                               | 32 981                        | 26 797                   | 81.3                          | —                           | 3 439                          | 2 678          | —                     | —              | 2 678               | 77.9                          |
| Loganair                          | 87                   | 303              | 392               | 1 367                               | 824                           | 439                      | 53.3                          | —                           | 74                             | 39             | —                     | —              | 39                  | 52.7                          |
| Lowland Aero Service              | 10                   | 26               | 34                | 83                                  | 60                            | 33                       | 55.0                          | —                           | 7                              | 3              | —                     | —              | 3                   | 42.9                          |
| MAM Aviation                      | 41                   | 52               | 56                | 179                                 | 355                           | 140                      | 39.4                          | —                           | 31                             | 11             | —                     | —              | 11                  | 35.5                          |
| Management Aviation               | 16                   | 85               | 84                | 527                                 | 174                           | 104                      | 59.8                          | 23                          | 19                             | 11             | 5                     | —              | 6                   | 57.9                          |
| McAlpine Aviation                 | 176                  | 299              | 285               | 777                                 | 1 365                         | 544                      | 39.9                          | —                           | 112                            | 43             | —                     | —              | 43                  | 38.4                          |
| Merlot International Airlines     | 25                   | 39               | 54                | 69                                  | 182                           | 65                       | 35.9                          | —                           | 15                             | 6              | —                     | —              | 6                   | 36.6                          |
| Monarch Airlines                  | 1                    | 2                | 2                 | —                                   | 123                           | —                        | —                             | —                           | 12                             | —              | —                     | —              | —                   | —                             |
| Moseley Aviation                  | 6                    | 24               | 23                | 65                                  | 39                            | 27                       | 69.2                          | —                           | 4                              | 3              | —                     | —              | 3                   | 75.0                          |
| Northern Air Taxis                | 18                   | 53               | 65                | 84                                  | 136                           | 29                       | 21.3                          | —                           | 11                             | 2              | —                     | —              | 2                   | 18.2                          |
| Northern Executive Aviation       | 19                   | 75               | 66                | 393                                 | 109                           | 89                       | 81.7                          | 15                          | 15                             | 12             | 4                     | —              | 8                   | 80.0                          |
| Peters Aviation                   | 52                   | 105              | 221               | 902                                 | 660                           | 443                      | 67.2                          | 1                           | 50                             | 38             | 1                     | —              | 37                  | 75.4                          |
| Ryburn Air                        | 4                    | 42               | 22                | 22                                  | 22                            | 5                        | 24.8                          | 4                           | 3                              | 1              | —                     | —              | —                   | 30.8                          |
| Thurston Aviation                 | 59                   | 220              | 215               | 318                                 | 287                           | 84                       | 29.3                          | 4                           | 48                             | 11             | 4                     | —              | 7                   | 22.9                          |
| Tradewinds Airways                | 184                  | 61               | 398               | —                                   | —                             | —                        | —                             | 807                         | 5 157                          | 3 603          | 3 603                 | —              | —                   | 69.9                          |
| Trans-Meridian Air Cargo          | 501                  | 143              | 1 007             | —                                   | —                             | —                        | —                             | 1 207                       | 12 442                         | 6 001          | 6 001                 | —              | —                   | 48.2                          |
| Vernair Transport                 | 62                   | 137              | 219               | 533                                 | 420                           | 262                      | 62.3                          | —                           | 37                             | 22             | —                     | —              | 22                  | 59.1                          |
| TOTAL                             | 2 811                | 3 316            | 6 635             | 45 782                              | 77 351                        | 54 810                   | 70.9                          | 5 143                       | 45 287                         | 26 404         | 21 300                | —              | 5 104               | 58.3                          |

# International Exempt Operations July 1976

Table 29.2

|                                   | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of<br>passengers<br>uplifted | Seat-km<br>available<br>(000) | Seat-km<br>used<br>(000) | As percentage<br>of available | Cargo<br>uplifted<br>tonnes | Tonne-km<br>available<br>(000) | Total<br>(000) | Tonne-kilometres used |                     | As percentage<br>of available |
|-----------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|-------------------------------|-----------------------------|--------------------------------|----------------|-----------------------|---------------------|-------------------------------|
|                                   |                      |                  |                   |                                     |                               |                          |                               |                             |                                |                | Cargo<br>(000)        | Passengers<br>(000) |                               |
| British Airways Overseas Division | 10                   | 2                | 7                 | 267                                 | 1 533                         | 1 392                    | 90.8                          | —                           | 177                            | 131            | —                     | 131                 | 74.0                          |
| British Airways European Division | 183                  | 187              | 389               | 3 476                               | 5 696                         | 3 242                    | 56.9                          | 931                         | 3 124                          | 1 364          | 1 066                 | 299                 | 43.7                          |
| British Airtours                  | 2                    | 2                | 3                 | 375                                 | 359                           | 356                      | 99.2                          | —                           | 33                             | 30             | —                     | 30                  | 91.9                          |
| British Caledonian Airways        | 69                   | 17               | 90                | —                                   | 4 598                         | 2 379                    | 51.7                          | 213                         | 1 894                          | 1 488          | 1 274                 | 214                 | 78.6                          |
| Air Anglia                        | 10                   | 26               | 38                | 41                                  | 67                            | 17                       | 24.8                          | —                           | 7                              | 2              | —                     | 2                   | 24.8                          |
| Air Freight                       | 13                   | 17               | 57                | 178                                 | 151                           | 113                      | 75.0                          | 18                          | 39                             | 26             | 18                    | 9                   | 67.0                          |
| Air-Bridge Carriers               | 23                   | 19               | 67                | —                                   | —                             | —                        | —                             | 38                          | 151                            | 46             | 46                    | —                   | 30.5                          |
| Alidair                           | 4                    | 7                | 12                | 107                                 | 266                           | 78                       | 29.3                          | —                           | 25                             | 7              | —                     | 7                   | 27.3                          |
| Beecham Imperial                  | 4                    | 5                | 8                 | 13                                  | 34                            | 10                       | 30.2                          | —                           | 3                              | 1              | —                     | 1                   | 32.0                          |
| Britannia Airways                 | 100                  | 167              | 187               | 18 337                              | 13 047                        | 10 998                   | 84.3                          | —                           | 1 109                          | 935            | —                     | 935                 | 84.3                          |
| British Air Ferries               | 34                   | 59               | 127               | 722                                 | 1 208                         | 557                      | 46.1                          | 36                          | 207                            | 82             | 32                    | 51                  | 39.8                          |
| British Island Airways            | 1                    | 2                | 5                 | 54                                  | 70                            | 38                       | 54.0                          | —                           | 7                              | 3              | —                     | 3                   | 50.0                          |
| British Midland Airways           | 2                    | 3                | 6                 | 137                                 | 151                           | 100                      | 65.8                          | —                           | 12                             | 8              | —                     | 8                   | 68.0                          |
| Dan-Air Services                  | 34                   | 29               | 72                | 2 012                               | 4 501                         | 2 789                    | 62.0                          | —                           | 360                            | 223            | —                     | 223                 | 62.0                          |
| Fairflight Charters               | 44                   | 80               | 166               | 407                                 | 264                           | 211                      | 79.9                          | 11                          | 31                             | 20             | 6                     | 14                  | 64.5                          |
| Fitair                            | 4                    | 11               | 14                | 39                                  | 28                            | 12                       | 42.9                          | —                           | 3                              | 1              | —                     | 1                   | 33.3                          |
| Green Shield Stamp                | 31                   | 33               | 51                | 168                                 | 308                           | 169                      | 54.9                          | —                           | 64                             | 43             | —                     | 43                  | 66.9                          |
| I D S Aircraft                    | 22                   | 42               | 40                | 134                                 | 134                           | 71                       | 53.0                          | —                           | 12                             | 6              | —                     | 6                   | 50.0                          |
| International Aviation Service    | 516                  | 206              | 921               | —                                   | —                             | —                        | —                             | 1 764                       | 15 826                         | 9 205          | 9 205                 | —                   | 58.2                          |
| Intra Airways                     | 1                    | 3                | 3                 | 116                                 | 54                            | 36                       | 66.7                          | —                           | 4                              | 3              | —                     | 3                   | 65.9                          |
| Laker Airways                     | 211                  | 52               | 255               | 3 928                               | 32 981                        | 26 797                   | 81.3                          | —                           | 3 439                          | 2 678          | —                     | 2 678               | 77.9                          |
| Lowland Aero Service              | 10                   | 26               | 34                | 83                                  | 60                            | 33                       | 55.0                          | —                           | 7                              | 3              | —                     | 3                   | 42.9                          |
| MAM Aviation                      | 25                   | 23               | 34                | 65                                  | 208                           | 71                       | 34.1                          | —                           | 17                             | 5              | —                     | 5                   | 29.4                          |
| McAlpine Aviation                 | 131                  | 150              | 199               | 538                                 | 1 034                         | 471                      | 45.6                          | —                           | 83                             | 37             | —                     | 37                  | 44.6                          |
| Merlot International Airlines     | 25                   | 39               | 54                | 69                                  | 182                           | 65                       | 35.9                          | —                           | 15                             | 6              | —                     | 6                   | 36.6                          |
| Monarch Airlines                  | 1                    | 2                | 2                 | —                                   | 123                           | —                        | —                             | —                           | 12                             | —              | —                     | —                   | —                             |
| Moseley Aviation                  | 5                    | 8                | 18                | 40                                  | 31                            | 26                       | 83.9                          | —                           | 3                              | 2              | —                     | 2                   | 66.7                          |
| Northern Air Taxis                | 6                    | 17               | 23                | 28                                  | 48                            | 10                       | 20.8                          | —                           | 4                              | 1              | —                     | 1                   | 25.0                          |
| Northern Executive Aviation       | 2                    | 3                | 6                 | 9                                   | 4                             | 4                        | 100.0                         | 2                           | 2                              | 1              | 1                     | —                   | 50.0                          |
| Peters Aviation                   | 50                   | 97               | 212               | 818                                 | 636                           | 427                      | 67.1                          | 1                           | 47                             | 36             | 1                     | 35                  | 76.1                          |
| Ryburn Air                        | 1                    | 3                | 3                 | 12                                  | 5                             | 4                        | 80.0                          | —                           | 1                              | —              | —                     | —                   | 55.6                          |
| Thurston Aviation                 | 49                   | 168              | 176               | 214                                 | 209                           | 62                       | 29.7                          | 4                           | 41                             | 9              | 4                     | 5                   | 22.0                          |
| Tradewinds Airways                | 184                  | 61               | 398               | —                                   | —                             | —                        | —                             | 807                         | 5 157                          | 3 603          | 3 603                 | —                   | 69.9                          |
| Trans-Meridian Air Cargo          | 501                  | 143              | 1 007             | —                                   | —                             | —                        | —                             | 1 207                       | 12 442                         | 6 001          | 6 001                 | —                   | 48.2                          |
| Vernair Transport                 | 5                    | 7                | 18                | 30                                  | 37                            | 23                       | 61.4                          | —                           | 3                              | 2              | —                     | 2                   | 58.6                          |
| TOTAL                             | 2 315                | 1 716            | 4 700             | 32 417                              | 68 027                        | 50 562                   | 74.3                          | 5 032                       | 44 359                         | 26 008         | 21 255                | 4 753               | 58.6                          |

# Domestic Exempt Operations July 1976

Table 29.3

|                                   | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of<br>passengers<br>uplifted | Seat-km<br>available<br>(000) | Seat-km<br>used<br>(000) | As percentage<br>of available | Cargo<br>uplifted<br>tonnes | Tonne-km<br>available<br>(000) | Total<br>(000) | Tonne-kilometres used |                     | As percentage<br>of available |
|-----------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|-------------------------------|-----------------------------|--------------------------------|----------------|-----------------------|---------------------|-------------------------------|
|                                   |                      |                  |                   |                                     |                               |                          |                               |                             |                                |                | Cargo<br>(000)        | Passengers<br>(000) |                               |
| British Airways Regional Division | 16                   | 56               | 49                | 1 169                               | 997                           | 375                      | 37.6                          | 5                           | 81                             | 32             | 2                     | 30                  | 39.1                          |
| Air Anglia                        | 56                   | 169              | 149               | 433                                 | 391                           | 144                      | 36.9                          | —                           | 39                             | 14             | —                     | 14                  | 36.9                          |
| Air Freight                       | 9                    | 29               | 212               | 604                                 | 291                           | 185                      | 63.4                          | 1                           | 23                             | 14             | —                     | 14                  | 61.6                          |
| Air-Bridge Carriers               | 1                    | 3                | 2                 | —                                   | —                             | —                        | —                             | —                           | 5                              | —              | —                     | —                   | —                             |
| Alidair                           | 15                   | 41               | 61                | 943                                 | 913                           | 352                      | 38.5                          | 4                           | 91                             | 31             | 1                     | 30                  | 34.0                          |
| Beecham Imperial                  | 1                    | 2                | 3                 | 6                                   | 10                            | 4                        | 37.5                          | —                           | 1                              | —              | —                     | —                   | 35.7                          |
| British Air Ferries               | 6                    | 14               | 21                | 297                                 | 221                           | 125                      | 56.3                          | 1                           | 23                             | 11             | —                     | 11                  | 49.2                          |
| British Island Airways            | 26                   | 50               | 88                | 305                                 | 86                            | 74                       | 85.9                          | 60                          | 122                            | 40             | 34                    | 6                   | 32.8                          |
| British Midland Airways           | 1                    | 1                | 2                 | 26                                  | 48                            | 17                       | 35.6                          | —                           | 2                              | 2              | —                     | 1                   | 71.9                          |
| Dan-Air Services                  | 76                   | 251              | 277               | 5 185                               | 3 647                         | 1 571                    | 43.1                          | —                           | 298                            | 128            | —                     | 128                 | 43.1                          |
| Fairflight Charters               | 14                   | 32               | 60                | 299                                 | 208                           | 140                      | 67.3                          | —                           | 16                             | 11             | —                     | 11                  | 68.8                          |
| Fitair                            | 2                    | 6                | 7                 | 20                                  | 15                            | 6                        | 40.0                          | —                           | 1                              | 1              | —                     | 1                   | 100.0                         |
| Green Shield Stamp                | 2                    | 7                | 4                 | 3                                   | 23                            | 2                        | 7.0                           | —                           | 2                              | —              | —                     | —                   | 6.3                           |
| Intra Airways                     | 6                    | 20               | 42                | 662                                 | 295                           | 185                      | 62.8                          | —                           | 23                             | 14             | —                     | 14                  | 60.6                          |
| Loganair                          | 87                   | 303              | 392               | 1 367                               | 824                           | 439                      | 53.3                          | —                           | 74                             | 39             | —                     | 39                  | 52.7                          |
| MAM Aviation                      | 16                   | 29               | 22                | 114                                 | 147                           | 69                       | 46.9                          | —                           | 14                             | 6              | —                     | 6                   | 42.9                          |
| Management Aviation               | 16                   | 85               | 84                | 527                                 | 174                           | 104                      | 59.8                          | 23                          | 19                             | 11             | 5                     | 6                   | 57.9                          |
| McAlpine Aviation                 | 45                   | 149              | 86                | 239                                 | 331                           | 73                       | 22.1                          | —                           | 29                             | 6              | —                     | 6                   | 20.7                          |
| Moseley Aviation                  | 1                    | 16               | 5                 | 25                                  | 8                             | 1                        | 12.5                          | —                           | 1                              | 1              | —                     | 1                   | 100.0                         |
| Northern Air Taxis                | 12                   | 36               | 42                | 56                                  | 88                            | 19                       | 21.6                          | —                           | 7                              | 1              | —                     | 1                   | 14.3                          |
| Northern Executive Aviation       | 17                   | 72               | 60                | 384                                 | 105                           | 85                       | 81.0                          | 13                          | 13                             | 11             | 3                     | 8                   | 84.6                          |
| Peters Aviation                   | 2                    | 8                | 9                 | 84                                  | 24                            | 16                       | 68.7                          | —                           | 2                              | 1              | —                     | 1                   | 61.4                          |
| Ryburn Air                        | 3                    | 39               | 18                | 10                                  | 16                            | 1                        | 6.9                           | 4                           | 2                              | 1              | —                     | —                   | 22.8                          |
| Thurston Aviation                 | 10                   | 52               | 39                | 104                                 | 78                            | 22                       | 28.2                          | —                           | 7                              | 2              | —                     | 2                   | 28.6                          |
| Vernair Transport                 | 57                   | 130              | 202               | 503                                 | 383                           | 239                      | 62.4                          | —                           | 33                             | 20             | —                     | 20                  | 59.2                          |
| TOTAL                             | 496                  | 1 600            | 1 936             | 13 365                              | 9 323                         | 4 248                    | 45.6                          | 111                         | 927                            | 397            | 45                    | 352                 | 42.8                          |

Class 5 Operations for UK Operators July 1976

Table 30.1

|                                   | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of<br>passengers<br>uplifted | Seat-km<br>available<br>(000) | Seat-km<br>used<br>(000) | As percentage<br>of available | Cargo<br>uplifted<br>tonnes | Tonne-km<br>available<br>(000) | Total<br>(000) | Tonne-kilometres used |                | Passengers<br>(000) | As percentage<br>of available |
|-----------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|-------------------------------|-----------------------------|--------------------------------|----------------|-----------------------|----------------|---------------------|-------------------------------|
|                                   |                      |                  |                   |                                     |                               |                          |                               |                             |                                |                | Mail<br>(000)         | Cargo<br>(000) |                     |                               |
| British Airways European Division | 6                    | 6                | 10                | 1 260                               | 1 837                         | 1 176                    | 64.0                          | ..                          | 201                            | 104            | —                     | —              | 104                 | 51.7                          |
| British Airtours                  | 188                  | 50               | 256               | 9 127                               | 35 713                        | 34 888                   | 97.7                          | ..                          | 3 250                          | 2 985          | —                     | —              | 2 985               | 91.8                          |
| British Airways Regional Division | 6                    | 12               | 14                | 795                                 | 635                           | 375                      | 59.1                          | ..                          | 62                             | 34             | —                     | —              | 34                  | 54.8                          |
| Alidair                           | 43                   | 228              | 156               | 5 993                               | 2 756                         | 1 115                    | 40.5                          | ..                          | 254                            | 94             | —                     | —              | 94                  | 37.0                          |
| Britannia Airways                 | 1                    | 2                | 5                 | 118                                 | 369                           | 167                      | 45.3                          | ..                          | 31                             | 14             | —                     | —              | 14                  | 45.2                          |
| British Island Airways            | 3                    | 10               | 13                | 336                                 | 184                           | 124                      | 67.4                          | ..                          | 16                             | 10             | —                     | 3              | 7                   | 62.5                          |
| British Midland Airways           | 121                  | 44               | 165               | 4 679                               | 22 818                        | 17 739                   | 77.7                          | ..                          | 1 811                          | 1 385          | —                     | 1              | 1 384               | 76.5                          |
| Dan-Air Services                  | 6                    | 4                | 11                | 403                                 | 775                           | 624                      | 80.5                          | ..                          | 61                             | 54             | —                     | —              | 54                  | 88.5                          |
| Monarch Airlines                  | 9                    | 7                | 13                | 768                                 | 1 351                         | 1 044                    | 77.3                          | ..                          | 131                            | 94             | —                     | —              | 94                  | 71.8                          |
| TOTAL                             | 383                  | 363              | 643               | 23 479                              | 66 438                        | 57 252                   | 86.2                          | ..                          | 5 817                          | 4 774          | —                     | 4              | 4 770               | 82.1                          |

Class 5 Operations for Non-UK Operators July 1976

Table 30.2

|                                | Aircraft-km<br>(000) | Stage<br>flights | Aircraft<br>hours | Number of<br>passengers<br>uplifted | Seat-km<br>available<br>(000) | Seat-km<br>used<br>(000) | As percentage<br>of available | Cargo<br>uplifted<br>tonnes | Tonne-km<br>available<br>(000) | Total<br>(000) | Tonne-kilometres used |                | Passengers<br>(000) | As percentage<br>of available |
|--------------------------------|----------------------|------------------|-------------------|-------------------------------------|-------------------------------|--------------------------|-------------------------------|-----------------------------|--------------------------------|----------------|-----------------------|----------------|---------------------|-------------------------------|
|                                |                      |                  |                   |                                     |                               |                          |                               |                             |                                |                | Mail<br>(000)         | Cargo<br>(000) |                     |                               |
| British Caledonian Airways     | 30                   | 9                | 40                | —                                   | —                             | —                        | —                             | ..                          | 875                            | 455            | —                     | 455            | —                   | 52.0                          |
| Air Freight                    | 11                   | 31               | 52                | —                                   | —                             | —                        | —                             | ..                          | 41                             | 29             | —                     | 29             | —                   | 70.7                          |
| Alidair                        | 71                   | 113              | 184               | 5 329                               | 5 172                         | 3 341                    | 64.6                          | ..                          | 495                            | 285            | —                     | 18             | 267                 | 57.6                          |
| British Island Airways         | 22                   | 62               | 78                | —                                   | —                             | —                        | —                             | ..                          | 108                            | 72             | —                     | 72             | —                   | 66.7                          |
| British Midland Airways        | 701                  | 525              | 1 092             | 53 057                              | 120 626                       | 76 170                   | 63.1                          | ..                          | 10 498                         | 6 610          | —                     | 570            | 6 040               | 63.0                          |
| International Aviation Service | 17                   | 8                | 28                | —                                   | —                             | —                        | —                             | ..                          | 608                            | 410            | —                     | 410            | —                   | 67.4                          |
| TOTAL                          | 852                  | 748              | 1 473             | 58 386                              | 125 798                       | 79 511                   | 63.2                          | ..                          | 12 625                         | 7 861          | —                     | 1 554          | 6 307               | 62.3                          |

# Aircraft Type and Utilisation — All Airlines July 1976

Table 31.1

|                              | Aircraft—km<br>(000) | Stage flights |       | Aircraft hours |       | Passengers<br>carried | Pass—kms<br>(000) | Aircraft in<br>service at     | Daily<br>Utilisation per<br>Aircraft (hrs) |
|------------------------------|----------------------|---------------|-------|----------------|-------|-----------------------|-------------------|-------------------------------|--|
|                              |                      | Passenger     | Cargo | Passenger      | Cargo |                       |                   | Quarter ended<br>June<br>1976 | Quarter ended<br>June<br>1976              |
| Aviation Traders Carvair     | 83                   | 326           | 18    | 346            | 21    | 6 117                 | 1 262             | 4                             | 3.6  |
| Aviation Traders Merchantman | 440                  | —             | 550   | —              | 800   | —                     | —                 | 5                             | 5.1  |
| AW650 Argosy                 | 65                   | —             | 212   | —              | 243   | —                     | —                 | 3                             | 3.2  |
| BAC 111–200                  | 930                  | 1 776         | 4     | 2 025          | 4     | 79 829                | 47 365            | 9                             | 6.4  |
| BAC 111–300/400              | 2 498                | 2 743         | —     | 5 596          | —     | 164 418               | 164 673           | 17                            | 7.7  |
| BAC 111–500                  | 4 999                | 6 681         | —     | 9 493          | —     | 456 903               | 382 454           | 39                            | 7.3  |
| BAC Britannia–300            | 155                  | —             | 80    | —              | 353   | —                     | —                 | 2                             | 5.5  |
| VC10 Standard                | —                    | —             | —     | —              | —     | —                     | —                 | 5                             | —  |
| BAC VC10 Super               | 3 507                | 1 125         | —     | 4 650          | —     | 66 161                | 355 012           | 15                            | 10.6                                       |
| BAC Viscount–700             | 94                   | 287           | 73    | 247            | 70    | 7 708                 | 1 948             | 5                             | 2.0  |
| BAC Viscount–700D/800/810    | 1 726                | 5 554         | 15    | 4 561          | 41    | 227 512               | 77 788            | 31                            | 4.8  |
| BAC/Aerospatiale Concorde    | 135                  | 24            | —     | 99             | —     | 1 510                 | 8 645             | 2                             | 1.5  |
| Beagle 206                   | 28                   | 79            | —     | 99             | —     | 167                   | 62                | 3                             | 1.9  |
| Beechcraft B80 Queen-Air     | 54                   | 109           | —     | 188            | —     | 454                   | 237               | 4                             | 1.5  |
| Bell 206 Jetranger           | 8                    | 74            | —     | 41             | —     | 108                   | 12                | 1                             | 1.8  |
| Bell 212 Twin                | 61                   | 986           | —     | 248            | —     | 3 674                 | 195               | 6                             | 2.3  |
| Boeing 707–120/120B          | 658                  | 206           | —     | 805            | —     | 21 827                | 82 693            | 2                             | 10.8                                       |
| Boeing 707–320C/336          | 5 376                | 1 267         | 413   | 5 249          | 1 934 | 92 372                | 465 715           | 30                            | 7.7  |
| Boeing 707–420               | 2 455                | 1 110         | —     | 3 871          | —     | 172 524               | 380 816           | 13                            | 6.5  |
| Boeing 720/720B              | 646                  | 418           | —     | 992            | —     | 53 175                | 87 150            | 3                             | 8.8  |
| Boeing 727–100               | 1 096                | 627           | —     | 1 680          | —     | 71 821                | 128 024           | 5                             | 8.2  |
| Boeing 737–200               | 3 321                | 2 210         | —     | 5 300          | —     | 245 443               | 371 083           | 14                            | 10.4                                       |
| Boeing 747                   | 5 653                | 1 357         | —     | 7 406          | —     | 200 031               | 1 427 696         | 19                            | 12.8                                       |
| Britten-Norman Islander      | 177                  | 1 664         | 20    | 878            | 20    | 6 521                 | 738               | 12                            | 2.2  |
| Britten-Norman Trislander    | 207                  | 2 308         | —     | 1 073          | —     | 26 043                | 2 089             | 12                            | 2.8  |
| Canadair CL 44               | 1 351                | —             | 450   | —              | 2 803 | —                     | —                 | 13                            | 6.1  |
| Cessna 340                   | 4                    | 42            | —     | 22             | —     | 22                    | 5                 | 1                             | 1.0  |
| Cessna 401/421               | 5                    | 14            | —     | 12             | —     | 41                    | 14                | 1                             | 0.3  |
| Cessna 500 Citation          | 22                   | 42            | —     | 40             | —     | 134                   | 71                | 2                             | 0.9  |
| DC10                         | 1 304                | 265           | —     | 1 414          | —     | 60 788                | 333 355           | 5                             | 9.3  |
| DC3 Dakota/Pionair           | 142                  | 388           | 343   | 511            | 385   | 9 461                 | 1 590             | 13                            | 2.0  |
| DC8–54/55F Jet Trader        | 379                  | —             | 126   | —              | 512   | —                     | —                 | 2                             | 7.7  |
| DH 104 Dove                  | 33                   | 36            | 27    | 65             | 65    | 252                   | 119               | 2                             | 2.8  |
| DH 106 Comet 4B/C            | 2 554                | 1 577         | —     | 4 248          | —     | 146 914               | 237 920           | 17                            | 5.2  |
| DH 114 Heron                 | 69                   | 142           | —     | 293            | —     | 1 272                 | 620               | 6                             | 1.5  |
| DHC 6 Twin-Otter             | 38                   | 184           | —     | 174            | —     | 2 394                 | 458               | 1                             | 5.2  |
| Fokker Friendship 100/600    | 487                  | 1 256         | —     | 1 562          | —     | 24 514                | 11 749            | 7                             | 8.4  |
| HP Herald 100/200            | 778                  | 3 172         | 412   | 2 504          | 507   | 96 011                | 20 034            | 18                            | 4.6  |
| HS 121 Trident 1C            | 404                  | 701           | —     | 846            | —     | 44 922                | 26 418            | 10                            | 2.2  |
| HS 121 Trident 1E            | 319                  | 530           | —     | 638            | —     | 44 599                | 26 878            | 3                             | 6.5  |
| HS 121 Trident 2E            | 1 934                | 1 303         | —     | 2 986          | —     | 91 918                | 138 576           | 15                            | 5.8  |
| HS 121 Trident 3B            | 2 776                | 3 618         | —     | 5 232          | —     | 345 731               | 268 032           | 26                            | 6.1  |
| HS 125                       | 269                  | 385           | —     | 423            | —     | 1 125                 | 911               | 19                            | 1.0  |
| HS 748                       | 562                  | 1 641         | 122   | 1 810          | 174   | 40 929                | 14 623            | 10                            | 5.4  |
| Lockheed L1011 Tristar       | 908                  | 670           | —     | 1 430          | —     | 119 790               | 172 974           | 7                             | 5.6  |
| PA23 Aztec/Apache            | 44                   | 152           | 17    | 141            | 22    | 300                   | 80                | 6                             | 1.3  |
| PA31 Navajo                  | 169                  | 471           | 46    | 524            | 47    | 1 370                 | 480               | 13                            | 1.6  |
| Riley Dove                   | 8                    | 12            | —     | 24             | —     | 84                    | 55                | 1                             | 1.7  |
| Sikorsky 58T                 | 119                  | 1 194         | 18    | 709            | 22    | 6 320                 | 652               | 9                             | 2.4  |
| Sikorsky S61N                | 613                  | 3 665         | —     | 3 424          | —     | 42 322                | 6 212             | 32                            | 3.4  |
| Westland Wessex              | 48                   | 1 061         | —     | 345            | —     | 4 313                 | 195               | 4                             | 2.5  |
| Partenavia 68B Victor        | —                    | —             | —     | —              | —     | —                     | —                 | 1                             | —  |
| TOTAL                        | 49 712               | 53 452        | 2 946 | 84 224         | 8 023 | 2 989 844             | 5 247 678         | 505                           | 5.5  |

# Aircraft Type and Utilisation — Individual Airlines Table 31.2

## July 1976

|  | Aircraft-km<br>(000) | Stage Flights |            | Aircraft hours |              | Passengers<br>carried | Pass-kms<br>(000) | Aircraft in<br>Service at<br>Quarter ended<br>June<br>1976 | Daily<br>utilisation per<br>aircraft (hrs)<br>Quarter ended<br>June<br>1976 |
|--|----------------------|---------------|------------|----------------|--------------|-----------------------|-------------------|--|---|
|  |                      | Passenger     | Cargo      | Passenger      | Cargo        |                       |                   |  |   |
| <b>British Airways Overseas Division</b> |                      |               |            |                |              |                       |                   |  |   |
| DC10                                     | 473                  | 54            | —          | 583            | —            | 10 638                | 93 114            | 2  | 8.7   |
| VC10 Standard                            | —                    | —             | —          | —              | —            | —                     | —                 | 5  | —   |
| BAC VC10 Super                           | 3 507                | 1 125         | —          | 4 650          | —            | 66 161                | 355 012           | 15   | 10.6  |
| Lockheed L1011 Tristar                   | 364                  | 163           | —          | 507            | —            | 13 105                | 59 544            | 2  | 5.5   |
| Boeing 707-320C/336                      | 2 069                | 407           | 232        | 1 728          | 1 017        | 24 338                | 137 361           | 11   | 9.2   |
| Boeing 707-420                           | 706                  | 161           | —          | 979            | —            | 21 335                | 98 340            | 4  | 6.1   |
| Boeing 747                               | 5 653                | 1 357         | —          | 7 406          | —            | 200 031               | 1 427 696         | 19   | 12.8  |
| BAC/Aerospatiale Concorde                | 135                  | 24            | —          | 99             | —            | 1 510                 | 8 645             | 2  | 1.5   |
| <b>TOTAL</b>                             | <b>12 907</b>        | <b>3 291</b>  | <b>232</b> | <b>15 952</b>  | <b>1 017</b> | <b>337 118</b>        | <b>2 179 712</b>  | <b>60</b>  | <b>10.0</b>   |
| <b>British Airways European Division</b> |                      |               |            |                |              |                       |                   |  |   |
| BAC 111-500                              | 1 829                | 3 816         | —          | 3 914          | —            | 230 465               | 111 001           | 18   | 6.2   |
| HS 121 Trident 2E                        | 1 934                | 1 303         | —          | 2 986          | —            | 91 918                | 138 576           | 15   | 5.8   |
| Aviation Traders Merchantman             | 440                  | —             | 550        | —              | 800          | —                     | —                 | 5  | 5.1   |
| HS 121 Trident 1C                        | 404                  | 701           | —          | 846            | —            | 44 922                | 26 418            | 10   | 2.2   |
| HS 121 Trident 3B                        | 2 777                | 3 618         | —          | 5 232          | —            | 345 731               | 268 032           | 26   | 6.1   |
| Lockheed L1011 Tristar                   | 543                  | 507           | —          | 923            | —            | 106 685               | 113 430           | 5  | 5.7   |
| <b>TOTAL</b>                             | <b>7 927</b>         | <b>9 945</b>  | <b>550</b> | <b>13 901</b>  | <b>800</b>   | <b>819 721</b>        | <b>657 457</b>    | <b>79</b>  | <b>5.6</b>  |
| <b>British Airtours</b>                  |                      |               |            |                |              |                       |                   |  |   |
| Boeing 707-420                           | 1 749                | 949           | —          | 2 892          | —            | 151 189               | 282 477           | 9  | 6.7   |
| <b>British Airways Regional Division</b> |                      |               |            |                |              |                       |                   |  |   |
| HS 748                                   | 95                   | 311           | —          | 321            | —            | 9 004                 | 2 923             | 2  | 4.8   |
| BAC Viscount-700D/800/810                | 1 024                | 3 807         | —          | 2 498          | —            | 157 152               | 47 291            | 20   | 4.7   |
| BAC 111-300/400                          | 553                  | 1 517         | —          | 2 365          | —            | 83 054                | 32 687            | 7  | 5.7   |
| HS 121 Trident 1E                        | 319                  | 530           | —          | 638            | —            | 44 599                | 26 878            | 3  | 6.5   |
| <b>TOTAL</b>                             | <b>1 991</b>         | <b>6 165</b>  | <b>—</b>   | <b>5 822</b>   | <b>—</b>     | <b>293 809</b>        | <b>109 779</b>    | <b>32</b>  | <b>5.1</b>  |
| <b>British Airways Helicopters</b>       |                      |               |            |                |              |                       |                   |  |   |
| Sikorsky S61N                            | 272                  | 2 048         | —          | 1 360          | —            | 27 236                | 3 031             | 13   | 3.1   |
| Bell 206 Jetranger                       | 8                    | 74            | —          | 41             | —            | 108                   | 12                | 1  | 1.8   |
| Sikorsky 58T                             | 33                   | 239           | —          | 181            | —            | 1 506                 | 210               | 2  | 1.5   |
| Bell 212 Twin                            | 12                   | 348           | —          | 65             | —            | 1 830                 | 63                | 1  | 1.9   |
| <b>TOTAL</b>                             | <b>325</b>           | <b>2 709</b>  | <b>—</b>   | <b>1 647</b>   | <b>—</b>     | <b>30 680</b>         | <b>3 316</b>      | <b>17</b>  | <b>2.8</b>  |
| <b>British Caledonian Airways</b>        |                      |               |            |                |              |                       |                   |  |   |
| BAC 111-200                              | 680                  | 1 466         | —          | 1 522          | —            | 60 350                | 31 304            | 7  | 6.4   |
| BAC 111-500                              | 1 442                | 1 549         | —          | 2 642          | —            | 104 425               | 111 518           | 12   | 7.1   |
| Boeing 707-320C/336                      | 2 817                | 610           | 181        | 2 818          | 917          | 43 761                | 267 257           | 11   | 10.2  |
| <b>TOTAL</b>                             | <b>4 939</b>         | <b>3 625</b>  | <b>181</b> | <b>6 982</b>   | <b>917</b>   | <b>208 536</b>        | <b>410 079</b>    | <b>30</b>  | <b>8.1</b>  |
| <b>Air Anglia</b>                        |                      |               |            |                |              |                       |                   |  |   |
| Fokker Friendship 100/600                | 487                  | 1 256         | —          | 1 562          | —            | 24 514                | 11 749            | 7  | 8.4   |
| PA31 Navajo                              | 116                  | 327           | —          | 389            | —            | 892                   | 340               | 4  | 2.7   |
| <b>TOTAL</b>                             | <b>603</b>           | <b>1 583</b>  | <b>—</b>   | <b>1 951</b>   | <b>—</b>     | <b>25 406</b>         | <b>12 089</b>     | <b>11</b>  | <b>5.9</b>  |
| <b>Air Freight</b>                       |                      |               |            |                |              |                       |                   |  |   |
| DC3 Dakota/Pionair                       | 69                   | 37            | 212        | 236            | 274          | 782                   | 298               | 7  | 1.5   |

Table 31.2 cont.

|                                       | Aircraft-km<br>(000) | Stage Flights<br>Passenger | Cargo | Aircraft hours<br>Passenger | Cargo | Passengers<br>carried | Pass-kms<br>(000) | Aircraft in<br>Service at<br>Quarter ended<br>June<br>1976 | Daily<br>utilisation per<br>aircraft (hrs)<br>Quarter ended<br>June<br>1976 |
|---------------------------------------|----------------------|----------------------------|-------|-----------------------------|-------|-----------------------|-------------------|--|---|
| <b>Air-Bridge Carriers</b>            |                      |                            |       |                             |       |                       |                   |  |   |
| AW650 Argosy                          | 65                   | —                          | 212   | —                           | 243   | —                     | —                 | 3  | 3.2   |
| BAC Viscount-700D/800/810             | 16                   | —                          | 15    | —                           | 41    | —                     | —                 | 1  | 1.3   |
| TOTAL                                 | 81                   | —                          | 227   | —                           | 284   | —                     | —                 | 4  | 2.8   |
| <b>Alidair</b>                        |                      |                            |       |                             |       |                       |                   |  |   |
| BAC Viscount-700                      | 94                   | 287                        | 73    | 247                         | 70    | 7 708                 | 1 948             | 4  | 2.1   |
| BAC Viscount-700D/800/810             | 71                   | 113                        | —     | 184                         | —     | 5 329                 | 3 341             | 1  | 2.8   |
| TOTAL                                 | 165                  | 400                        | 73    | 431                         | 70    | 13 037                | 5 289             | 5  | 2.3   |
| <b>Aurigny Air Services</b>           |                      |                            |       |                             |       |                       |                   |  |   |
| Britten-Norman Trislander             | 127                  | 1 988                      | —     | 700                         | —     | 23 334                | 1 386             | 6  | 3.5   |
| Britten-Norman Islander               | 11                   | 254                        | —     | 67                          | —     | 467                   | 94                | 2  | 0.5   |
| TOTAL                                 | 138                  | 2 242                      | —     | 767                         | —     | 23 801                | 1 480             | 8  | 2.8   |
| <b>Beecham Imperial</b>               |                      |                            |       |                             |       |                       |                   |  |   |
| HS 125                                | 6                    | 7                          | —     | 11                          | —     | 19                    | 14                | 1  | 0.6   |
| <b>Bristow Helicopters</b>            |                      |                            |       |                             |       |                       |                   |  |   |
| Sikorsky S61N                         | 341                  | 1 617                      | —     | 2 064                       | —     | 15 086                | 3 181             | 19   | 3.7   |
| Westland Wessex                       | 48                   | 1 061                      | —     | 345                         | —     | 4 313                 | 195               | 4  | 2.5   |
| Sikorsky 58T                          | 70                   | 888                        | —     | 466                         | —     | 4 287                 | 338               | 6  | 2.8   |
| Bell 212 Twin                         | 25                   | 356                        | —     | 168                         | —     | 1 709                 | 120               | 1  | 3.0   |
| TOTAL                                 | 484                  | 3 922                      | —     | 3 043                       | —     | 25 395                | 3 834             | 30   | 3.3   |
| <b>Britannia Airways</b>              |                      |                            |       |                             |       |                       |                   |  |   |
| Boeing 737-200                        | 3 321                | 2 210                      | —     | 5 300                       | —     | 245 443               | 371 083           | 14   | 10.4  |
| <b>British Air Ferries</b>            |                      |                            |       |                             |       |                       |                   |  |   |
| HP Herald 100/200                     | 93                   | 426                        | —     | 350                         | —     | 11 159                | 2 463             | 3  | 3.6   |
| Aviation Traders Carvair              | 83                   | 326                        | 18    | 346                         | 21    | 6 117                 | 1 262             | 4  | 3.6   |
| TOTAL                                 | 176                  | 752                        | 18    | 696                         | 21    | 17 276                | 3 725             | 7  | 3.6   |
| <b>British Executive Air Services</b> |                      |                            |       |                             |       |                       |                   |  |   |
| Bell 212 Twin                         | 24                   | 282                        | —     | 15                          | —     | 135                   | 12                | 4  | 2.3   |
| <b>British Island Airways</b>         |                      |                            |       |                             |       |                       |                   |  |   |
| HP Herald 100/200                     | 572                  | 2 310                      | 412   | 1 703                       | 507   | 72 717                | 14 155            | 12   | 5.0   |
| <b>British Midland Airways</b>        |                      |                            |       |                             |       |                       |                   |  |   |
| HP Herald 100/200                     | 113                  | 436                        | —     | 451                         | —     | 12 135                | 3 416             | 3  | 4.5   |
| BAC Viscount-700D/800/810             | 615                  | 1 634                      | —     | 1 879                       | —     | 65 031                | 27 156            | 9  | 5.8   |
| Boeing 707-320C/336                   | 318                  | 204                        | —     | 475                         | —     | 19 282                | 31 657            | 6  | 1.6   |
| TOTAL                                 | 1 047                | 2 274                      | —     | 2 805                       | —     | 96 448                | 62 229            | 18   | 4.2   |
| <b>Brymon Airways</b>                 |                      |                            |       |                             |       |                       |                   |  |   |
| Britten-Norman Islander               | 56                   | 343                        | —     | 298                         | —     | 1 935                 | 326               | 2  | 4.5   |
| DHC 6 Twin-Otter                      | 38                   | 184                        | —     | 174                         | —     | 2 394                 | 458               | 1  | 5.2   |
| TOTAL                                 | 95                   | 527                        | —     | 472                         | —     | 4 329                 | 784               | 3  | 4.7   |

**Table 31.2 cont.**

|                                       | Aircraft-km<br>(000) | Stage Flights<br>Passenger | Cargo      | Aircraft hours<br>Passenger | Cargo      | Passengers<br>carried | Pass-kms<br>(000) | Aircraft in<br>Service at<br>Quarter ended<br>June<br>1976 | Daily<br>utilisation per<br>aircraft (hrs)<br>Quarter ended<br>June<br>1976 |
|---------------------------------------|----------------------|----------------------------|------------|-----------------------------|------------|-----------------------|-------------------|--|---|
| <b>Dan-Air Services</b>               |                      |                            |            |                             |            |                       |                   |  |   |
| HS 748                                | 466                  | 1 330                      | 122        | 1 489                       | 174        | 31 925                | 11 700            | 8  | 5.5   |
| BAC 111-200                           | 250                  | 310                        | 4          | 503                         | 4          | 19 479                | 16 061            | 2  | 6.3   |
| BAC 111-300/400                       | 821                  | 569                        | —          | 1 430                       | —          | 35 140                | 52 968            | 5  | 7.4   |
| BAC 111-500                           | 1 144                | 875                        | —          | 1 948                       | —          | 81 990                | 107 050           | 6  | 7.9   |
| DH 106 Comet 4B/C                     | 2 554                | 1 575                      | —          | 4 248                       | —          | 146 914               | 237 920           | 17   | 5.2   |
| Boeing 727-100                        | 1 096                | 627                        | —          | 1 680                       | —          | 71 821                | 128 024           | 5  | 8.2   |
| Boeing 707-320C/336                   | 172                  | 46                         | —          | 228                         | —          | 4 991                 | 29 439            | 2  | 4.0   |
| <b>TOTAL</b>                          | <b>6 504</b>         | <b>5 334</b>               | <b>126</b> | <b>11 526</b>               | <b>178</b> | <b>392 260</b>        | <b>583 163</b>    | <b>45</b>  | <b>6.2</b>  |
| <b>Fairflight Charters</b>            |                      |                            |            |                             |            |                       |                   |  |   |
| DH 114 Heron                          | 17                   | 37                         | —          | 72                          | —          | 370                   | 177               | 2  | 2.3   |
| DH 104 Dove                           | 33                   | 36                         | 27         | 65                          | 65         | 252                   | 119               | 2  | 2.8   |
| PA 23 Aztec/Apache                    | —                    | —                          | —          | —                           | —          | —                     | —                 | —  | 1.9   |
| Riley Dove                            | 8                    | 12                         | —          | 24                          | —          | 84                    | 55                | 1  | 1.7   |
| PA 31 Navajo                          | —                    | —                          | —          | —                           | —          | —                     | —                 | 1  | 0.8   |
| <b>TOTAL</b>                          | <b>58</b>            | <b>85</b>                  | <b>27</b>  | <b>161</b>                  | <b>65</b>  | <b>706</b>            | <b>351</b>        | <b>6</b>   | <b>2.3</b>  |
| <b>Fitair</b>                         |                      |                            |            |                             |            |                       |                   |  |   |
| PA 31 Navajo                          | 6                    | 17                         | —          | 21                          | —          | 59                    | 18                | 1  | 1.0   |
| <b>Green Shield Stamp</b>             |                      |                            |            |                             |            |                       |                   |  |   |
| HS 125                                | 33                   | 40                         | —          | 55                          | —          | 171                   | 171               | 1  | 0.9   |
| <b>IDS Aircraft</b>                   |                      |                            |            |                             |            |                       |                   |  |   |
| Cessna 500 Citation                   | 22                   | 42                         | —          | 40                          | —          | 134                   | 71                | 2  | 0.9   |
| PA 31 Navajo                          | —                    | —                          | —          | —                           | —          | —                     | —                 | 2  | 0.6   |
| <b>TOTAL</b>                          | <b>22</b>            | <b>42</b>                  | <b>—</b>   | <b>40</b>                   | <b>—</b>   | <b>134</b>            | <b>71</b>         | <b>4</b>   | <b>0.8</b>  |
| <b>International Aviation Service</b> |                      |                            |            |                             |            |                       |                   |  |   |
| BAC Britannia-300                     | 155                  | —                          | 80         | —                           | 353        | —                     | —                 | 2  | 5.5   |
| DC8-54/55F Jet Trader                 | 379                  | —                          | 126        | —                           | 512        | —                     | —                 | 2  | 7.7   |
| <b>TOTAL</b>                          | <b>534</b>           | <b>—</b>                   | <b>206</b> | <b>—</b>                    | <b>865</b> | <b>—</b>              | <b>—</b>          | <b>4</b>   | <b>6.6</b>  |
| <b>Intra Airways</b>                  |                      |                            |            |                             |            |                       |                   |  |   |
| DC3 Dakota/Pionair                    | 72                   | 351                        | 131        | 275                         | 111        | 8 679                 | 1 292             | 6  | 2.7   |
| BAC Viscount 700                      | —                    | —                          | —          | —                           | —          | —                     | —                 | 1  | 1.3   |
| <b>TOTAL</b>                          | <b>72</b>            | <b>351</b>                 | <b>131</b> | <b>275</b>                  | <b>111</b> | <b>8 679</b>          | <b>1 292</b>      | <b>7</b>   | <b>2.5</b>  |
| <b>Laker Airways</b>                  |                      |                            |            |                             |            |                       |                   |  |   |
| BAC 111-300/400                       | 1 123                | 657                        | —          | 1 801                       | —          | 46 224                | 79 018            | 5  | 11.3  |
| DC10                                  | 832                  | 211                        | —          | 831                         | —          | 50 150                | 240 241           | 3  | 9.6   |
| Boeing 707-120/120B                   | 658                  | 206                        | —          | 805                         | —          | 21 827                | 82 693            | 2  | 10.8  |
| <b>TOTAL</b>                          | <b>2 613</b>         | <b>1 074</b>               | <b>—</b>   | <b>3 437</b>                | <b>—</b>   | <b>118 201</b>        | <b>401 952</b>    | <b>10</b>  | <b>10.7</b>   |
| <b>Loganair</b>                       |                      |                            |            |                             |            |                       |                   |  |   |
| Britten-Norman Trislander             | 81                   | 320                        | —          | 373                         | —          | 2 709                 | 703               | 6  | 2.0   |
| Britten-Norman Islander               | 101                  | 1 044                      | —          | 495                         | —          | 3 934                 | 286               | 7  | 2.2   |
| <b>TOTAL</b>                          | <b>181</b>           | <b>1 364</b>               | <b>—</b>   | <b>868</b>                  | <b>—</b>   | <b>6 643</b>          | <b>989</b>        | <b>13</b>  | <b>2.1</b>  |



**Table 31.2 cont.**

|                                      | Aircraft-km<br>(000) | Stage Passenger | Flights Cargo | Aircraft Passenger | hours Cargo | Passengers<br>carried | Pass-kms<br>(000) | Aircraft in<br>Service at<br>Quarter ended<br>June<br>1976 | Daily<br>utilisation per<br>aircraft (hrs)<br>Quarter ended<br>June<br>1976 |
|--------------------------------------|----------------------|-----------------|---------------|--------------------|-------------|-----------------------|-------------------|--|---|
| <b>Lowland Aero Service</b>          |                      |                 |               |                    |             |                       |                   |  |   |
| Beagle 206                           | 10                   | 26              | —             | 34                 | —           | 83                    | 33                | 1  | 1.8   |
| <b>MAM Aviation</b>                  |                      |                 |               |                    |             |                       |                   |  |   |
| HS 125                               | 41                   | 52              | —             | 56                 | —           | 179                   | 140               | 1  | 1.9   |
| <b>Management Aviation</b>           |                      |                 |               |                    |             |                       |                   |  |   |
| Sikorsky 58T                         | 16                   | 67              | 18            | 62                 | 22          | 527                   | 104               | 1  | 2.0   |
| <b>McAlpine Aviation</b>             |                      |                 |               |                    |             |                       |                   |  |   |
| Cessna 401/421                       | 5                    | 14              | —             | 12                 | —           | 41                    | 14                | 1  | 0.3   |
| HS 125                               | 164                  | 247             | —             | 247                | —           | 687                   | 521               | 13   | 0.9   |
| PA23 Aztec/Apache                    | 7                    | 38              | —             | 26                 | —           | 49                    | 9                 | 2  | 0.8   |
| TOTAL                                | 176                  | 299             | —             | 285                | —           | 777                   | 544               | 16   | 0.8   |
| <b>Merlot International Airlines</b> |                      |                 |               |                    |             |                       |                   |  |   |
| HS 125                               | 25                   | 39              | —             | 54                 | —           | 69                    | 65                | 3  | 1.1   |
| <b>Monarch Airlines</b>              |                      |                 |               |                    |             |                       |                   |  |   |
| BAC 111-500                          | 584                  | 441             | —             | 989                | —           | 40 023                | 52 885            | 3  | 9.2   |
| Boeing 720/720B                      | 646                  | 418             | —             | 992                | —           | 53 175                | 87 150            | 3  | 8.8   |
| TOTAL                                | 1 230                | 859             | —             | 1 981              | —           | 93 198                | 140 035           | 6  | 9.0   |
| <b>Moseley Aviation</b>              |                      |                 |               |                    |             |                       |                   |  |   |
| PA31 Navajo                          | 6                    | 24              | —             | 23                 | —           | 65                    | 27                | 1  | 1.2   |
| <b>Northern Air Taxis</b>            |                      |                 |               |                    |             |                       |                   |  |   |
| Beagle 206                           | 18                   | 53              | —             | 65                 | —           | 84                    | 29                | 2  | 2.0   |
| <b>Northern Executive Aviation</b>   |                      |                 |               |                    |             |                       |                   |  |   |
| Britten-Norman Islander              | 9                    | 23              | 20            | 18                 | 20          | 185                   | 32                | 1  | 1.7   |
| PA31 Navajo                          | 10                   | 30              | 2             | 26                 | 1           | 208                   | 57                | 1  | 0.9   |
| TOTAL                                | 19                   | 53              | 22            | 44                 | 21          | 393                   | 89                | 2  | 1.2   |
| <b>Peters Aviation</b>               |                      |                 |               |                    |             |                       |                   |  |   |
| DH 114 Heron                         | 52                   | 105             | —             | 221                | —           | 902                   | 443               | 4  | 1.3   |
| <b>Ryburn Air</b>                    |                      |                 |               |                    |             |                       |                   |  |   |
| Cessna 340                           | 4                    | 42              | —             | 22                 | —           | 22                    | 5                 | 1  | 1.0   |
| Partenavia 68B Victor                | —                    | —               | —             | —                  | —           | —                     | —                 | 1  | —   |
| TOTAL                                | 4                    | 42              | —             | 22                 | —           | 22                    | 5                 | 2  | 0.8   |
| <b>Thurston Aviation</b>             |                      |                 |               |                    |             |                       |                   |  |   |
| PA23 Aztec/Apache                    | 28                   | 86              | 17            | 83                 | 22          | 172                   | 46                | 2  | 1.6   |
| PA31 Navajo                          | 31                   | 73              | 44            | 65                 | 46          | 146                   | 38                | 3  | 1.2   |
| TOTAL                                | 59                   | 159             | 61            | 148                | 68          | 318                   | 84                | 5  | 1.4   |

**Table 31.2 cont.**

|                                 | Aircraft-km<br>(000) | Stage Flights<br>Passenger | Cargo        | Aircraft hours<br>Passenger | Cargo        | Passengers<br>carried | Pass-kms<br>(000) | Aircraft in<br>Service at<br>Quarter ended<br>June<br>1976 | Daily<br>utilisation per<br>aircraft (hrs)<br>Quarter ended<br>June<br>1976 |
|---------------------------------|----------------------|----------------------------|--------------|-----------------------------|--------------|-----------------------|-------------------|--|---|
| <b>Tradewinds Airways</b>       |                      |                            |              |                             |              |                       |                   |  |   |
| Canadair CL 44                  | 451                  | —                          | 158          | —                           | 917          | —                     | —                 | 5  | 6.3   |
| <b>Trans-Meridian Air Cargo</b> |                      |                            |              |                             |              |                       |                   |  |   |
| Canadair CL 44                  | 900                  | —                          | 292          | —                           | 1 886        | —                     | —                 | 8  | 6.0   |
| <b>Vernair Transport</b>        |                      |                            |              |                             |              |                       |                   |  |   |
| PA23 Aztec/Apache               | 9                    | 28                         | —            | 32                          | —            | 79                    | 25                | 2  | 0.8   |
| Beechcraft B80 Queen-Air        | 54                   | 109                        | —            | 188                         | —            | 454                   | 237               | 4  | 1.5   |
| <b>TOTAL</b>                    | <b>62</b>            | <b>137</b>                 | <b>—</b>     | <b>220</b>                  | <b>—</b>     | <b>533</b>            | <b>262</b>        | <b>6</b>   | <b>1.5</b>  |
| <b>GRAND TOTAL</b>              | <b>49 712</b>        | <b>53 452</b>              | <b>2 946</b> | <b>84 224</b>               | <b>8 023</b> | <b>2 989 844</b>      | <b>5 247 678</b>  | <b>505</b>   | <b>5.5</b>  |

## Operations Subject to Variable Charge by Type of Licence for July 1976

**Table 32**

| Type of Licence<br>or Service               | Tonne-km<br>available<br>(000) | Total<br>(000) | Tonne-kilometres used<br>Cargo<br>(000) | Passengers<br>(000) | As percentage<br>of available |
|---|--------------------------------|----------------|---|---------------------|-------------------------------|
| <b>Chargeable Operations (Own Aircraft)</b> |                                |                |   |                     |                               |
| Class 1                                     | 562 211                        | 333 280        | 68 882                                  | 264 401             | 59.2                          |
| Class 2                                     | 61 292                         | 46 340         | —                                       | 46 340              | 75.6                          |
| Class 3                                     | 146 731                        | 116 938        | —                                       | 116 938             | 79.6                          |
| Class 4                                     | 32 462                         | 25 336         | —                                       | 25 336              | 78.0                          |
| Class 5A                                    | 4 006                          | 3 389          | 3                                       | 3 386               | 84.5                          |
| Class 6                                     | 39 504                         | 27 302         | 27 288                                  | 14                  | 69.1                          |
| Class 7                                     | 1 206                          | 601            | 57                                      | 544                 | 49.8                          |
| <b>TOTAL</b>                                | <b>847 412</b>                 | <b>553 186</b> | <b>96 230</b>                           | <b>456 959</b>      | <b>65.3</b>                   |
| <b>Non-chargeable Operations</b>            |                                |                |   |                     |                               |
| Aircraft hired from<br>Foreign Operators    | 12 758                         | 8 518          | 3 498                                   | 5 020               | 66.7                          |
| Exempt Services                             | 41 195                         | 23 961         | 18 876                                  | 5 085               | 58.2                          |
| Class 5B                                    | 6 893                          | 4 185          | 1 451                                   | 2 734               | 60.7                          |
| Small Aircraft Operations                   | 498                            | 279            | 9                                       | 270                 | 56.0                          |
| <b>TOTAL</b>                                | <b>61 344</b>                  | <b>36 943</b>  | <b>23 834</b>                           | <b>13 109</b>       | <b>60.2</b>                   |
| <b>GRAND TOTAL</b>                          | <b>908 756</b>                 | <b>590 129</b> | <b>120 064</b>                          | <b>470 068</b>      | <b>64.9</b>                   |

## Output by Type of Licence and Aircraft Ownership for July 1976

**Table 33**

| Type of Licence<br>or Service | Own<br>Aircraft<br>(000) | Capacity<br>Hired from<br>UK Airline<br>(000) | Tonne-km Available<br>Hired<br>Otherwise<br>(000) | Total<br>(000) |
|-------------------------------|--------------------------|---|---|----------------|
| Class 1                       | 562 637                  | 621   | 120   | 563 378        |
| Class 2                       | 61 292                   | —   | —   | 61 292         |
| Class 3                       | 146 731                  | 68  | —   | 146 800        |
| Class 4                       | 32 470                   | 67  | —   | 32 537         |
| Class 6                       | 39 504                   | —   | 1 046   | 40 550         |
| Class 7                       | 1 270                    | —   | —   | 1 270          |
| Class 8                       | 41 195                   | 42  | 4 050   | 45 287         |
| <b>TOTAL</b>                  | <b>885 099</b>           | <b>799</b>                                    | <b>5 215</b>                                      | <b>891 114</b> |
| Class 5A                      | 4 006                    | —   | 1 811   | 5 817          |
| Class 5B                      | 6 893                    | —   | 5 732   | 12 625         |
| <b>TOTAL</b>                  | <b>10 899</b>            | <b>—</b>                                      | <b>7 543</b>                                      | <b>18 442</b>  |
| <b>GRAND TOTAL</b>            | <b>895 998</b>           | <b>799</b>                                    | <b>12 758</b>                                     | <b>909 556</b> |

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# Appendix A Definitions—Traffic Statistics

## MOVEMENTS AT AIRPORTS

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

## AIR PASSENGERS

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

## TYPES OF SERVICES

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

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

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

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

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

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

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

## CLASSES OF LICENCE

**Class 1** authorises scheduled service flights;

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

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

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

**Class 5** authorises substitute charter flights;

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

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

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

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

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

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

## Appendix B Measures and their Computation

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

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

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



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