

Civil Aviation Authority



CAA Monthly Statistics
(up to and including January 1976)

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ISSN 0306 3577

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Printed in England by D. Greenaway & Sons Ltd.,
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Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

Civil Aviation Authority
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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 & 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 C.A. 7 were also published.

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Civil Aviation Statistics—January 1976

Activity at UK Airports

During the first month of 1976 air transport movements increased to a level of almost 51,000, marginally less than in January 1975 but a growth on the previous two years.

The level of activity in the London area during January 1976 increased marginally against 1975, whilst that over the remainder of the UK fell by 1·3 per cent. When comparing the November 1975-January 1976 period with the corresponding three months one year previously, an overall 1·3 per cent decline was recorded, comprising a 3·1 per cent decline in the London area against a marginal growth elsewhere. Heathrow alone among London area airports reported a decline (1509 fewer movements per month, 7·4 per cent decline). Gatwick reported 472 additional movements (10·4 per cent growth), Luton 189 additional movements (21·1 per cent growth), Stansted 9 additional movements (4·5 per cent growth) and Southend 5 additional movements (marginal growth). Aberdeen continued to report both the greatest increase in movements and the largest percentage growth during this period (1276 additional movements; 71·8 per cent growth) followed outside the London area by Edinburgh (187 additional movements per month; 16·2 per cent growth) and Norwich (88 additional movements; 20·1 per cent growth). Belfast reported the heaviest fall of 374 movements (19·3 per cent decline) whilst the heaviest percentage decline was 59·4 per cent at Cheltenham. The decline of 1·3 per cent in total movements during the November 1975-January 1976 period compared with the previous year comprised a decline of 5·0 per cent in scheduled service movements and a 16·2 per cent increase in charter movements. The UK operators marginally increased both their share of total movements to 75·8 per cent and their share of charter movements to 90·5 per cent but their share of scheduled movements fell marginally to 72·0 per cent.

Terminal passengers using UK airports increased to over 2·7 million during January 1976 (7·9 per cent growth on 1975); London area passengers grew by 9·3 per cent and those over the remainder of the UK by 4·4 per cent. Over the three months November 1975 to January 1976 a 5·6 per cent overall growth was reported; 6·1 per cent in the London area and 4·5 per cent elsewhere. Heathrow reported a monthly average of 68 112 additional passengers (4·7 per cent growth), Gatwick 33 927 additional passengers (13·4 per cent growth) and Luton 13 055 additional passengers (11·4 per cent growth). Southend handled 1075 fewer passengers per month (9·5 per cent decline) and Stansted 1059 fewer passengers (8·4 per cent decline). Over the rest of the UK Aberdeen reported both the greatest increase in passengers and the largest growth rate (13 206 per month; 33·6 per cent growth), followed by Manchester (13 055 passengers; 9·3 per cent growth) and Edinburgh (8273 passengers; 17·3 per cent growth). Gloucester/Cheltenham recorded the heaviest rate of decline during this period (68·1 per cent) and Belfast the heaviest actual decline (6074 fewer passengers per month). The overall 5·6 per cent growth in passengers in the period November

1975 to January 1976 compared with a year earlier comprised a 4·0 per cent growth in those travelling on scheduled services and 13·4 per cent in those travelling by charter services. The UK operators' share of total and scheduled service passengers fell marginally to 69·2 and 56·0 per cent respectively, whilst their share of charter service passengers increased marginally to 87·1 per cent.

During the three month period ending January 1976, a monthly average of 2·7 million passengers used UK airports, of which 1·9 million (6·7 per cent growth) travelled by international services and 0·8 million (3·2 per cent growth) by domestic services. Total international scheduled passengers increased by 4·7 per cent and again the most heavily used services were those to France, USA, and the Netherlands (12·1 per cent of the total, 3·5 per cent growth: 11·8 per cent of the total, 5·4 per cent growth and 8·2 per cent of the total, 5·6 per cent growth respectively). Charter service passengers showed a 12·4 per cent growth over this period when Spain, Italy and the German Republic were the most popular origins/destinations (37·5 per cent of the total, 4·4 per cent growth: 8·7 per cent of the total, 14·6 per cent growth and 8·6 per cent of the total, 2·6 per cent growth respectively). Domestic route passengers grew by an overall 2·6 per cent against the corresponding period the previous year. Services connecting Edinburgh reported the highest growth of 30·8 per cent followed by London routes with 7·1 per cent. Channel Island services carried marginally more passengers, whilst those to Belfast, Glasgow and the Isle of Man decline by 6·7 per cent, 6·3 per cent and 13·3 per cent respectively).

During the month of January almost 49 000 tonnes of cargo moved through UK airports, 6·9 per cent less than in January 1975 and the lowest figure for that month since 1972. London area tonnage fell by 5·3 per cent and that over the remainder of the UK by 13·2 per cent. When comparing the tonnage recorded in the two three month periods ending January 1976 and 1975 an aggregate decline of 10·9 per cent was recorded. London area airports handled an overall 7·6 per cent less tonnage, and of this group only Gatwick and Stansted achieved growth against the previous year (1734 additional tonnes per month; 34·8 per cent growth and 395 tonnes; 27·4 per cent growth respectively). Heathrow handled 5076 fewer tonnes (13·9 per cent decline), Southend 409 fewer tonnes (28·1 per cent decline) and Luton 60 fewer tonnes (27·7 per cent decline). Outside the London area Aberdeen continued to report the largest increase in actual tonnage (116 additional tonnes per month; 47·4 per cent growth) followed by Southampton (51 additional tonnes; 86·8 per cent growth). A steady increase in activity during recent months at Norwich resulted in this airport recording the third highest increase in tonnage and the largest rate of growth (50 additional tonnes; over two fold growth). Manston reported the largest rate of decline (–83·7 per cent) and Belfast the heaviest fall in actual tonnage (1069 fewer tonnes per month). Whilst charter flight cargo grew by 17·2 per cent in the three month period compared with a year earlier that carried on scheduled services fell by 16·1

per cent. The UK operators' share of total tonnage fell 5.5 percentage points to 49.0 per cent, their share of scheduled service tonnage 8.4 percentage points to 41.2 per cent and their share of charter service tonnage 1.9 percentage points to 78.8 per cent.

Output of UK Airlines

The output of UK airlines for all services in January 1976 was 647 million available tonne-kilometres, an increase of 6.9 per cent on January 1975.

The scheduled service output of 455 million available tonne-kilometres was 7.7 per cent higher than a year earlier. The overall load factor of 54.7 per cent compared with 53.6 per cent the previous year. Seat kilometres used were 60.0 per cent of those available compared with 57.3 per cent in January 1975. Seat

factors on domestic and international scheduled services were 56.5 and 60.3 per cent respectively compared with 55.1 and 57.5 per cent a year earlier.

The non-scheduled output of 193 million available tonne-kilometres was 5.0 per cent higher than in January 1975. Advance Booking Charters and Inclusive Tour Charters accounted for 12.7 and 53.1 million available tonne-kilometres respectively compared with 10.3 and 41.5 million a year earlier.

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

Size Structure of UK

Table 1

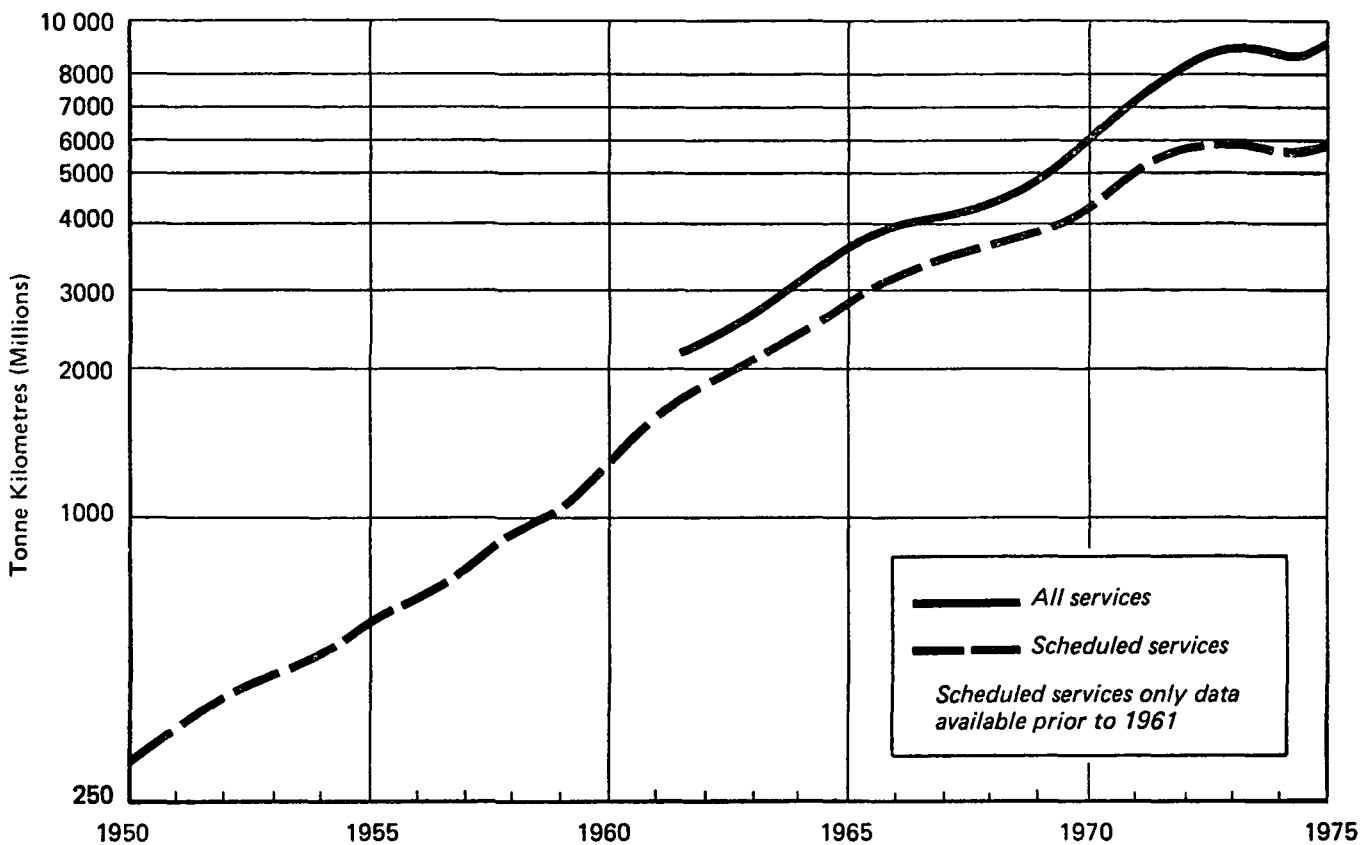
Airports and Airlines Year ended 31 December 1975

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	21 295	50.89	100	100.00
Gatwick	5 342	12.77	98	49.11
Manchester	2 579	6.16	95	36.34
Luton	1 869	4.47	93	30.18
Glasgow	1 763	4.21	91	25.72
Belfast	1 184	2.83	88	21.50
Birmingham	1 082	2.59	86	18.67
Edinburgh	874	2.09	84	16.08
Aberdeen	645	1.54	81	14.00
Newcastle	605	1.45	79	12.45
East Midlands	545	1.30	77	11.01
Liverpool	437	1.04	74	9.71
Prestwick	395	0.94	72	8.66
Isle of Man	394	0.94	70	7.72
Southampton	319	0.76	67	6.78
Leeds/Bradford	278	0.66	65	6.02
Stansted	238	0.57	63	5.35
Glamorgan	209	0.50	60	4.78
Southend	203	0.48	58	4.29
Bristol	195	0.47	56	3.80
Sumburgh	177	0.42	53	3.34
Tees-side	170	0.41	51	2.91
Others (21 reporting airports)	1 049	2.51	49	2.51

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of a.t. – km of UK airlines this size and smaller
British Airways Overseas Division	4 522	50.77	100	100.00
British Airways European Division	1 101	12.36	98	49.25
British Caledonian Airways	807	9.06	96	36.88
Dan-Air Services	374	4.20	94	27.79
Laker Airways	367	4.12	92	23.58
Britannia Airways	322	3.62	90	19.46
Trans-Meridian Air Cargo	244	2.74	88	15.85
British Airtours	215	2.41	85	13.11
International Aviation Services	181	2.03	83	10.69
Monarch Airlines	162	1.82	81	8.66
Tradewinds Airways	160	1.80	79	6.84
British Midland Airways	111	1.25	77	5.04
British Airways—Northeast Airlines	63	0.71	75	3.80
Invicta International Airlines	63	0.71	73	3.09
British Airways—Channel Islands Airways	50	0.56	71	2.38
British Airways—Cambrian Airways	42	0.47	69	1.82
British Island Airways	29	0.33	67	1.35
British Airways—Scottish Airways	28	0.31	65	1.02
British Air Ferries	12	0.13	63	0.71
Others (29 airlines)	51	0.57	60	0.57

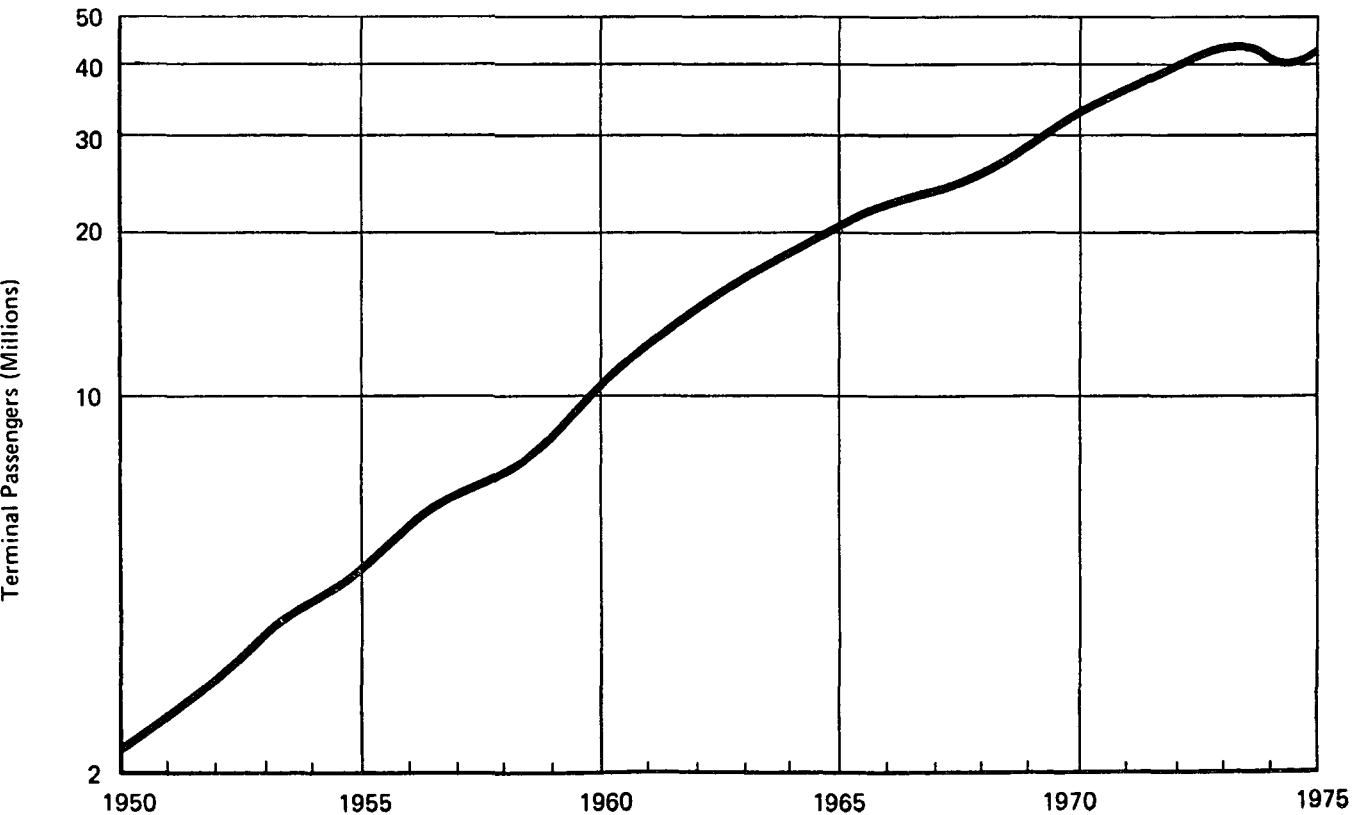
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1975

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
1975	1 911	701	41 846	8 928	5 984	2 944
Year ended						
January 1975	1 865	713	40 026	8 319	5 776	2 543
January 1976	1 905	700	42 043	8 969	6 016	2 953
Latest year's growth (percentages)						
	2.1	-1.8	5.0	7.8	4.2	16.1
Mean rates of growth (percentages) to 1975						
20 years	6.6	4.7	11.8	..	13.0	..
10 years	6.7	3.3	8.1	11.6	9.2	18.1
5 years	4.1	2.8	4.0	5.1	6.1	3.1

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	A.T. movements (000)	Non-scheduled Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	A.T. movements (000)	Non-scheduled Terminal passengers (000)
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1974	59.2	3 340	35.1	1 699	10.2	666	12.4	844	1.5	131
1975	58.4	3 487	33.2	1 721	11.3	711	12.2	900	1.7	154
1974 1st quarter	47.0	2 523	27.7	1 351	8.0	473	10.5	640	0.8	59
2nd quarter	64.2	3 512	38.3	1 777	11.1	722	13.1	876	1.7	137
3rd quarter	71.7	4 482	42.2	2 168	13.2	1 011	13.9	1 066	2.4	237
4th quarter	53.7	2 844	32.1	1 502	8.5	459	12.0	794	1.1	89
1975 1st quarter	48.4	2 532	28.4	1 338	8.1	431	11.1	703	0.9	59
2nd quarter	61.6	3 611	35.3	1 763	11.9	763	12.6	920	1.8	165
3rd quarter	69.8	4 766	38.6	2 209	14.8	1 110	13.7	1 157	2.6	290
4th quarter	53.6	3 039	30.4	1 575	10.4	541	11.5	820	1.3	103
1974 July	74.0	4 489	43.3	2 167	13.9	1 025	14.4	1 064	2.4	233
August	73.3	4 639	43.0	2 193	13.7	1 102	14.1	1 085	2.5	259
September	67.9	4 319	40.3	2 144	12.0	906	13.3	1 049	2.2	219
October	60.4	3 412	36.0	1 736	9.7	599	13.1	936	1.6	141
November	51.1	2 574	30.5	1 392	8.2	398	11.5	719	0.9	64
December	49.7	2 547	29.8	1 377	7.8	381	11.3	727	0.9	63
1975 January	51.0	2 506	30.9	1 375	7.8	369	11.5	706	0.8	56
July	71.3	4 782	39.6	2 218	14.9	1 095	14.0	1 161	2.7	307
August	70.9	4 997	39.0	2 271	15.2	1 214	13.9	1 193	2.8	319
September	67.2	4 518	37.2	2 137	14.3	1 022	13.3	1 116	2.4	243
October	61.8	3 765	34.6	1 904	12.4	744	12.8	941	2.0	176
November	49.6	2 679	28.4	1 423	9.5	453	10.8	734	1.0	69
December	49.4	2 674	28.3	1 399	9.2	426	11.0	785	1.0	64
1976 January	50.8	2 703	29.3	1 436	9.1	436	11.5	770	0.9	61

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total (000)	Total (000)	Commercial Air transport (000)	Other (000)	Total (000)	Non-commercial Aero club and private (000)	Test and training (000)	Other (000)
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1974	154.1	66.0	59.2	6.9	88.1	65.2	15.0	7.9
1975	159.2	65.1	58.4	6.7	94.2	70.2	15.6	8.4
1974 1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
2nd quarter	174.4	71.7	64.3	7.5	102.7	76.4	16.6	9.6
3rd quarter	184.1	81.4	71.7	9.7	102.7	80.6	14.6	7.6
4th quarter	135.0	59.6	53.7	5.8	75.4	54.9	12.7	7.8
1975 1st quarter	134.2	53.5	48.4	5.0	80.7	55.1	17.9	7.7
2nd quarter	178.0	68.8	61.6	7.2	109.2	81.6	17.9	9.7
3rd quarter	185.7	78.5	69.8	8.7	107.2	84.6	15.2	7.4
4th quarter	138.9	59.4	53.6	5.8	79.5	59.3	11.5	8.7
1974 July	187.7	83.8	74.0	9.9	103.8	81.3	15.9	6.7
August	192.3	84.4	73.3	11.1	107.9	88.1	13.2	6.6
September	172.3	76.1	67.9	8.2	96.3	72.3	14.6	9.4
October	153.9	67.6	60.4	7.2	86.3	64.0	13.6	8.8
November	131.1	56.8	51.1	5.8	74.2	53.3	13.2	7.7
December	120.1	54.3	49.7	4.5	65.8	47.3	11.5	7.0
1975 January	128.5	55.5	51.0	4.4	73.0	48.6	16.9	7.5
1975 July	193.3	80.3	71.3	9.0	112.9	87.9	17.4	7.6
August	188.3	80.0	70.9	9.1	108.2	88.9	13.4	6.0
September	175.6	75.1	67.2	7.9	100.5	77.0	14.7	8.7
October	160.0	69.4	61.8	7.6	90.6	67.9	13.7	9.0
November	135.2	54.9	49.6	5.3	80.2	59.8	11.0	9.4
December	121.6	54.0	49.4	4.5	67.6	50.2	9.7	7.8
1976 January	122.4	55.4	50.8	4.6	67.1	46.0	12.5	8.6

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 964	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
1974 July	37 976	7 011	3 489	1 823	1 547	5 535	7 133	5 283	4 166	10 565
August	37 403	6 901	3 548	1 757	1 567	5 789	7 093	5 183	4 074	12 106
September	34 979	6 491	3 156	1 639	1 321	5 409	6 547	4 664	3 644	10 639
October	31 279	5 943	2 859	1 510	1 103	4 221	5 903	4 928	2 678	8 209
November	26 697	5 400	2 196	1 240	1 018	2 890	4 614	4 341	2 665	5 924
December	26 660	4 938	1 986	1 109	986	2 862	4 380	4 289	2 530	5 958
1975 January	26 821	5 174	1 907	1 286	1 047	2 755	4 770	4 838	2 420	5 485
July	36 019	6 750	3 357	1 682	1 426	5 700	6 764	5 939	3 656	10 446
August	36 220	6 862	3 360	1 686	1 389	5 496	6 582	5 698	3 601	11 811
September	34 235	6 454	3 148	1 616	1 293	5 157	6 077	6 049	3 212	9 928
October	31 464	5 976	2 984	1 525	1 060	4 093	5 698	6 513	2 493	8 228
November	25 044	4 739	2 094	1 308	813	2 900	4 641	6 031	2 070	5 536
December	25 754	4 334	2 001	1 292	769	2 639	4 541	5 948	2 130	5 738
1976 January	26 882	4 606	1 985	1 332	833	2 570	4 689	5 701	2 175	5 060

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1974	2 306	259	122	64	35	84	256	78	138	163
1975	2 412	275	136	65	34	86	253	96	131	168
1974 1st quarter	1 760	197	78	51	26	40	213	59	99	72
2nd quarter	2 435	271	128	67	37	98	259	75	141	198
3rd quarter	3 043	351	180	86	50	133	338	96	204	262
4th quarter	1 986	215	103	53	26	62	212	80	108	122
1975 1st quarter	1 810	180	85	50	24	49	165	76	94	89
2nd quarter	2 469	296	149	68	37	101	264	92	135	192
3rd quarter	3 250	389	198	84	51	128	352	116	197	267
4th quarter	2 120	233	111	56	23	66	230	100	99	123
1974 July	3 031	348	176	89	53	124	357	100	212	251
August	3 130	366	192	89	56	144	341	100	220	297
September	2 968	339	171	79	42	132	317	89	181	238
October	2 351	265	140	64	31	92	259	90	120	182
November	1 790	201	95	50	25	49	196	74	93	97
December	1 815	180	72	44	21	45	182	76	112	88
1975 January	1 782	181	64	48	22	39	192	78	101	67
July	3 248	387	197	85	51	125	366	116	207	256
August	3 404	412	211	87	57	137	359	112	219	303
September	3 099	368	186	81	45	122	331	119	166	243
October	2 591	305	159	72	31	93	283	116	114	187
November	1 854	211	96	51	21	58	212	92	84	95
December	1 914	184	79	45	18	47	195	91	100	87
1976 January	1 947	188	71	48	18	38	211	89	94	65

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months										Tonnes
	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967	26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968	30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969	34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970	34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971	34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972	40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973	45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1974	46 745	4 917	941	178	82	1 445	3 513	462	1 774	1 879
1975	42 767	3 871	839	118	66	1 188	2 571	539	1 182	1 662
1974 1st quarter	46 527	5 038	794	286	72	1 593	3 630	371	1 467	2 256
2nd quarter	48 460	5 128	980	151	90	1 587	3 511	453	1 618	1 906
3rd quarter	45 066	4 678	926	128	86	1 314	3 313	518	1 646	1 893
4th quarter	46 926	4 824	1 066	148	81	1 288	3 599	505	2 366	1 461
1975 1st quarter	45 025	4 197	783	138	67	1 284	2 327	429	1 227	1 825
2nd quarter	43 039	3 807	904	122	59	1 260	2 611	563	1 215	1 686
3rd quarter	40 959	3 460	826	112	76	1 102	2 515	537	1 163	1 728
4th quarter	42 045	4 020	844	101	62	1 105	2 832	628	1 121	1 408
1974 July	46 368	5 030	951	141	101	1 424	3 083	486	1 599	1 861
August	43 027	4 471	890	107	73	1 131	3 420	579	1 560	1 706
September	45 802	4 532	937	137	83	1 388	3 437	489	1 780	2 113
October	49 110	4 885	947	176	80	1 462	3 486	528	1 894	1 668
November	48 607	5 389	1 492	146	76	1 201	3 873	511	3 824	1 335
December	43 061	4 199	759	123	87	1 199	3 339	476	1 381	1 381
1975 January	42 296	4 257	815	127	63	1 256	2 511	437	1 212	1 796
July	43 460	3 475	888	105	87	1 183	2 354	554	1 227	1 901
August	38 434	3 283	751	100	60	969	2 428	493	1 117	1 656
September	40 984	3 623	839	132	80	1 153	2 763	564	1 145	1 628
October	42 465	4 001	900	120	57	1 177	2 976	660	1 280	1 535
November	41 910	4 238	838	90	65	1 036	2 809	599	1 080	1 345
December	41 761	3 822	795	93	65	1 101	2 711	625	1 002	1 344
1976 January	40 051	3 649	641	83	44	864	2 337	511	1 104	1 228

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
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
1974 July	540.3	295.6	8.9	63.4	223.4	54.7	4 221.1	2 538.4	60.1
August	536.9	308.7	9.0	62.5	237.2	57.5	4 191.3	2 699.8	64.4
September	641.3	380.4	11.4	82.0	287.1	59.3	4 951.5	3 222.0	65.1
October	488.8	267.2	10.0	66.0	191.2	54.7	3 794.2	2 125.2	56.0
November	432.2	232.9	11.2	67.3	154.4	53.9	3 270.9	1 705.9	52.2
December	489.7	283.0	16.4	71.9	194.6	57.8	3 703.5	2 177.7	58.8
1975 January	422.5	226.6	9.2	50.8	166.7	53.6	3 253.4	1 863.7	57.3
1975 July	539.0	303.9	10.0	60.3	233.6	56.4	4 212.4	2 654.5	63.0
August	542.1	318.5	9.7	57.5	251.4	58.7	4 264.2	2 863.6	67.1
September	625.6	378.3	12.2	75.3	290.1	60.5	4 839.5	3 261.1	67.4
October	500.3	263.9	10.5	37.3	216.0	52.7	3 916.5	2 390.4	61.0
November	448.5	230.3	10.2	47.4	172.6	51.3	3 434.4	1 914.5	55.7
December	512.1	296.3	15.8	66.6	213.9	57.9	3 925.2	2 395.5	61.0
1976 January	454.9	248.7	10.0	49.2	189.5	54.7	3 542.4	2 124.6	60.0

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965		20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
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
1974	July	39.0	22.9	0.2	1.9	20.7	58.6	387.3	247.6	63.9
	August	37.8	22.4	0.2	1.7	20.5	59.3	377.6	244.9	64.9
	September	36.1	22.2	0.2	2.0	20.0	61.4	357.7	237.7	66.5
	October	31.8	18.3	0.3	1.9	16.1	57.4	307.6	192.4	62.6
	November	24.3	13.4	0.3	1.8	11.3	55.4	228.0	135.2	59.3
	December	23.9	12.7	0.3	1.6	10.9	53.2	222.4	129.0	58.0
1975	January	25.0	12.6	0.3	1.5	10.8	50.4	232.8	128.3	55.1
1975	July	36.6	22.6	0.2	1.3	21.1	61.8	367.4	250.4	68.2
	August	35.7	22.4	0.2	1.1	21.0	62.7	359.9	249.9	69.4
	September	33.1	20.7	0.2	1.3	19.2	62.6	331.4	227.7	68.7
	October	30.7	18.1	0.2	1.1	16.7	58.8	305.7	198.4	64.9
	November	24.9	13.4	0.2	0.9	12.2	53.8	246.1	145.2	59.0
	December	25.1	13.0	0.3	1.0	11.7	51.5	245.8	138.1	56.2
1976	January	27.3	13.9	0.2	1.1	12.6	51.0	263.7	149.0	56.5

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	201.7	102.8	4.5	24.1	74.2	51.0	1 472.1	894.8	60.8
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
1974 July	501.4	272.8	8.7	61.4	202.7	54.4	3 833.9	2 290.8	59.8
August	499.1	286.3	8.8	60.7	216.8	57.4	3 813.8	2 454.9	64.4
September	605.1	358.3	11.1	80.0	267.1	59.2	4 593.8	2 984.2	65.0
October	456.9	248.9	9.8	64.9	175.1	54.5	3 486.6	1 932.8	55.4
November	407.9	219.5	10.9	65.5	143.1	53.8	3 043.0	1 570.7	51.6
December	465.8	270.3	16.2	70.4	183.8	58.0	3 481.1	2 048.7	58.8
1975 January	397.4	214.0	9.0	49.3	155.8	53.9	3 020.6	1 735.4	57.5
1975 July	502.4	281.3	9.8	59.0	212.4	56.0	3 845.0	2 404.1	62.5
August	506.3	296.1	9.4	56.3	230.3	58.5	3 904.3	2 613.7	66.9
September	592.4	357.5	12.0	74.0	271.6	60.4	4 508.1	3 033.4	67.3
October	469.6	245.8	10.3	36.1	199.4	52.3	3 610.8	2 192.0	60.7
November	423.6	216.9	10.0	46.5	160.4	51.2	3 188.3	1 769.3	55.5
December	487.0	283.4	15.6	65.6	202.2	58.2	3 679.4	2 257.4	61.4
1976 January	427.6	234.7	9.7	48.2	176.9	54.9	3 278.6	1 975.5	60.3

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
1965	55.0	19.8	11.9	4.3	7.4	2.6	35.7	12.9
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
1974 July	291.8	35.1	125.4	15.1	88.3	10.6	78.1	9.4
August	289.4	35.0	122.0	14.8	89.2	10.8	78.2	9.5
September	261.8	29.0	103.4	11.4	78.2	8.7	80.2	8.9
October	190.8	28.1	77.4	11.4	38.1	5.6	75.3	11.1
November	144.9	25.1	51.9	9.0	13.7	2.4	79.3	13.7
December	173.4	26.2	43.9	6.6	30.3	4.6	99.2	15.0
1975 January	183.4	30.3	41.5	6.9	27.8	4.6	114.1	18.8
1975 July	328.1	37.8	126.0	14.5	92.4	10.7	109.7	12.6
August	342.2	38.7	136.1	15.4	93.6	10.6	112.5	12.7
September	317.0	33.6	122.3	12.8	79.4	8.4	115.3	12.2
October	263.4	34.5	98.3	12.9	45.6	6.0	119.5	15.6
November	212.6	32.2	61.9	9.4	15.3	2.3	135.4	20.5
December	215.2	29.6	52.3	7.2	32.2	4.4	130.7	18.0
1976 January	192.6	29.9	53.1	8.2	27.3	4.2	112.2	17.4

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	137.3	115.9	84.4	99.4	1 569	1 580	1 007	1 166
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
1974 July	1 445.5	1 175.1	81.3	774.1	7 324	10 653	1 455	1 518
August	1 406.7	1 236.6	87.9	822.7	7 357	10 641	1 446	1 503
September	1 187.0	1 046.9	88.2	695.2	6 308	9 188	1 457	1 506
October	894.0	738.5	82.6	481.5	4 677	6 939	1 484	1 534
November	597.5	517.3	86.6	324.5	3 035	4 692	1 546	1 594
December	500.0	399.2	79.8	255.5	2 638	3 966	1 503	1 562
1975 January	475.3	390.0	82.0	259.4	2 539	3 742	1 474	1 504
1975 July	1 441.8	1 277.4	88.6	837.9	7 504	11 057	1 474	1 525
August	1 556.8	1 443.8	92.7	948.2	8 151	11 983	1 470	1 523
September	1 400.8	1 254.5	89.6	817.9	7 293	10 803	1 481	1 533
October	1 123.7	932.0	82.9	597.9	5 743	8 669	1 510	1 559
November	709.4	581.7	82.0	358.4	3 580	5 597	1 563	1 623
December	594.4	455.4	76.6	285.9	3 053	4 702	1 540	1 593
1976 January	602.4	479.4	79.6	314.1	3 199	4 753	1 486	1 527

Non-scheduled Services by UK Airlines

Table 9.3

Load Factors and Distances: Other Separate Fare and Advance Booking Charters

Monthly Averages or Calendar Months

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965		72.7	61.1	84.1	21.9	562	722	1 285	2 790
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
1974	July	874.5	713.7	81.6	219.7	2 786	4 996	1 793	3 243
	August	884.2	761.4	86.1	235.3	2 761	5 070	1 836	3 236
	September	762.6	656.5	86.1	178.0	2 072	4 187	2 021	3 688
	October	385.2	291.9	75.8	80.0	1 246	2 013	1 616	3 649
	November	139.7	112.2	80.3	32.1	725	780	1 076	3 495
	December	303.1	245.6	81.0	73.2	1 195	1 781	1 490	3 355
1975	January	275.2	227.9	82.8	64.0	1 062	1 653	1 556	3 561
1975	July	894.2	720.9	80.6	230.3	2 764	4 873	1 763	3 130
	August	899.7	733.2	81.5	234.1	2 677	4 916	1 856	3 132
	September	766.0	583.1	76.1	173.5	2 210	4 029	1 823	3 361
	October	467.2	348.8	74.7	93.3	1 412	2 403	1 702	3 739
	November	162.3	124.2	76.5	35.4	816	1 050	1 287	3 508
	December	341.4	271.0	79.4	78.2	1 261	2 153	1 707	3 465
1976	January	291.8	234.2	80.3	67.4	1 146	1 828	1 595	3 478
					78.4				2 987

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages

European continent and Mediterranean Sea area(b)		Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968		914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969		1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970		1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971		1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972		1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973		1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1974		1 648	72	40	223	187	45	148	67	135	23	36	36	403	23	86	27	96
1975		1 751	66	41	228	190	58	155	83	136	29	26	42	442	28	91	34	103
1974	1st quarter	1 216	56	32	178	180	27	89	46	102	15	32	30	266	14	76	6	68
	2nd quarter	1 778	78	44	241	199	62	167	61	157	26	39	35	413	26	94	32	103
	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
	Nov-Jan	1 162	52	31	169	154	18	89	66	109	19	23	28	233	20	69	8	73
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
	Nov-Jan	1 232	57	36	180	158	26	93	80	117	27	16	30	232	21	73	9	77
Rest of World		Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)						
1968		270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969		327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970		392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971		433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972		512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1973		560.3	—	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2						
1974		551.1	21.4	21.5	108.6	11.5	23.2	10.5	19.3	243.8	11.3	80.0						
1975		600.8	27.3	23.0	117.2	12.5	28.9	15.1	24.1	244.9	13.1	94.6						
1974	1st quarter	384.2	18.4	17.9	47.1	11.5	21.0	8.5	17.9	157.2	8.8	75.9						
	2nd quarter	537.0	19.6	19.2	109.9	9.0	18.4	10.0	16.7	258.9	8.8	66.7						
	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						
	Nov-Jan	450.8	23.8	20.9	61.4	11.1	29.8	11.3	22.8	174.0	11.0	84.7						
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						
	Nov-Jan	506.9	29.3	23.3	65.4	12.9	33.3	12.5	27.6	187.5	14.0	101.2						

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 January 1976

Table 11

	Total	Commercial Movements					Non-commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	7 147	5 151	—	507	—	210	94	—	1 141	—	44
+ Heathrow	21 383	19 861	—	63	—	95	241	—	1 079	10	34
+ Luton	3 041	1 008	2	206	17	95	106	812	787	—	8
+ Southend	4 278	696	2	—	—	548	—	2 180	844	8	—
+ Stansted	1 948	166	—	42	—	943	52	126	541	71	7
Total (London Area)	37 797	26 882	4	818	17	1 891	493	3 118	4 392	89	93
Westland Heliport (Battersea)	490	103	—	103	—	—	—	—	200	—	84
Other UK Airports											
+ Leeds/Bradford	2 140	663	2	20	14	51	43	906	413	2	26
+ Liverpool	4 212	825	—	142	42	52	17	2 459	621	14	40
+ Manchester	4 586	3 118	—	137	15	78	179	419	596	9	35
+ Birmingham	4 647	1 298	—	26	26	270	23	2 084	900	—	20
+ Coventry	4 440	—	—	—	168	1 095	39	2 499	631	—	8
+ East Midlands	3 424	687	—	123	18	519	38	1 268	685	6	80
+ Newcastle	1 702	890	4	20	422	42	2	177	105	—	40
+ Tees-side	2 305	442	186	22	—	646	6	537	250	—	216
+ Bristol	1 612	401	—	—	—	—	13	728	464	—	6
+ Glamorgan	2 523	392	—	90	—	240	—	1 544	254	3	—
Swansea	823	40	—	7	17	4	—	597	154	—	4
+ Blackpool	4 019	242	—	12	94	224	8	2 956	483	—	—
+ Bournemouth	4 238	366	—	66	2	1 053	—	1 660	1 015	8	68
+ Cambridge	1 681	32	—	10	6	38	1	432	306	—	856
+ Exeter	1 983	120	—	6	101	12	—	733	448	190	373
Gloucester/Cheltenham	2 564	24	2	—	14	664	—	1 429	415	—	16
Hawarden	639	—	—	—	—	44	—	450	137	—	8
Isles of Scilly	128	106	—	10	—	—	—	—	6	—	6
+ Lydd	1 887	266	—	—	—	56	—	1 157	376	—	32
+ Manston	261	70	—	6	99	42	—	—	44	—	—
+ Norwich	1 135	524	—	17	189	24	192	—	187	—	2
Penzance Heliport	206	106	—	4	—	72	—	—	24	—	—
+ Southampton	2 200	611	—	13	17	1 096	7	126	309	—	21
+ Edinburgh	4 982	1 373	—	19	—	89	14	1 414	568	6	1 499
+ Glasgow	5 307	2 725	—	55	—	95	91	1 230	473	—	638
+ Prestwick	4 323	591	—	13	—	2 971	12	220	146	—	370
+ Aberdeen	5 588	2 915	—	438	9	661	11	1 362	170	—	22
Benbecula	206	164	—	—	28	—	—	—	4	—	10
Inverness	1 136	462	—	2	177	96	—	340	57	—	2
Islay	120	82	—	3	31	—	—	—	2	2	—
+ Kirkwall	722	573	—	32	37	—	16	18	34	—	12
Stornoway	258	218	—	12	8	2	2	—	—	2	14
+ Sumburgh	1 632	1 020	—	134	212	238	—	—	—	—	28
Tiree	70	62	—	—	4	—	—	—	—	—	4
Wick	257	205	—	13	—	—	—	11	—	—	28
+ Belfast	5 069	1 613	—	98	41	—	—	749	213	4	2 351
+ Isle of Man	1 132	562	—	62	72	152	—	174	104	—	6
Total (Incl. London Area)	122 444	50 773	198	2 533	1 880	12 517	1 207	30 797	15 186	335	7 018
Channel Island Airports											
Alderney	473	473	..	..	..	..	..	..	..	..	..
Guernsey	1 860	1 860	..	..	..	..	..	..	..	..	..
Jersey	2 727	2 727	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	5 060	5 060	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator January 1976

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	5 151	10	2 519	339	158	1 889	236
+ Heathrow	19 861	9 226	490	9 591	359	16	179
+ Luton	1 008	—	—	—	—	930	78
+ Southend	696	—	504	—	—	171	21
+ Stansted	166	—	3	—	—	65	98
TOTAL (London Area)	26 882	9 236	3 516	9 930	517	3 071	612
Westland Heliport (Battersea)	103	—	—	—	—	103	—
Other UK Airports							
+ Leeds/Bradford	663	298	313	22	—	30	—
+ Liverpool	825	507	—	55	20	205	38
+ Manchester	3 118	1 391	278	802	38	598	11
+ Birmingham	1 298	607	425	78	26	148	14
+ Coventry	—	—	—	—	—	—	—
+ East Midlands	687	3	438	—	—	244	2
+ Newcastle	890	265	569	—	—	56	—
+ Tees-side	442	—	435	—	—	7	—
Bristol	401	221	90	36	26	28	—
Glamorgan	392	114	153	34	31	60	—
Swansea	40	—	—	—	—	40	—
+ Blackpool	242	—	209	—	—	33	—
+ Bournemouth	366	—	301	—	—	64	1
+ Cambridge	32	—	—	—	—	22	10
Exeter	120	—	116	—	—	1	3
Gloucester/Cheltenham	24	—	4	—	—	20	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	106	106	—	—	—	—	—
+ Lydd	266	—	96	—	—	170	—
Manston	70	—	—	—	—	50	20
Norwich	524	—	439	—	—	85	—
Penzance Heliport	106	106	—	—	—	—	—
+ Southampton	611	140	440	—	—	24	7
+ Edinburgh	1 373	632	654	32	10	15	30
+ Glasgow	2 725	1 620	598	306	14	162	25
+ Prestwick	591	358	13	164	—	29	27
+ Aberdeen	2 915	679	394	—	293	1 449	100
Benbecula	164	50	114	—	—	—	—
Inverness	462	298	113	—	—	51	—
Islay	82	48	—	—	—	34	—
+ Kirkwall	573	203	—	26	29	315	—
Stornoway	218	98	107	—	—	13	—
+ Sumburgh	1 020	195	13	—	243	563	6
Tiree	62	—	58	—	—	4	—
Wick	205	190	—	—	2	13	—
+ Belfast	1 613	1 074	385	28	—	112	14
+ Isle of Man	562	403	159	—	—	—	—
TOTAL (Incl. London Area)	50 773	18 842	10 430	11 513	1 249	7 819	920
Channel Islands Airports							
Alderney	473	—	436	—	—	37	—
Guernsey	1 860	142	1 567	—	—	151	—
Jersey	2 727	512	1 894	31	—	278	12
TOTAL (Channel Islands Airports)	5 060	654	3 897	31	—	466	12

Air Transport Movements

Table 13

Comparison with a Year Earlier

	November 1975 —January 1976	November 1974 —January 1975	Percentage Change
London Area Airports			
+ Gatwick	5 008	4 536	10.4
+ Heathrow	18 845	20 354	-7.4
+ Luton	1 083	894	21.1
+ Southend	748	743	0.7
+ Stansted	209	200	4.5
TOTAL (London Area)	25 893	26 726	-3.1
Westland Heliport (Battersea)	95	168	-43.5
Other UK Airports			
+ Leeds/Bradford	636	697	-8.8
+ Liverpool	822	1 109	-25.9
+ Manchester	3 102	3 365	-7.8
+ Birmingham	1 325	1 300	1.9
+ Coventry	—	20	—
+ East Midlands	702	710	-1.1
+ Newcastle	876	801	9.4
+ Teeside	435	410	6.1
+ Bristol	387	485	-20.2
+ Glamorgan	387	512	-24.4
Swansea	31	20	55.0
+ Ashford	—	—	—
+ Blackpool	249	259	-3.9
+ Bournemouth	411	443	-7.2
+ Cambridge	42	48	-12.5
+ Exeter	126	136	-7.4
Gloucester/Cheltenham	26	64	-59.4
Hawarden	—	—	—
Isles of Scilly	105	100	5.0
+ Lydd	274	313	-12.5
+ Manston	70	121	-42.1
+ Norwich	525	437	20.1
Penzance Heliport	105	100	5.0
+ Southampton	674	647	4.2
+ Edinburgh	1 339	1 152	16.2
+ Glasgow	2 664	2 831	-5.9
+ Prestwick	621	604	2.8
+ Aberdeen	3 054	1 778	71.8
Benbecula	191	136	40.4
Inverness	472	439	7.5
Islay	75	79	-5.1
+ Kirkwall	585	613	-4.6
Stornoway	242	156	55.1
+ Sumburgh	995	1 002	-0.7
Tiree	64	65	-1.5
Wick	215	221	-2.7
+ Belfast	1 567	1 941	-19.3
+ Isle of Man	558	598	-6.7
TOTAL (Incl. London Area)	49 940	50 606	-1.3
Channel Islands Airports			
Alderney	474	531	-10.7
Guernsey	1 948	2 046	-4.8
Jersey	3 023	3 212	-5.9
TOTAL (Channel Islands Airports)	5 445	5 789	-5.9

Air Transport Landings Diverted to UK Reporting Airports January 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	2		1St		1Pr																											
Heathrow	6		1Em							1Pr																				2Sh	2Ga	
Luton	1		1Em																													
Leeds	7		1Li		1Ma																											
			2Te		1Em																											
			2Em																													
Liverpool	1				1Bi																											
Manchester	6		2Li	1Li						1Lu																				1Sh		
										1Pr																						
Birmingham	2		1Ma																	1Ma												
East Midlands	1		1BI																													
Newcastle	4					1Sh																			1Ma	1Ma						
																										1Em	1Em					
Tees-side	2																				1Em											
Norwich	2		2St																													
Edinburgh	13													1GI						7GI	1GI	1Pr	4GI									
Glasgow	20		4Pr							10Pr											1Pr	1Pr		1Ma								
										3Ed																						
Aberdeen	2																				2In											
Inverness	2					2GI																										
Wick	1																				1In											
Belfast	1		1Ma																													
Other UK	8		3Ex																													
Overseas	13						1Ki			1He	3He			1Sh	1Wi	1Ki		1Ki			1Wi	1Wi	1Ki	1Ki	1Pr			1Em	1Pr	1Wi		
All Aerodromes	94		22	1	4	3	1	—	—	14	6	—	—	2	1	1	—	1	—	8	7	3	5	2	1	3	—	1	1	2	3	2

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator
January 1976

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		Terminal	Transit	United Kingdom operators		Overseas operators		Terminal	Transit
				British Airways	Others	British Airways	Others			British Airways	Others	British Airways	Others		
London Area Airports				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
+ Gatwick	284 871	283 192	1 679	358	—	84 628	—	3 962	354	24 837	—	150 769	875	18 638	450
+ Heathrow	1 590 339	1 554 955	35 384	759 319	—	15 258	—	722 687	34 562	41 415	—	226	—	16 050	822
+ Luton	91 575	90 856	719	—	—	—	—	—	—	—	—	85 860	701	4 996	18
+ Southend	8 080	8 080	—	—	—	7 694	—	—	—	—	—	190	—	196	—
+ Stansted	10 195	10 077	118	—	—	100	—	—	—	—	—	—	—	9 977	118
TOTAL (London Area)	1 985 060	1 947 160	37 900	759 677	—	107 680	—	726 649	34 916	66 252	—	237 045	1 576	49 857	1 408
Westland Heliport (Battersea)	243	243	—	—	—	—	—	—	—	—	—	243	—	—	—
Other UK Airports															
+ Leeds/Bradford	18 938	16 326	2 612	11 589	616	3 558	1 981	954	—	—	—	225	15	—	—
+ Liverpool	23 347	22 995	352	19 037	332	—	—	2 258	—	593	—	974	8	133	12
+ Manchester	154 998	148 432	6 566	77 302	456	4 846	1 067	22 118	2 054	2 545	14	41 085	2 506	536	469
+ Birmingham	52 993	50 738	2 255	25 558	125	5 278	1 779	4 483	223	1 753	—	12 856	128	810	—
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ East Midlands	20 227	19 893	334	192	—	10 934	—	—	—	—	—	8 685	334	82	—
+ Newcastle	38 936	36 356	2 580	19 722	—	11 857	2 580	—	—	—	—	4 777	—	—	—
+ Tees-side	12 744	11 460	1 284	—	—	11 312	1 284	—	—	—	—	148	—	—	—
+ Bristol	10 171	7 262	2 909	2 408	1 725	537	436	1 269	340	369	362	2 679	46	—	—
+ Glamorgan	12 634	10 714	1 920	1 998	—	1 147	1 081	634	518	921	239	6 014	82	—	—
Swansea	98	98	—	—	—	—	—	—	—	—	—	98	—	—	—
+ Blackpool	3 329	3 329	—	—	—	3 128	—	—	—	—	—	201	—	—	—
+ Bournemouth	4 130	4 129	1	—	—	2 845	—	—	—	—	—	1 195	1	89	—
+ Cambridge	108	108	—	—	—	—	—	—	—	—	—	53	—	55	—
+ Exeter	2 330	1 879	451	—	—	1 879	451	—	—	—	—	—	—	—	—
Gloucester/Cheltenham	95	95	—	—	—	45	—	—	—	—	—	50	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	1 771	1 771	—	1 771	—	—	—	—	—	—	—	—	—	—	—
+ Lydd	2 757	2 757	—	—	—	2 749	—	—	—	—	—	8	—	—	—
+ Manston	178	178	—	—	—	—	—	—	—	—	—	140	—	38	—
+ Norwich	9 116	9 116	—	—	—	8 222	—	—	—	—	—	894	—	—	—
Penzance Heliport	1 771	1 771	—	1 771	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	12 409	12 243	166	3 760	89	8 336	65	—	—	—	—	119	6	28	6
+ Edinburgh	60 677	58 521	2 156	39 241	609	14 092	1 488	1 342	—	456	59	1 008	—	2 382	—
+ Glasgow	135 557	133 157	2 400	93 359	16	17 907	—	7 836	2 238	486	—	11 189	42	2 380	104
+ Prestwick	30 988	18 891	12 097	11 237	6 821	598	—	1 867	4 328	—	—	2 949	407	2 240	541
+ Aberdeen	51 373	50 663	710	25 432	615	6 872	4	—	—	2 584	—	14 745	6	1 030	85
Benbecula	1 746	1 714	32	1 244	—	470	32	—	—	—	—	—	—	—	—
Inverness	10 267	9 168	1 099	8 468	1 099	518	—	—	—	—	—	182	—	—	—
Islay	888	869	19	767	19	—	—	—	—	—	—	102	—	—	—
+ Kirkwall	7 349	6 311	1 038	4 032	766	—	—	65	269	1 029	—	1 185	3	—	—
Stornoway	3 864	3 864	—	3 318	—	505	—	—	—	—	—	41	—	—	—
+ Sumburgh	15 506	14 619	887	4 984	—	28	—	—	—	2 876	—	6 587	887	144	—
Tiree	303	154	149	—	—	140	148	—	—	—	—	14	1	—	—
Wick	4 246	1 835	2 411	1 741	2 411	—	—	—	—	49	—	45	—	—	—
+ Belfast	80 386	80 378	8	69 705	—	8 052	7	536	—	—	—	1 026	—	1 059	1
+ Isle of Man	15 839	13 989	1 850	10 715	1 591	3 274	259	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	2 787 372	2 703 186	84 186	1 199 028	17 290	236 809	12 662	770 011	44 886	79 913	674	356 562	6 048	60 863	2 626
Channel Islands Airports															
Alderney	2 257	2 257	—	—	—	2 208	—	—	—	—	—	49	—	—	—
Guernsey	21 366	20 369	997	5 525	42	14 690	955	—	—	—	—	154	—	—	—
Jersey	43 382	42 325	1 057	20 028	—	21 011	1 055	680	—	—	—	529	2	77	—
TOTAL (Channel Is. Airports)	67 005	64 951	2 054	25 553	42	37 909	2 010	680	—	—	—	732	2	77	—

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	November 1975 —January 1976	November 1974 —January 1975	Percentage change
London Area Airports			
+ Gatwick	287 370	253 443	13.4
+ Heathrow	1 502 370	1 434 258	4.7
+ Luton	93 655	84 058	11.4
+ Southend	10 244	11 319	-9.5
+ Stansted	11 610	12 669	-8.4
TOTAL (London Area)	1 905 248	1 795 747	6.1
Westland Heliport (Battersea)	220	318	-30.8
Other UK Airports			
+ Leeds/Bradford	15 914	16 623	-4.3
+ Liverpool	24 310	29 875	-18.6
+ Manchester	154 053	140 998	9.3
+ Birmingham	56 892	53 583	6.2
+ Coventry	—	114	—
+ East Midlands	24 960	23 282	7.2
+ Newcastle	36 566	35 423	3.2
+ Tees-side	11 430	11 866	-3.7
+ Bristol	8 014	7 866	1.9
+ Glamorgan	10 968	14 650	-25.1
Swansea	86	71	21.1
+ Blackpool	3 896	4 022	-3.1
+ Bournemouth	6 051	6 798	-11.0
+ Cambridge	234	232	0.9
+ Exeter	2 611	2 715	-3.8
Gloucester/Cheltenham	117	367	-68.1
Hawarden	—	—	—
Isles of Scilly	1 951	1 862	4.8
+ Lydd	4 944	3 960	24.8
+ Manston	240	364	-34.1
+ Norwich	8 964	7 405	21.1
Penzance Heliport	1 951	1 862	4.8
+ Southampton	16 444	14 248	15.4
+ Edinburgh	56 049	47 776	17.3
+ Glasgow	131 423	125 107	5.0
+ Prestwick	18 199	17 113	6.3
+ Aberdeen	52 522	39 316	33.6
Benbecula	1 794	1 865	-3.8
Inverness	9 147	9 101	0.5
Islay	843	1 061	-20.5
+ Kirkwall	6 356	6 023	5.5
Stornoway	3 782	3 446	9.8
+ Sumburgh	14 155	12 767	10.9
Tiree	149	207	-28.0
Wick	2 091	2 353	-11.1
+ Belfast	78 572	84 646	-7.2
+ Isle of Man	14 476	17 260	-16.1
TOTAL (Incl. London Area)	2 685 622	2 542 292	5.6
Channel Islands Airports			
Alderney	2 734	2 667	2.5
Guernsey	23 527	23 042	2.1
Jersey	55 969	58 170	-3.8
TOTAL (Channel Islands Airports)	82 230	83 880	-2.0

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
	Nov. 1975 —Jan. 1976	Nov. 1975 —Jan. 1976	Nov. 1975 —Jan. 1976	Per- centage change	Nov. 1975 —Jan. 1976	Nov. 1975 —Jan. 1976	Per- centage change
London Area Airports							
+ Gatwick	287 370	244 332	215 865	13	43 038	37 578	15
+ Heathrow	1 502 370	1 257 291	1 203 118	5	245 079	231 140	6
+ Luton	93 655	92 342	83 636	10	1 313	422	11
+ Southend	10 244	10 109	11 140(a)	-9	135	179	-25
+ Stansted	11 610	11 560	12 638	-9	49	31	58
TOTAL (London Area)	1 905 248	1 615 634	1 526 397	6	289 614	269 351	8
Westland Heliport (Battersea)	220	—	1	—	220	317	-31
Other UK Airports							
+ Leeds/Bradford	15 914	2 233	2 464	-9	13 681	14 159	-3
+ Liverpool	24 310	7 266	6 761	7	17 044	23 115	-26
+ Manchester	154 053	97 382	85 053	14	56 670	55 945	1
+ Birmingham	56 892	36 151	35 755	1	20 741	17 828	16
+ Coventry	—	—	7	—	—	107	—
+ East Midlands	24 960	16 138	13 943	16	8 822	9 340	-6
+ Newcastle	36 566	11 748	9 879	19	24 818	25 544	-3
+ Tees-side	11 430	1 191	1 424	-16	10 238	10 442	-2
+ Bristol	8 014	6 165	5 291	17	1 849	2 575	-28
+ Glamorgan	10 968	7 843	10 043	-22	3 125	4 607	-32
Swansea	86	7	12	-42	79	59	34
+ Blackpool	3 896	457	287	59	3 440	3 735	-8
+ Bournemouth	6 051	1 944	2 296	-15	4 107	4 503	-9
+ Cambridge	234	194	186	4	40	46	-13
+ Exeter	2 611	457	384	19	2 154	2 331	-8
Gloucester/Cheltenham	117	—	—	—	117	367	-68
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	1 951	—	—	—	1 951	1 862	5
+ Lydd	4 944	4 916	3 960	24	28	—	—
+ Manston	240	240	364	-34	—	—	—
+ Norwich	8 964	4 981	4 132	21	3 983	3 273	22
Penzance	1 951	—	—	—	1 951	1 862	5
+ Southampton	16 444	374	561	-33	16 070	13 687	17
+ Edinburgh	56 049	4 359	2 080	110	51 691	45 696	13
+ Glasgow	131 423	24 365	24 216	1	107 058	100 891	6
+ Prestwick	18 199	15 686	13 496	16	2 513	3 617	-31
+ Aberdeen	52 522	17 521	10 200	72	35 001	29 117	20
Benbecula	1 794	—	—	—	1 794	1 865	-4
Inverness	9 147	7	4	75	9 140	9 097	—
Islay	843	—	—	—	843	1 061	-21
+ Kirkwall	6 356	112	83	35	6 245	5 939	5
Stornoway	3 782	1	—	—	3 780	3 446	10
+ Sumburgh	14 155	4 878	4 596	6	9 277	8 171	14
Tiree	149	—	—	—	149	207	-28
Wick	2 091	—	2	—	2 091	2 351	-11
+ Belfast	78 572	1 890	1 963	-4	76 682	82 683	-7
+ Isle of Man	14 476	376	388	-3	14 101	16 871	-16
TOTAL (Incl. London Area)	2 685 622	1 884 514	1 766 228	7	801 108	776 067	3

(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	November 1975 —January 1976			November 1974 —January 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	11.4	7.7	3.7	10.6	7.5	3.2	8
London – Vienna	9.7	7.7	2.0	9.6	7.1	2.5	1
Other Routes	1.7	—	1.7	1.0	0.4	0.7	64
Belgium	56.0	55.0	1.1	57.7	57.2	0.4	–2
London – Brussels	42.1	41.6	0.5	43.7	43.7	—	–4
Other S.E. England – Belgium	10.5	10.0	0.5	10.0	9.8	0.2	5
Other Routes	3.9	3.8	0.1	4.0	3.7	0.3	–1
Denmark	36.2	27.7	8.5	31.2	24.4	6.7	16
London – Copenhagen	30.9	23.6	7.4	26.2	20.5	5.7	18
Other Routes	5.3	4.1	1.2	5.0	4.0	1.0	6
Finland	6.5	5.8	0.8	5.4	4.9	0.5	22
France	180.2	169.1	11.2	173.8	163.5	10.3	4
London – Nice	6.5	6.1	0.4	5.5	5.3	0.2	18
– Paris	133.3	129.4	3.8	131.5	127.1	4.4	1
– N. France (a)	7.6	6.8	0.8	6.9	6.9	—	10
– Other France	12.9	10.8	2.1	12.1	9.6	2.6	6
Manchester – Paris	4.4	4.4	—	4.5	4.3	0.2	–1
Other UK – Paris	6.7	5.3	1.4	6.7	5.6	1.0	1
Luton – Other France	0.7	0.1	0.6	0.7	—	0.7	–3
Other S.E. England – France	5.8	5.7	—	4.4	4.4	—	32
Other Routes	2.4	0.4	1.9	1.4	0.3	1.1	65
Germany (Fed. Republic)	145.9	106.8	39.2	143.5	105.3	38.2	2
London – Dusseldorf	20.2	17.9	2.3	19.4	17.2	2.2	4
– Frankfurt	38.6	33.7	4.8	37.6	32.7	5.0	2
– Hamburg	17.0	15.4	1.6	15.5	15.1	0.4	9
– Munich	25.0	9.9	15.0	25.7	10.9	14.8	–3
– Other Germany	23.4	21.7	1.7	23.5	21.8	1.7	–1
Luton – Germany	8.2	0.1	8.1	9.1	—	9.1	–9
Manchester – Germany	7.6	5.3	2.4	6.5	5.1	1.3	18
Other Routes	6.0	2.7	3.2	6.1	2.4	3.7	–3
Gibraltar	5.5	5.0	0.4	6.8	6.4	0.4	–19
Greece	26.0	19.7	6.3	18.3	16.1	2.2	42
Iceland	2.2	2.1	0.1	2.7	2.3	0.3	–18
London – Reykjavik	1.3	1.2	0.1	1.7	1.4	0.3	–24
Glasgow – Reykjavik	0.9	0.9	—	0.1	0.1	—	626
Other Routes	—	—	—	0.9	0.9	—	–98

Table 18 cont.

	November 1975 —January 1976			November 1974 —January 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	110.0	108.4	1.6	108.6	107.3	1.3	1
London — Cork	9.2	9.0	0.2	9.1	8.9	0.2	1
— Dublin	56.9	56.0	0.9	56.7	56.6	0.2	—
— Shannon	6.7	6.5	0.2	6.2	6.2	—	7
Manchester — Dublin	9.9	9.9	—	10.0	10.0	—	-2
Birmingham — Dublin	7.8	7.8	—	7.4	7.4	—	6
Glasgow — Dublin	4.1	4.1	—	4.0	4.0	—	2
Liverpool — Dublin	4.5	4.5	—	4.3	4.3	—	4
Leeds/Bradford — Dublin	1.8	1.8	—	1.9	1.9	—	-4
Edinburgh — Dublin	1.4	1.4	—	1.6	1.1	0.5	-14
Bristol — Dublin	1.9	1.9	—	1.6	1.6	—	23
Other Routes	5.9	5.6	0.3	5.9	5.4	0.5	1
Italy	93.0	53.0	40.0	88.8	53.9	34.9	5
London — Genoa (g)	1.2	—	1.2	0.8	—	0.8	39
— Milan	26.6	17.8	8.9	25.6	18.0	7.6	4
— Rimini (g)	—	—	—	—	—	—	—
— Rome	29.3	23.1	6.2	31.2	23.7	7.5	-6
— Venice	3.4	2.1	1.3	3.3	1.8	1.4	5
— Other Italy	15.2	8.3	6.9	14.9	9.1	5.8	2
Luton — Rimini	0.2	—	0.2	—	—	—	—
— Other Italy	14.0	0.2	13.8	10.1	—	10.1	38
Other S.E. England — Italy	—	—	—	—	—	—	—
N. England — Italy (h)	0.6	—	0.6	1.0	—	1.0	-39
Other Routes	2.4	1.5	0.9	1.9	1.2	0.6	28
Luxembourg	3.6	3.6	—	3.8	3.8	—	-3
London — Luxembourg	3.6	3.6	—	3.7	3.7	—	-3
Other Routes	—	—	—	—	—	—	—
Netherlands	117.3	115.5	1.7	111.8	109.3	2.5	5
London — Amsterdam	71.3	70.7	0.6	71.1	69.7	1.4	—
— Rotterdam	15.9	15.8	0.1	16.1	15.9	0.3	-2
Other S.E. England — Netherlands	5.5	5.1	0.5	2.5	2.4	0.1	119
Manchester — Amsterdam	8.3	8.1	0.2	7.4	7.4	—	12
Other Routes	16.3	15.9	0.4	14.6	13.9	0.7	11
Norway	26.8	19.9	6.9	19.3	15.7	3.6	39
London — Oslo	15.3	10.8	4.5	12.2	10.0	2.2	25
Other Routes	11.6	9.1	2.5	7.1	5.7	1.4	63
Portugal	15.7	10.0	5.8	22.6	12.5	10.1	-31
London — Lisbon	9.9	7.6	2.3	13.1	9.6	3.5	-24
Other Routes	5.8	2.4	3.5	9.6	2.9	6.6	-39
Soviet Union and Eastern Europe (b)	21.4	14.9	6.5	21.4	14.1	7.2	—
London — Moscow	5.8	4.9	0.9	5.7	4.5	1.2	2
— Prague	2.0	1.9	—	2.1	2.1	—	-6
Other Routes	13.6	8.0	5.6	13.6	7.5	6.0	—

Table 18 cont.

	November 1975 —January 1976			November 1974 —January 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	229.3	57.6	171.8	233.5	68.9	164.6	-2
London — Barcelona	10.3	9.1	1.3	13.3	11.7	1.6	-22
— Ibiza	2.8	0.4	2.4	2.8	0.6	2.2	—
— Madrid	24.7	20.7	4.0	25.6	22.2	3.3	-3
— Malaga	14.4	7.9	6.5	17.6	11.4	6.2	-18
— Palma	28.1	7.6	20.5	30.2	8.7	21.6	-7
— Other Spain	28.8	10.8	18.0	27.1	12.4	14.7	6
Luton — Alicante	6.3	—	6.3	7.9	—	7.9	-20
— Barcelona	0.1	—	0.1	0.9	—	0.9	-84
— Gerona	4.4	—	4.4	3.8	—	3.8	15
— Ibiza	2.6	—	2.6	2.8	—	2.8	-9
— Palma	10.1	0.1	10.0	10.7	—	10.7	-5
— Other Spain	7.3	—	7.3	5.1	—	5.1	45
Other S.E. England — Spain	0.1	—	0.1	—	—	—	—
Manchester — Barcelona	0.2	—	0.2	0.6	—	0.6	-69
— Palma	12.2	—	12.2	12.2	—	12.2	1
Other N. England — Spain	28.8	0.6	28.2	23.0	0.4	22.6	25
Scotland — Spain	13.0	0.1	12.8	11.7	1.3	10.4	10
Other Routes	34.9	0.3	34.7	38.2	—	38.2	-9
Sweden	20.9	13.5	7.4	19.8	13.1	6.7	6
London — Stockholm	13.9	8.8	5.1	13.5	8.8	4.7	3
Other Routes	7.0	4.7	2.3	6.3	4.3	1.9	12
Switzerland	72.7	58.2	14.5	69.1	57.1	12.0	5
London — Basle	3.8	3.8	0.1	4.4	4.2	0.2	-12
— Geneva	31.2	23.9	7.3	29.7	23.7	6.0	5
— Zurich	32.7	26.9	5.8	31.0	26.4	4.7	6
Luton — Switzerland	1.2	—	1.2	0.8	—	0.8	41
Other Routes	3.8	3.6	0.2	3.1	2.8	0.3	21
Yugoslavia	8.9	6.1	2.7	8.0	5.8	2.2	11
London — Dubrovnic	1.9	—	1.9	1.5	0.1	1.4	25
— Ljubljana	1.1	1.0	—	1.1	1.0	0.1	-6
Luton — Yugoslavia	0.3	—	0.3	0.1	—	0.1	—
Other Routes	5.5	5.0	0.5	5.2	4.6	0.5	7
Other Europe	46.8	30.7	16.1	43.2	28.7	14.5	8
WESTERN HEMISPHERE							
Canada	65.2	51.7	13.6	61.4	51.7	9.8	6
London — Montreal	10.7	10.2	0.5	12.1	12.0	0.1	-12
— Toronto	27.2	20.4	6.8	26.0	19.7	6.2	5
— Other Canada	13.6	9.9	3.7	11.0	9.2	1.8	24
Other UK — Montreal	1.5	1.4	0.1	1.4	1.4	—	4
— Toronto	10.6	8.3	2.3	9.6	8.1	1.5	10
Other Routes	1.7	1.4	0.3	1.3	1.2	0.1	28

Table 18 cont.

	November 1975 —January 1976			November 1974 —January 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	186.8	165.1	21.7	174.2	156.7	17.5	7
London — New York	72.6	64.4	8.2	65.2	58.7	6.5	11
— Other East Coast USA	50.0	46.1	3.9	51.7	49.4	2.3	—3
— Chicago and Detroit	20.8	17.5	3.3	18.1	15.9	2.3	15
— West Coast USA	28.3	25.7	2.7	28.7	26.0	2.7	—1
— Other USA	6.2	4.5	1.7	2.2	1.2	1.0	181
Other UK — New York	6.9	6.3	0.6	6.5	5.6	0.9	6
Other Routes	2.0	0.6	1.3	1.8	—	1.8	9
West Atlantic and Caribbean Islands	23.3	23.2	0.1	21.3	20.7	0.7	9
Central and South America	9.0	8.5	0.5	7.6	7.4	0.2	19
REST OF THE WORLD							
Canary Islands	38.6	4.0	34.6	29.9	5.9	24.0	29
North Africa (c)	20.9	8.9	12.0	17.6	9.5	8.0	19
East Africa (d)	12.8	10.7	2.1	11.1	9.1	2.0	15
Central Africa (e)	6.6	6.6	—	6.1	6.0	0.1	8
West Africa (d)	13.9	12.5	1.4	11.0	10.1	0.9	27
South Africa	27.6	26.4	1.1	22.8	22.4	0.4	21
Middle East (f)	80.0	78.7	1.3	65.9	64.5	1.3	21
India	19.9	19.7	0.2	19.0	18.8	0.2	5
Pakistan	9.0	8.9	0.1	7.4	7.3	0.1	22
Far East	50.9	47.0	3.9	43.5	36.0	7.5	17
Australia and New Zealand	29.0	28.9	0.1	23.8	23.7	0.1	22
Other Routes n.e.i.	28.2	8.9	19.3	22.8	9.5	13.3	24
ALL ROUTES	1 858.5	1 400.2	458.3	1 744.7	1 337.0	407.7	7

London includes Heathrow, Gatwick and Stansted.

S.E. England includes Ashford, 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		November 1975 —January 1976 (000)	November 1974 —January 1975 (000)	Percentage change
London (a)	Aberdeen	14.1	11.5	23
	Belfast	38.1	41.2	-8
	Birmingham	5.1	2.5	2
	Channel Islands	28.4	31.6	-10
	Edinburgh	37.9	34.7	9
	Glasgow	69.4	61.8	12
	Isle of Man	1.0	1.7	-38
	Leeds/Bradford	8.2	8.3	-1
	Liverpool	7.8	9.4	-17
	Manchester	31.2	30.1	2
	Newcastle	19.1	19.8	-3
	Tees-side	9.2	9.2	—
	Other airports	18.6	6.6	—
	Birmingham	5.1	5.3	-3
	East Midlands	2.8	2.9	-3
Belfast	Edinburgh	1.8	1.9	-6
	Glasgow	7.7	9.0	-15
	Isle of Man	0.9	1.1	-18
	Leeds/Bradford	2.1	2.5	-19
	Liverpool	2.2	3.0	-29
	Manchester	10.2	9.7	6
	Newcastle	1.5	1.6	-4
	Other airports	4.4	4.5	-1
	Bournemouth	2.9	3.0	-4
	Birmingham	2.6	2.5	3
	Bristol/Glamorgan	2.5	2.7	-7
	East Midlands	1.9	2.4	-21
	Glasgow	—	—	—
	Leeds/Bradford	0.1	0.1	13
	Liverpool	—	—	—
Channel Islands	Manchester	1.7	2.0	-16
	Newcastle	—	—	—
	Southampton	14.2	13.0	9
	Other airports	2.4	2.5	-5
	Birmingham	1.7	1.6	9
	Glasgow	—	—	92
	Manchester	3.3	2.6	26
	Other airports	6.9	4.9	42
	Birmingham	3.9	4.1	-5
	East Midlands	3.2	3.1	2
	Isle of Man	0.5	0.7	-16
	Leeds/Bradford	1.2	1.5	-20
	Liverpool	—	1.4	—
	Manchester	5.2	4.6	14
	Southampton	1.3	—	—
Edinburgh	Other Scottish airports	12.4	12.6	-2
	Other airports	2.3	2.1	10
	Blackpool	2.2	2.5	-12
	Liverpool	6.7	7.7	-13
	Manchester	2.2	2.8	-21
	Newcastle	—	—	—
	Other airports	0.6	0.5	5
	Isles of Scilly	2.0	1.9	5
	Penzance	18.4	25.0	-27
	Other Routes	—	—	—
	TOTAL	428.8	417.8	3

(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 January 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	6 903·5	—	—	462·6	904·2	4·1	20·1	—	—	1 407·6	3 725·9	64·8	314·2
+Heathrow	30 469·8	4 391·8	5 512·8	9·8	108·2	8 625·6	10 886·8	43·7	61·0	46·0	266·5	165·4	352·2
+Luton	102·6	—	—	—	—	—	—	—	—	1·6	17·8	47·6	35·6
+Southend	993·0	—	—	464·0	443·0	—	—	—	—	8·0	34·0	—	44·0
+Stansted	1 581·8	—	—	—	—	—	—	—	—	177·1	1 168·0	16·0	220·7
TOTAL (London Area)	40 050·7	4 391·8	5 512·8	936·4	1 455·4	8 629·7	10 906·9	43·7	61·0	1 640·3	5 212·2	293·8	966·7
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+Leeds/Bradford	30·9	10·8	9·8	2·9	1·5	3·7	2·2	—	—	—	—	—	—
+Liverpool	1 069·8	43·7	266·4	—	—	84·7	26·7	1·3	2·7	3·3	346·9	71·1	223·0
+Manchester	2 548·2	315·1	283·9	9·1	2·8	867·4	942·9	—	—	—	106·9	—	20·1
+Birmingham	210·5	47·0	55·7	12·0	2·7	23·7	27·0	—	—	—	25·5	—	16·9
+Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—
+East Midlands	430·0	0·1	—	138·6	212·8	—	—	—	—	16·9	39·4	—	22·2
+Newcastle	63·3	11·3	24·1	12·6	15·1	—	—	—	—	0·1	0·1	—	—
+Tees-side	19·4	—	—	9·8	9·6	—	—	—	—	—	—	—	—
+Bristol	34·2	5·5	4·2	2·4	0·6	11·7	9·8	—	—	—	—	—	—
+Glamorgan	8·7	0·5	5·4	0·9	0·3	—	1·4	0·2	—	—	—	—	—
Swansea	1·4	—	—	—	—	—	—	—	—	—	1·4	—	—
+Blackpool	41·9	—	—	6·7	35·2	—	—	—	—	—	—	—	—
+Bournemouth	300·0	—	—	167·4	131·0	—	—	—	—	—	1·6	—	—
+Cambridge	36·9	—	—	—	—	—	—	—	—	—	—	15·0	21·9
+Exeter	69·2	—	—	3·7	13·5	—	—	—	—	—	15·0	—	37·0
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	9·7	5·2	4·5	—	—	—	—	—	—	—	—	—	—
+Lydd	205·8	—	—	—	1·6	—	—	—	—	52·8	151·4	—	—
+Manston	26·3	—	—	—	—	—	—	—	—	9·8	8·4	5·2	2·9
+Norwich	79·2	—	—	32·0	45·8	—	—	—	—	0·9	0·5	—	—
Penzance Heliport	9·7	4·5	5·2	—	—	—	—	—	—	—	—	—	—
+Southampton	85·2	3·9	7·3	9·4	56·6	—	—	—	—	—	—	3·0	5·0
+Edinburgh	230·9	26·8	32·1	56·8	69·3	1·1	1·8	—	—	0·1	0·1	10·8	32·0
+Glasgow	1 247·9	508·2	316·8	55·6	39·1	145·2	181·3	—	1·5	0·2	—	—	—
+Prestwick	858·5	339·7	162·6	0·5	0·8	187·6	69·6	—	—	—	16·8	—	80·9
+Aberdeen	342·4	23·3	46·8	36·9	27·0	—	—	6·8	16·7	49·3	132·1	—	3·5
Benbecula	12·7	10·4	1·6	0·6	0·1	—	—	—	—	—	—	—	—
Inverness	11·7	3·8	7·9	—	—	—	—	—	—	—	—	—	—
Islay	4·3	1·4	2·9	—	—	—	—	—	—	—	—	—	—
+Kirkwall	34·9	24·6	5·1	—	—	—	—	2·7	0·1	0·4	2·0	—	—
Stornoway	29·1	25·7	2·5	0·1	0·8	—	—	—	—	—	—	—	—
+Sumburgh	111·6	24·8	4·8	—	—	—	—	12·4	19·8	30·8	18·7	0·2	0·1
Tiree	0·6	—	—	0·5	0·1	—	—	—	—	—	—	—	—
Wick	4·1	3·2	0·9	—	—	—	—	—	—	—	—	—	—
+Belfast	874·6	218·2	159·4	76·9	32·8	3·5	2·7	—	—	371·2	8·9	—	1·0
+Isle of Man	229·6	152·7	36·2	30·7	10·0	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	49 323·9	6 202·2	6 958·9	1 602·5	2 164·5	9 958·3	12 172·3	67·1	101·8	2 176·1	6 087·9	399·1	1 433·2
Channel Islands Airports													
Alderney	1·8	—	—	—	1·8	—	—	—	—	—	—	—	—
Guernsey	574·1	9·7	8·2	169·9	71·8	—	—	—	—	109·8	204·7	—	—
Jersey	652·2	29·2	29·2	396·8	181·7	1·4	—	—	—	3·6	10·3	—	—
TOTAL (Channel Islands Airports)	1 228·1	38·9	37·4	566·7	255·3	1·4	—	—	—	113·4	215·0	—	—

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	November 1975 —January 1976 (tonnes)	November 1974 —January 1975 (tonnes)	Percentage change
London Area Airports			
+ Gatwick	6 723·7	4 989·3	34·8
+ Heathrow	31 480·2	36 556·0	−13·9
+ Luton	155·9	215·6	−27·7
+ Southend	1 044·3	1 453·0	−28·1
+ Stansted	1 836·5	1 441·2	27·4
TOTAL (London Area)	41 240·6	44 655·0	−7·6
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+ Leeds/Bradford	36·7	67·8	−45·9
+ Liverpool	1 020·0	1 151·5	−11·4
+ Manchester	2 846·2	3 395·4	−16·2
+ Birmingham	249·5	241·9	3·1
+ Coventry	1·8	3·5	−48·6
+ East Midlands	506·6	776·6	−34·8
+ Newcastle	64·3	94·6	−32·0
+ Tees-side	24·2	37·3	−35·1
+ Bristol	41·8	53·5	−21·9
+ Glamorgan	15·7	21·3	−26·3
Swansea	0·5	0·3	66·7
+ Blackpool	44·2	61·3	−27·9
+ Bournemouth	311·0	320·3	−2·9
+ Cambridge	90·1	73·7	22·3
+ Exeter	51·6	23·0	124·3
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	9·9	11·9	−16·8
+ Lydd	254·3	320·0	−20·5
+ Manston	51·4	316·2	−83·7
+ Norwich	67·6	21·7	—
Penzance Heliport	9·9	11·9	−16·8
+ Southampton	110·4	59·1	86·8
+ Edinburgh	218·3	314·3	−30·5
+ Glasgow	1 262·0	1 758·7	−28·2
+ Prestwick	1 138·6	1 168·0	−2·5
+ Aberdeen	360·0	244·3	47·4
Benbecula	14·7	22·2	−33·8
Inverness	10·9	27·9	−60·9
Islay	5·5	6·5	−15·4
+ Kirkwall	39·3	44·4	−11·5
Stornoway	30·7	36·5	−15·9
+ Sumburgh	122·8	83·7	46·7
Tiree	0·8	1·2	−33·3
Wick	7·0	7·7	−9·1
+ Belfast	820·4	1 889·1	−56·6
+ Isle of Man	241·7	249·8	−3·2
TOTAL (Incl. London Area)	51 320·9	57 572·0	−10·9
Channel Islands Airports			
Alderney	16·9	15·9	6·3
Guernsey	613·2	658·7	−6·9
Jersey	675·8	829·6	−18·5
TOTAL (Channel Islands Airports)	1 305·8	1 504·2	−13·2

All Scheduled Services January 1976

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
Passenger Services														
British Airways Overseas Division	9 794	2 862	13 187	215 371	2 420 699	1 518 548	62·7	5 087	306 975	174 740	8 180	30 198	136 362	56·9
British Airways European Division	5 973	8 391	11 391	579 107	720 377	400 738	55·6	3 285	75 462	37 914	1 052	1 797	35 066	50·2
British Airways Helicopters	6	106	35	1 700	207	104	50·2	12	13	9	—	1	9	69·2
British Airways Regional Division—														
Channel Islands Airways	391	1 193	1 184	45 825	28 140	15 350	54·5	253	2 681	1 389	26	55	1 308	51·8
Scottish Airways	462	1 526	1 381	46 159	32 048	18 030	56·3	205	3 050	1 606	16	47	1 545	52·7
Cambrian Airways	226	1 003	746	34 688	16 242	9 314	57·3	267	1 521	814	4	63	747	53·5
Northeast Airlines	244	642	700	34 892	22 211	13 967	62·9	67	1 985	1 187	—	28	1 159	59·8
British Caledonian Airways	2 002	2 254	3 518	71 921	236 760	121 106	51·2	1 051	27 280	13 506	498	2 080	10 927	49·5
Air Anglia	382	1 090	1 263	15 080	16 404	6 732	41·0	30	1 654	685	—	12	673	41·4
Aurigny Air Services	71	1 268	401	9 389	980	503	51·3	65	94	44	—	3	40	46·9
British Air Ferries	99	471	418	6 717	3 106	1 321	42·5	900	522	302	—	182	120	57·8
British Island Airways	177	990	707	20 282	8 859	3 941	44·5	155	815	361	1	26	334	44·3
British Midland Airways	323	1 047	1 164	26 270	22 266	9 334	41·9	133	1 747	783	—	55	728	44·8
Brymon Airways	32	154	127	668	367	141	38·3	—	33	12	—	—	12	35·0
Dan-Air Services	229	791	785	13 467	13 089	5 090	38·9	—	1 068	415	—	—	415	38·9
Intra Airways	7	80	40	1 377	239	107	44·9	2	21	8	—	—	8	38·1
Loganair	47	352	229	1 491	386	228	59·1	—	35	21	—	—	21	59·1
TOTAL Passenger Services	20 463	24 220	37 276	1 124 404	3 542 380	2 124 554	60·0	11 509	424 955	233 797	9 776	34 546	189 476	55·0
Cargo Services														
British Airways Overseas Division	658	197	924					1 546	21 299	10 875	112	10 765		51·1
British Airways European Division	405	509	700					2 439	5 134	2 137	43	2 093		41·6
British Caledonian Airways	69	24	93					257	2 197	1 371	6	1 365		62·4
Air Anglia	27	59	103					51	321	24	—	24		7·5
Air Freight	28	133	153					270	95	57	—	57		60·2
Air-Bridge Carriers	19	72	81					360	237	125	—	125		52·5
British Island Airways	90	290	330					536	414	171	25	146		41·2
Dan-Air Services	34	60	104					129	168	72	—	72		43·0
Intra Airways	14	94	76					215	52	35	—	35		68·0
TOTAL Cargo Services	1 344	1 438	2 563					5 803	29 917	14 867	186	14 682		49·7
GRAND TOTAL	21 807	25 658	39 839	1 124 404	3 542 380	2 124 554	60·0	17 312	454 872	248 664	9 962	49 228	189 476	54·7

International Scheduled Services January 1976

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
Passenger Services														
British Airways Overseas Division	9 794	2 862	13 187	215 371	2 420 699	1 518 548	62·7	5 087	306 975	174 740	8 180	30 198	136 362	56·9
British Airways European Division	5 018	6 278	9 240	414 275	596 766	324 491	54·4	2 824	62 655	31 196	1 012	1 628	28 557	49·8
British Airways Regional Division—														
Channel Islands Airways	98	242	235	10 045	7 706	4 140	53·7	82	823	386	1	31	354	46·9
Cambrian Airways	79	240	221	8 419	6 272	3 634	57·9	28	550	304	—	11	293	55·3
Northeast Airlines	80	154	213	5 870	7 097	3 700	52·1	17	604	317	—	10	307	52·4
British Caledonian Airways	1 645	1 490	2 678	46 457	207 141	108 508	52·4	690	24 206	12 246	382	2 004	9 860	50·6
Air Anglia	271	557	851	9 377	11 976	4 283	35·8	30	1 220	440	—	12	428	36·1
Aurigny Air Services	71	1 268	401	9 389	980	503	51·3	65	94	44	—	3	40	46·9
British Air Ferries	99	471	418	6 717	3 106	1 321	42·5	900	522	302	—	182	120	57·8
British Island Airways	68	317	270	8 071	3 422	1 752	51·2	27	315	155	—	6	149	49·3
British Midland Airways	95	262	311	4 483	6 936	2 123	30·6	45	537	189	—	23	166	35·1
Brymon Airways	15	60	72	222	154	59	38·4	—	14	5	—	—	5	35·2
Dan-Air Services	114	254	373	5 561	6 193	2 364	38·2	—	505	193	—	—	193	38·2
Intra Airways	5	76	35	1 333	196	94	48·0	2	17	7	—	—	7	41·2
TOTAL Passenger Services	17 453	14 531	28 503	745 590	3 278 643	1 975 519	60·3	9 795	399 037	220 523	9 575	34 109	176 841	55·3
Cargo Services														
British Airways Overseas Division	658	197	924					1 546	21 299	10 875	112	10 765		51·1
British Airways European Division	376	457	633					1 881	4 594	1 827	42	1 784		39·8
British Caledonian Airways	69	24	93					257	2 197	1 371	6	1 365		62·4
Air Anglia	13	35	67					30	162	12	—	12		7·6
Air Freight	28	133	153					270	95	57	—	57		60·2
British Island Airways	37	78	129					100	170	60	—	60		35·5
TOTAL Cargo Services	1 182	924	1 998					4 084	28 516	14 203	160	14 044		49·8
GRAND TOTAL	18 635	15 455	30 501	745 590	3 278 643	1 975 519	60·3	13 879	427 553	234 726	9 735	48 152	176 841	54·9

Domestic Scheduled Services January 1976

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways European Division	955	2 113	2 151	164 832	123 611	76 248	61·7	461	12 807	6 718	40	169	6 509	52·5
British Airways Helicopters	6	106	35	1 700	207	104	50·2	12	13	9	—	1	9	69·2
British Airways Regional Division—														
Channel Islands Airways	293	951	949	35 780	20 434	11 210	54·9	170	1 858	1 004	25	24	954	54·0
Scottish Airways	462	1 526	1 381	46 159	32 048	18 030	56·3	205	3 050	1 008	16	47	1 545	52·7
Cambrian Airways	147	763	525	26 269	9 969	5 680	57·0	239	971	510	4	52	454	52·5
Northeast Airlines	163	488	487	29 022	15 114	10 267	67·9	50	1 381	870	—	18	852	63·0
British Caledonian Airways	357	764	840	25 464	29 620	12 598	42·5	361	3 074	1 260	116	76	1 067	41·0
Air Anglia	110	533	412	5 703	4 428	2 449	55·3	—	434	245	—	—	245	56·5
British Island Airways	109	673	437	12 211	5 437	2 189	40·3	128	500	206	1	20	185	41·1
British Midland Airways	228	785	854	21 787	15 330	7 211	47·0	88	1 209	594	—	31	563	49·1
Brymon Airways	16	94	56	446	213	82	38·2	—	19	7	—	—	7	35·0
Dan-Air Services	114	537	412	7 906	6 896	2 726	39·5	—	563	222	—	—	222	39·5
Intra Airways	1	4	5	44	43	13	30·6	—	4	1	—	—	1	32·0
Loganair	47	352	229	1 491	386	228	59·1	—	35	21	—	—	21	59·1
TOTAL Passenger Services	3 009	9 689	8 772	378 814	263 737	149 035	56·5	1 714	25 918	13 273	202	438	12 635	51·2
Cargo Services														
British Airways European Division	29	52	67					558	540	310	1	309		57·4
Air Anglia	13	24	36					21	159	12	—	12		7·3
Air-Bridge Carriers	19	72	81					360	237	125	—	125		52·5
British Island Airways	53	212	201					437	245	111	25	86		45·2
Dan-Air Services	34	60	104					129	168	72	—	72		43·0
Intra Airways	14	94	76					215	52	35	—	35		68·0
TOTAL Cargo Services	162	514	565					1 720	1 401	664	26	638		47·4
GRAND TOTAL	3 171	10 203	9 337	378 814	263 737	149 035	56·5	3 434	27 319	13 937	227	1 076	12 635	51·0

All Non-Scheduled Services January 1976

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo† uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	408	97	546	10 837	69 447	63 168	91.0	—	7 687	5 869	—	5 869	76.3
British Airways European Division	425	397	753	22 507	36 470	25 124	68.9	955	6 320	3 440	1 190	2 250	54.4
British Airtours	660	262	944	38 033	124 812	97 663	78.2	—	11 341	8 470	—	8 470	74.7
British Airways Helicopters	214	1 767	1 073	11 574	4 477	1 491	33.3	114	436	134	16	118	30.7
British Airways Regional Division—													
Channel Islands Airways	29	28	51	1 875	2 477	1 986	80.2	—	245	177	—	177	72.4
Scottish Airways	23	56	65	1 629	1 604	880	54.9	—	138	79	—	79	57.3
Cambrian Airways	132	266	295	10 460	10 785	6 940	64.3	—	973	556	—	556	57.1
Northeast Airlines	99	109	179	12 047	12 612	11 176	88.6	—	1 113	929	—	929	83.4
British Caledonian Airways	1 607	719	2 343	39 619	114 695	93 057	81.1	3 177	37 903	24 531	16 269	8 263	64.7
Air Anglia	38	118	121	247	263	75	28.6	—	26	8	—	8	29.1
Air Freight	39	101	195	836	570	274	48.0	22	106	64	43	22	60.7
Air-Bridge Carriers	11	25	36	3	5	5	100.0	63	100	39	39	—	39.0
Alidair	148	406	411	5 162	5 438	2 076	38.2	329	911	291	119	172	31.9
Beecham Imperial	5	5	10	26	39	25	64.0	—	3	2	—	2	61.9
Bristow Helicopters	434	2 605	2 578	19 448	6 886	3 544	51.5	196	578	341	36	305	59.0
Britannia Airways	1 798	1 210	2 874	130 129	233 736	195 053	83.5	—	19 868	16 571	—	16 571	83.4
British Air Ferries	19	23	79	20	103	16	15.6	47	161	71	70	2	44.4
British Executive Air Services	115	248	140	1 417	1 462	892	61.0	16	277	88	16	72	31.9
British Island Airways	55	113	173	426	349	252	72.3	61	247	98	76	21	39.6
British Midland Airways	896	602	1 452	45 955	142 508	79 092	55.5	52	12 625	7 349	889	6 460	58.2
Brymon Airways	1	6	5	19	10	4	43.3	—	1	—	—	—	37.9
Dan-Air Services	2 240	1 553	3 818	116 978	275 938	205 588	74.5	114	22 163	16 496	35	16 461	74.4
Fairflight Charters	45	94	164	291	187	129	69.0	14	28	17	8	9	60.7
Fitair	3	8	11	22	24	11	45.8	—	3	2	—	2	66.7
Green Shield Stamp	20	32	40	78	142	65	46.1	—	14	5	—	5	36.8
IDS Aircraft	34	50	76	158	206	122	59.2	—	23	10	—	10	41.2
International Aviation Service	576	211	975	—	—	—	—	1 910	18 160	11 551	11 551	—	63.6
Intra Airways	7	29	31	420	227	113	49.9	24	22	10	2	9	46.5
Laker Airways	1 057	448	1 541	49 928	152 020	113 289	74.5	—	15 187	11 036	—	11 036	72.7
Loganair	56	584	256	1 461	442	119	26.8	—	39	12	—	12	30.5
Lowland Aero Service	3	5	9	11	12	11	91.7	—	2	2	1	1	100.0
MAM Aviation	42	44	63	169	380	162	42.6	—	38	16	—	16	42.1
Management Aviation	8	36	38	254	99	55	55.6	2	9	5	1	4	55.6
McAlpine Aviation	149	305	245	513	1 153	254	22.0	—	87	19	—	19	21.8
McDonald Aviation	9	26	40	145	139	61	44.0	—	14	5	—	5	35.3
Merlot International Airlines	20	30	44	72	138	75	54.4	—	12	6	—	6	47.4
Monarch Airlines	493	265	747	25 159	71 374	47 206	66.1	—	6 967	4 282	—	4 282	61.5
Moseley Aviation	9	29	31	145	54	45	83.3	—	5	4	—	4	80.0
Northern Executive Aviation	3	12	13	56	27	14	51.9	1	3	1	—	1	33.3
Peters Aviation	26	53	104	433	318	223	69.9	1	26	19	1	19	74.5
Ryburn Air	8	53	28	26	20	13	64.8	5	5	1	1	1	31.5
Thurston Aviation	16	72	58	106	50	23	46.0	4	9	2	1	1	22.2
Tradewinds Airways	542	141	1 011	—	—	—	—	1 254	13 355	6 874	6 874	—	51.5
Trans-Meridian Air Cargo	666	186	1 324	—	—	—	—	1 649	15 306	8 994	8 994	—	58.8
Vernair Transport	37	72	140	342	259	186	72.1	—	22	15	—	15	67.9
TOTAL	13 222	13 501	25 127	549 036	1 271 955	950 556	74.7	10 019	192 558	128 490	46 230	8 2260	66.7
Class 5A Licence TOTAL	411	419	681	25 678	59 573	49 500	83.1	..	5 465	4 229	9	4 220	77.4
TOTAL Excludes 5A Licence	12 811	13 082	24 446	523 358	1 212 382	901 056	74.3	10 019	187 093	124 261	46 221	78 040	66.4

*Does not include cargo carried under Class 5 Licences.

International Non-Scheduled Services January 1976

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	408	97	546	10 837	69 447	63 168	91.0	—	7 687	5 869	—	5 869	76.3
British Airways European Division	422	391	748	22 097	36 241	24 976	68.9	955	6 297	3 428	1 190	2 238	54.4
British Airtours	660	262	944	38 033	124 812	97 663	78.2	—	11 341	8 470	—	8 470	74.7
British Airways Helicopters	205	1 689	1 026	11 444	4 348	1 473	33.9	112	424	133	15	118	31.4
British Airways Regional Division—													
Channel Islands Airways	29	28	51	1 875	2 477	1 986	80.2	—	245	177	—	177	72.4
Scottish Airways	7	8	13	551	561	479	85.4	—	48	43	—	43	88.5
Cambrian Airways	69	95	135	3 586	5 751	3 821	66.4	—	512	306	—	306	59.7
Northeast Airlines	98	107	176	11 915	12 453	11 090	89.1	—	1 099	922	—	922	83.8
British Caledonian Airways	1 606	715	2 340	39 528	114 601	93 006	81.2	3 177	37 895	24 527	16 269	8 258	64.7
Air Anglia	5	12	20	14	35	6	17.8	—	4	1	—	1	17.8
Air Freight	22	45	101	59	159	39	24.6	16	65	44	41	3	66.9
Air-Bridge Carriers	8	12	25	3	5	5	100.0	37	75	25	25	—	32.8
Alidair	66	149	142	3 503	4 037	1 531	37.9	5	398	138	12	126	34.6
Beecham Imperial	5	5	10	26	39	25	64.0	—	3	2	—	2	61.9
Bristow Helicopters	434	2 605	2 578	19 448	6 886	3 544	51.5	196	578	341	36	305	59.0
Britannia Airways	1 798	1 210	2 874	130 129	233 736	195 053	83.5	—	19 868	16 571	—	16 571	83.4
British Air Ferries	19	23	79	20	103	16	15.6	47	161	71	70	2	44.4
British Executive Air Services	115	248	140	1 417	1 462	892	61.0	16	277	88	16	72	31.9
British Island Airways	31	70	96	376	333	236	71.0	—	137	62	42	20	45.3
British Midland Airways	810	448	1 205	42 130	136 188	76 935	56.5	—	12 134	7 151	859	6 292	58.9
Brymon Airways	—	2	2	10	3	2	62.5	—	—	—	—	—	57.1
Dan-Air Services	2 200	1 423	3 673	114 757	274 018	204 898	74.8	114	22 007	16 439	35	16 404	74.7
Fairflight Charters	38	77	136	204	132	92	69.7	14	24	14	8	6	58.3
Fitair	2	6	7	12	14	4	28.6	—	2	1	—	1	50.0
Green Shield Stamp	17	23	35	75	127	65	50.8	—	13	5	—	5	40.5
IDS Aircraft	34	50	76	158	206	122	59.2	—	23	10	—	10	41.2
International Aviation Service	576	211	975	—	—	—	—	1 910	18 160	11 551	11 551	—	63.6
Intra Airways	7	27	28	351	213	99	46.7	24	21	9	2	7	44.1
Laker Airways	1 057	448	1 541	38 049	152 020	113 289	74.5	—	15 187	11 036	—	11 036	72.7
MAM Aviation	42	44	63	169	380	162	42.6	—	38	16	—	16	42.1
McAlpine Aviation	123	230	196	433	964	228	23.7	—	71	16	—	16	22.5
McDonald Aviation	6	12	27	90	95	45	47.1	—	10	4	—	3	39.0
Merlot International Airlines	20	30	44	72	138	75	54.4	—	12	6	—	6	47.4
Monarch Airlines	493	265	747	25 159	71 374	47 206	66.1	—	6 967	4 282	—	4 282	61.5
Moseley Aviation	2	4	7	20	12	10	83.3	—	1	1	—	1	100.0
Peters Aviation	21	36	76	280	247	176	71.0	1	20	15	—	15	76.0
Ryburn Air	3	6	9	16	15	8	53.1	—	2	1	—	1	27.6
Thurston Aviation	5	25	19	30	15	6	40.0	2	4	—	—	—	35.0
Tradewinds Airways	542	141	1 011	—	—	—	—	1 254	13 355	6 874	6 874	—	51.5
Trans-Meridian Air Cargo	666	186	1 324	—	—	—	—	1 649	15 306	8 994	8 994	—	58.8
Vernair Transport	2	2	6	8	11	6	57.1	—	1	1	—	1	58.3
TOTAL	12 671	11 467	23 249	528 763	1 253 657	942 437	75.2	9 533	190 470	127 640	46 038	81 601	67.0
Class 5A Licence TOTAL	343	234	508	18 377	54 216	46 175	85.2	..	4 959	3 953	—	3 953	79.7
TOTAL Excludes 5A Licence	12 328	11 233	22 741	510 386	1 199 441	896 262	74.7	9 533	185 511	123 687	46 038	77 648	66.7

*Does not include cargo carried under Class 5 Licences.

Domestic Non-Scheduled Services January 1976

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
										Total (000)	Cargo (000)		
British Airways European Division	2	6	5	410	229	148	64.7	—	23	13	—	13	55.0
British Airways Helicopters	9	78	47	130	129	18	14.0	2	12	1	—	1	8.3
British Airways Regional Division—													
Scottish Airways	16	48	52	1 078	1 043	401	38.4	—	89	36	—	36	40.5
Cambrian Airways	63	171	160	6 874	5 034	3 119	62.0	—	461	250	—	250	54.2
Northeast Airlines	1	2	3	132	159	86	54.1	—	14	7	—	7	50.0
British Caledonian Airways	1	4	3	91	94	51	53.7	—	9	4	—	4	50.5
Air Anglia	33	106	101	233	228	69	30.3	—	23	7	—	7	30.8
Air Freight	17	56	94	777	411	235	57.1	6	41	21	2	19	50.9
Air-Bridge Carriers	3	13	12	—	—	—	—	26	25	15	15	—	57.4
Alidair	82	257	269	1 659	1 401	545	38.9	324	513	153	107	46	29.9
British Island Airways	24	43	77	50	16	16	100.0	61	110	36	34	1	32.7
British Midland Airways	87	154	247	3 825	6 320	2 157	34.1	52	492	198	30	168	40.3
Brymon Airways	1	4	3	9	6	2	33.6	—	1	—	—	—	29.4
Dan-Air Services	40	130	145	2 221	1 921	690	35.9	—	157	56	—	56	35.9
Fairflight Charters	7	17	28	87	55	37	67.3	—	4	3	—	3	75.0
Fitair	1	2	5	10	10	7	70.0	—	1	1	—	1	100.0
Green Shield Stamp	2	9	5	3	15	1	5.6	—	2	—	—	—	5.6
Intra Airways	—	2	2	69	15	14	95.8	—	1	1	—	1	86.7
Loganair	56	584	256	1 461	442	119	26.8	—	39	12	—	12	30.5
Lowland Aero Service	3	5	9	11	12	11	91.7	—	2	2	1	1	100.0
Management Aviation	8	36	38	254	99	55	55.6	2	9	5	1	4	55.6
McAlpine Aviation	26	75	49	80	189	26	13.8	—	16	3	—	3	18.8
McDonald Aviation	3	14	13	55	43	16	37.3	—	4	1	—	1	27.3
Moseley Aviation	7	25	24	125	42	35	83.3	—	4	3	—	3	75.0
Northern Executive Aviation	3	12	13	56	27	14	51.9	1	3	1	—	1	33.3
Peters Aviation	5	17	28	153	71	47	66.1	—	6	4	—	4	69.5
Ryburn Air	5	47	19	10	5	5	100.0	5	3	1	1	—	33.9
Thurston Aviation	11	47	39	76	35	17	48.6	2	5	2	1	1	40.0
Vernair Transport	35	70	134	334	248	180	72.7	—	21	15	—	15	68.3
TOTAL	551	2 034	1 878	20 273	18 298	8 119	44.4	485	2 088	850	191	659	40.7
Class 5A Licence TOTAL	68	185	173	7 301	5 357	3 325	62.1	..	506	276	9	267	54.5
TOTAL Excludes 5A Licence	483	1 849	1 705	12 972	12 941	4 794	37.0	485	1 582	574	182	392	36.3

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations January 1976

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km		Percentage of available	Tonne—km		
				ABC	Other		Used (000)			Available (000)	Used (000)	Percentage of available
International Services												
British Airways Overseas Division	84	15	112	1 981	—	13 753	11 169	81·2		1 610	1 027	63·8
British Airtours	43	10	55	1 086	—	8 095	6 716	83·0		737	598	81·1
British Caledonian Airways	144	30	191	3 402	—	27 037	23 529	87·0		2 630	2 118	80·5
Dan-Air Services	114	28	151	3 012	—	21 475	16 598	77·3		1 716	1 327	77·3
Laker Airways	296	72	390	18 236	153	58 454	42 629	72·9		6 040	4 263	70·6
TOTAL	681	155	898	27 717	153	128 814	100 641	78·1		12 732	9 332	73·3

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

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat—km		Percentage of available	Tonne—km		Percentage of available	Number of IT passengers uplifted	
					Available (000)	Used (000)		Available (000)	Used (000)		Class 2	Class 4
International Services												
British Airways Overseas Division	72	13	94	1 726	10 109	9 555	94·5	1 334	861	64·6	—	—
British European Division	157	145	272	17 006	23 256	19 111	82·2	2 288	1 710	74·7	—	—
British Airtours	235	145	363	22 732	44 483	36 160	81·3	4 048	3 113	76·9	—	189
British Airways Regional Division—												
Channel Islands Airways	29	28	51	1 875	2 477	1 986	80·2	245	177	72·4	—	—
Scottish Airways	7	8	13	551	561	479	85·4	48	43	88·5	—	—
Cambrian Airways	52	58	88	1 845	4 385	2 923	66·7	386	234	60·6	—	—
Northeast Airlines	86	99	155	11 128	10 950	9 745	89·0	971	810	83·4	—	—
British Caledonian Airways	286	322	537	26 742	30 926	24 589	79·5	2 902	2 114	72·9	—	—
Britannia Airways	1 646	993	2 598	107 472	213 926	179 548	83·9	18 183	15 253	83·9	—	—
Dan-Air Services	1 372	948	2 319	82 110	157 691	117 656	74·6	12 613	9 412	74·6	—	—
Laker Airways	541	274	807	24 561	66 226	49 436	74·6	6 411	4 705	73·4	—	—
Monarch Airlines	270	166	426	16 306	37 377	28 261	75·6	3 656	2 563	70·1	—	—
TOTAL International Services	4 753	3 199	7 723	314 054	602 366	479 449	79·6	53 084	40 995	77·2	—	189
Domestic Services—NIL												
GRAND TOTAL	4 753	3 199	7 723	314 054	602 366	479 449	79·6	53 084	40 995	77·2	—	189

All Class 4 Licence Operations January 1976

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	176	46	238	—	5 937	34 677	33 424	96·4	3 409	3 153	92·5
British Airtours	21	5	45	189	181	4 019	3 946	98·2	366	337	92·1
British Airways Regional Division— Northeast Airlines	8	6	15	—	542	987	830	84·2	85	69	81·6
British Caledonian Airways	179	75	267	—	6 362	31 018	27 624	89·1	3 011	2 477	82·3
Britannia Airways	32	28	55	—	2 514	4 205	2 854	67·9	358	243	67·8
British Island Airways	—	1	1	—	50	16	16	100·0	2	1	93·5
Dan-Air Services	530	298	859	—	23 127	68 997	50 510	73·2	5 521	4 049	73·3
Intra Airways	6	17	25	—	390	224	111	49·4	19	8	43·8
Laker Airways	104	78	202	—	4 910	9 113	6 648	73·0	832	610	73·3
Loganair	11	382	59	—	1 116	90	44	48·5	8	4	48·5
Monarch Airlines	79	55	132	—	5 216	9 622	7 534	78·3	945	683	72·3
TOTAL	1 147	991	1 897	189	50 345	162 967	133 541	81·9	14 555	11 635	79·9

International Class 4 Licence Operations January 1976

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	176	46	238	—	5 937	34 677	33 424	96·4	3 409	3 153	92·5
British Airtours	21	5	45	189	181	4 019	3 946	98·2	366	337	92·1
British Airways Regional Division—											
Northeast Airlines	8	6	15	—	542	987	830	84·2	85	69	81·6
British Caledonian Airways	179	75	267	—	6 362	31 018	27 624	89·1	3 011	2 477	82·3
Britannia Airways	32	28	55	—	2 514	4 205	2 854	67·9	358	243	67·8
British Island Airways	—	1	1	—	50	16	16	100·0	2	1	93·5
Dan-Air Services	530	298	859	—	23 127	68 997	50 510	73·2	5 521	4 049	73·3
Intra Airways	6	15	23	—	321	209	97	46·2	18	7	40·9
Laker Airways	104	78	202	—	4 910	9 113	6 648	73·0	832	610	73·3
Monarch Airlines	79	55	132	—	5 216	9 622	7 534	78·3	945	683	72·3
TOTAL	1 135	607	1 836	189	49 160	162 863	133 484	82·0	14 545	11 630	80·0

Domestic Class 4 Licence Operations January 1976

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km		
				IT	Other				Available (000)	Used (000)	Percentage of available
Intra Airways	—	2	2	—	69	15	14	95·8	1	1	86·7
Loganair	11	382	59	—	1 116	90	44	48·5	8	4	48·5
TOTAL	12	384	61	—	1 185	104	58	55·1	9	5	53·5

All Class 6 Licence Operations January 1976

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways European Division	8	17	19	122	112	61	54.4
British Caledonian Airways	787	224	1 054	3 168	24 657	15 258	61.9
Air-Bridge Carriers	1	4	3	26	9	6	62.4
Alidair	55	180	183	315	358	105	29.4
British Air Ferries	4	8	16	18	31	10	30.4
Dan-Air Services	18	60	72	114	92	35	38.1
International Aviation Service	260	86	404	1 002	9 058	6 867	75.8
Tradewinds Airways	255	70	487	621	6 109	3 439	56.3
Trans-Meridian Air Cargo	170	48	338	473	4 288	3 254	75.9
TOTAL	1 558	697	2 577	5 860	44 714	29 035	64.9

International Class 6 Licence Operations January 1976

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways European Division	8	17	19	122	112	61	54.4
British Caledonian Airways	787	224	1 054	3 168	24 657	15 258	61.9
British Air Ferries	4	8	16	18	31	10	30.4
Dan-Air Services	18	60	72	114	92	35	38.1
International Aviation Service	260	86	404	1 002	9 058	6 867	75.8
Tradewinds Airways	255	70	487	621	6 109	3 439	56.3
Trans-Meridian Air Cargo	170	48	338	473	4 288	3 254	75.9
TOTAL	1 502	513	2 390	5 519	44 347	28 924	65.2

Domestic Class 6 Licence Operations January 1976

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
Air-Bridge Carriers	1	4	3	26	9	6	62.4
Alidair	55	180	183	315	358	105	29.4
TOTAL	56	184	187	341	367	111	30.2

All Class 7 Licence Operations January 1976

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
Bristow Helicopters	434	2 605	2 578	19 448	6 886	3 544	51·5	196	578	341	36	305	59·0
British Executive Air Services	115	248	140	1 417	1 462	892	61·0	17	277	88	16	72	31·9
TOTAL	549	2 853	2 718	20 865	8 348	4 436	53·1	213	854	429	52	377	50·2

International Class 7 Licence Operations January 1976

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
Bristow Helicopters	434	2 605	2 578	19 448	6 886	3 544	51·5	196	578	341	36	305	59·0
British Executive Air Services	115	248	140	1 417	1 462	892	61·0	17	277	88	16	72	31·9
TOTAL	549	2 853	2 718	20 865	8 348	4 436	53·1	213	854	429	52	377	50·2

Domestic Class 7 Licence Operations January 1976

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
NIL													

All Exempt Operations January 1976

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Cargo (000)	Passengers (000)	As percentage of available	
British Airways Overseas Division	66	19	87	917	9 528	8 329	87.4	—	1 158	740	—	740	63.8	
British Airways European Division	203	196	392	2 812	6 777	2 553	37.7	833	3 254	1 340	1 107	233	41.2	
British Airtours	11	2	15	376	2 103	2 092	99.5	—	191	191	—	191	100.0	
British Airways Helicopters	214	1 767	1 073	11 574	4 477	1 491	33.3	114	436	134	16	118	30.7	
British Airways Regional Division—														
Scottish Airways	16	48	52	1 078	1 043	401	38.4	—	89	36	—	36	40.5	
Cambrian Airways	1	2	3	—	—	—	—	—	6	—	—	—	—	
Northeast Airlines	4	2	6	245	517	515	99.6	—	44	43	—	43	96.7	
British Caledonian Airways	67	25	94	1 277	10 972	6 658	60.7	9	1 174	658	61	597	56.1	
Air Anglia	38	118	121	247	263	75	28.6	—	26	8	—	8	29.1	
Air Freight	28	71	144	836	570	274	48.0	23	71	36	15	22	51.2	
Air-Bridge Carriers	8	13	25	3	5	5	100.0	38	76	25	25	—	32.2	
Alidair	44	107	135	2 272	2 494	945	37.9	14	265	85	4	80	31.9	
Beecham Imperial	5	5	10	26	39	25	64.0	—	3	2	—	2	61.9	
Britannia Airways	120	189	221	20 143	15 605	12 652	81.1	—	1 327	1 075	—	1 075	81.0	
British Air Ferries	16	15	62	2	84	6	7.4	29	130	62	61	1	47.8	
British Island Airways	30	52	99	376	332	236	70.9	61	139	54	34	20	39.0	
British Midland Airways	87	156	250	3 931	6 383	2 202	34.5	53	496	202	30	172	40.6	
Brymon Airways	1	6	5	19	10	4	43.3	—	1	—	—	—	37.9	
Dan-Air Services	157	195	349	6 282	21 225	14 971	70.5	—	1 700	1 200	—	1 200	70.6	
Fairflight Charters	45	94	164	291	187	129	69.0	15	28	17	8	9	60.7	
Fitair	3	8	11	22	24	11	45.8	—	3	2	—	2	66.7	
Green Shield Stamp	20	32	40	78	142	65	46.1	—	14	5	—	5	36.8	
I D S Aircraft	34	50	76	158	206	122	59.2	—	23	10	—	10	41.2	
International Aviation Service	293	117	538	—	—	—	—	908	8 229	3 938	3 938	—	47.9	
Intra Airways	1	12	5	30	3	3	83.3	25	3	2	2	—	62.4	
Laker Airways	115	24	142	2 068	18 227	14 577	80.0	—	1 903	1 458	—	1 458	76.6	
Loganair	45	202	197	345	352	75	21.3	—	31	8	—	8	25.8	
Lowland Aero Service	3	5	9	11	12	11	91.7	—	2	2	1	1	100.0	
MAM Aviation	42	44	63	169	380	162	42.6	—	38	16	—	16	42.1	
Management Aviation	8	36	38	254	99	55	55.6	3	9	5	1	4	55.6	
McAlpine Aviation	149	305	245	513	1 153	254	22.0	—	87	19	—	19	21.8	
McDonald Aviation	9	26	40	145	139	61	44.0	—	14	5	—	5	35.3	
Merlot International Airlines	20	30	44	72	138	75	54.4	—	12	6	—	6	47.4	
Moseley Aviation	9	29	31	145	54	45	83.3	—	5	4	—	4	80.0	
Northern Executive Aviation	3	12	13	56	27	14	51.9	1	3	1	—	1	33.3	
Peters Aviation	26	53	104	433	318	223	69.9	1	26	19	1	19	74.5	
Ryburn Air	8	53	28	26	20	13	64.8	6	5	1	1	1	31.5	
Thurston Aviation	16	72	58	106	50	23	46.0	4	9	2	1	1	22.2	
Tradewinds Airways	287	71	524	—	—	—	—	634	7 246	3 434	3 434	—	47.4	
Trans-Meridian Air Cargo	496	138	986	—	—	—	—	1 176	11 018	5 740	5 740	—	52.1	
Vernair Transport	37	72	140	342	259	186	72.1	—	22	15	—	15	67.9	
TOTAL	2 785	4 473	6 639	57 680	104 216	69 537	66.7	3 947	39 317	20 599	14 479	6 120	52.3	

International Exempt Operations January 1976

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	66	19	87	917	9 528	8 329	87.4	—	1 158	740	—	740	63.8
British Airways European Division	202	194	390	2 697	6 712	2 525	37.6	833	3 247	1 337	1 107	230	41.2
British Airtours	11	2	15	376	2 103	2 092	99.5	—	191	191	—	191	100.0
British Airways Helicopters	205	1 689	1 026	11 444	4 348	1 473	33.9	112	424	133	15	118	31.4
British Airways Regional Division—													
Cambrian Airways	1	2	3	—	—	—	—	—	6	—	—	—	—
Northeast Airlines	4	2	6	245	517	515	99.6	—	44	43	—	43	96.7
British Caledonian Airways	66	21	91	1 186	10 878	6 608	60.7	9	1 165	654	61	593	56.1
Air Anglia	5	12	20	14	35	6	17.8	—	4	1	—	1	17.8
Air Freight	11	15	50	59	159	39	24.6	16	30	16	13	3	51.7
Air-Bridge Carriers	8	12	25	3	5	5	100.0	38	75	25	25	—	32.8
Alidair	18	30	49	615	1 112	408	36.7	2	110	37	2	35	33.3
Beocham Imperial	5	5	10	26	39	25	64.0	—	3	2	—	2	61.9
Britannia Airways	120	189	221	20 143	15 605	12 652	81.1	—	1 327	1 075	—	1 075	81.0
British Air Ferries	16	15	62	2	84	6	7.4	29	130	62	61	1	47.8
British Island Airways	6	9	22	326	317	220	69.5	—	29	19	—	19	63.9
British Midland Airways	1	2	3	106	63	45	71.8	—	5	4	—	4	75.2
Brymon Airways	—	2	2	10	3	2	62.5	—	—	—	—	—	57.1
Dan-Air Services	117	65	204	4 061	19 305	14 281	74.0	—	1 543	1 143	—	1 143	74.1
Fairflight Charters	38	77	136	204	132	92	69.7	15	24	14	8	6	58.3
Fitair	2	6	7	12	14	4	28.6	—	2	1	—	1	50.0
Green Shield Stamp	17	23	35	75	127	65	50.8	—	13	5	—	5	40.5
I D S Aircraft	34	50	76	158	206	122	59.2	—	23	10	—	10	41.2
International Aviation Service	293	117	538	—	—	—	—	908	8 229	3 938	3 938	—	47.9
Intra Airways	1	12	5	30	3	3	83.3	25	3	2	2	—	62.4
Laker Airways	115	24	142	2 068	18 227	14 577	80.0	—	1 903	1 458	—	1 458	76.6
MAM Aviation	42	44	63	169	380	162	42.6	—	38	16	—	16	42.1
McAlpine Aviation	123	230	196	433	964	228	23.7	—	71	16	—	16	22.5
McDonald Aviation	6	12	27	90	95	45	47.1	—	10	4	—	3	39.0
Merlot International Airlines	20	30	44	72	138	75	54.4	—	12	6	—	6	47.4
Moseley Aviation	2	4	7	20	12	10	83.3	—	1	1	—	1	100.0
Peters Aviation	21	36	76	280	247	176	71.0	1	20	15	—	15	76.0
Ryburn Air	3	6	9	16	15	8	53.1	—	2	1	—	1	27.6
Thurston Aviation	5	25	19	30	15	6	40.0	2	4	—	—	—	35.0
Tradewinds Airways	287	71	524	—	—	—	—	634	7 246	3 434	3 434	—	47.4
Trans-Meridian Air Cargo	496	138	986	—	—	—	—	1 176	11 018	5 740	5 740	—	52.1
Vernair Transport	2	2	6	8	11	6	57.1	—	1	1	—	1	58.3
TOTAL	2 370	3 192	5 181	45 895	91 399	64 808	70.9	3 799	38 111	20 140	14 407	5 733	52.8

Domestic Exempt Operations January 1976

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	—	2	2	115	65	28	43.2	—	7	3	—	3	37.5
British Airways Helicopters	9	78	47	130	129	18	14.0	2	12	1	—	1	8.3
British Airways Regional Division—													
Scottish Airways	16	48	52	1 078	1 043	401	38.4	—	89	36	—	36	40.5
British Caledonian Airways	1	4	3	91	94	51	53.7	—	9	4	—	4	50.5
Air Anglia	33	106	101	233	228	69	30.3	—	23	7	—	7	30.8
Air Freight	17	56	94	777	411	235	57.1	7	41	21	2	19	50.9
Air-Bridge Carriers	—	1	1	—	—	—	—	—	1	—	—	—	—
Alidair	27	77	86	1 657	1 381	537	38.9	12	155	48	2	46	31.0
British Island Airways	24	43	77	50	16	16	100.0	61	110	36	34	1	32.4
British Midland Airways	87	154	247	3 825	6 320	2 157	34.1	53	492	198	30	168	40.3
Brymon Airways	1	4	3	9	6	2	33.6	—	1	—	—	—	29.4
Dan-Air Services	40	130	145	2 221	1 921	690	35.9	—	157	56	—	56	35.9
Fairflight Charters	7	17	28	87	55	37	67.3	—	4	3	—	3	75.0
Fitair	1	2	5	10	10	7	70.0	—	1	1	—	1	100.0
Green Shield Stamp	2	9	5	3	15	1	5.6	—	2	—	—	—	5.6
Loganair	45	202	197	345	352	75	21.3	—	31	8	—	8	25.8
Lowland Aero Service	3	5	9	11	12	11	91.7	—	2	2	1	1	100.0
Management Aviation	8	36	38	254	99	55	55.6	3	9	5	1	4	55.6
McAlpine Aviation	26	75	49	80	189	26	13.8	—	16	3	—	3	18.8
McDonald Aviation	3	14	13	55	43	16	37.3	—	4	1	—	1	27.3
Moseley Aviation	7	25	24	125	42	35	83.3	—	4	3	—	3	75.0
Northern Executive Aviation	3	12	13	56	27	14	51.9	1	3	1	—	1	33.3
Peters Aviation	5	17	28	153	71	47	66.1	—	6	4	—	4	69.5
Ryburn Air	5	47	19	10	5	5	100.0	6	3	1	1	—	33.9
Thurston Aviation	11	47	39	76	35	17	48.6	2	5	2	1	1	40.0
Vernair Transport	35	70	134	334	248	180	72.7	—	21	15	—	15	68.3
TOTAL	415	1 281	1 457	11 785	12 817	4 727	36.9	147	1 206	459	73	386	38.0

Class 5 Operations for UK Operators January 1976

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways Overseas Division	10	4	15	276	1 380	690	50·0	..	176	88	—	—	88	50·0
British Airways European Division	8	11	15	1 248	1 387	943	68·0	..	145	86	—	—	86	59·3
British Airtours	198	52	262	8 909	37 422	34 404	91·9	..	3 417	2 940	—	—	2 940	86·0
British Airways Regional Division—														
Cambrian Airways	78	203	200	8 542	6 316	3 976	63·0	..	574	319	—	—	319	55·6
Northeast Airlines	1	2	3	132	159	86	54·1	..	14	7	—	—	7	50·0
British Caledonian Airways	18	9	27	631	2 646	1 648	62·3	..	254	145	—	—	145	57·1
Air-Bridge Carriers	2	8	8	—	—	—	—	..	15	9	—	—	—	60·0
Alidair	39	99	70	2 780	2 535	1 053	41·5	..	234	86	—	—	86	36·8
British Midland Airways	1	1	2	72	58	57	98·3	..	5	4	—	—	4	80·0
Dan-Air Services	49	24	69	2 447	6 550	5 853	89·4	..	522	473	—	—	473	90·6
Monarch Airlines	7	6	13	641	1 120	790	70·5	..	109	72	—	—	72	66·1
TOTAL	411	419	681	25 678	59 573	49 500	83·1	..	5 465	4 229	—	9	4 220	77·4

Class 5 Operations for Non-UK Operators January 1976

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways European Division	48	28	56	1 441	5 049	2 516	49·8	..	522	245	5	18	222	44·4
British Airtours	151	48	205	4 560	28 690	14 345	50·0	..	2 582	1 291	—	—	1 291	50·0
British Airways Regional Division—														
Cambrian Airways	1	3	4	73	84	41	48·8	..	7	3	—	—	3	42·9
British Caledonian Airways	126	34	174	1 205	12 096	9 008	74·5	..	3 277	1 761	—	949	812	53·7
Air Freight	11	30	51	—	—	—	—	..	35	28	—	28	—	80·0
Alidair	9	20	22	108	390	70	17·9	..	54	15	—	10	5	27·8
British Island Airways	24	60	73	—	—	—	—	..	106	42	—	42	—	39·6
British Midland Airways	808	445	1 200	41 952	136 067	76 833	56·5	..	12 124	7 143	—	859	6 284	58·9
International Aviation Service	23	8	33	—	—	—	—	..	873	746	—	746	—	85·5
Monarch Airlines	137	38	176	2 996	23 255	10 621	45·7	..	2 257	963	—	—	963	42·7
TOTAL	1 338	714	1 994	52 335	205 631	113 434	55·2	..	21 837	12 237	5	2 652	9 580	56·0

Aircraft Type and Utilisation — All Airlines January 1976

Table 31.1

	Aircraft-km (000)	Stage flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended December 1975	Daily Utilisation per Aircraft (hrs) Quarter ended December 1975
Aviation Traders Carvair	66	228	8	284	16	1 915	397	5	3.4
Aviation Traders Merchantman	468	—	553	—	801	—	—	6	4.6
AW650 Argosy	29	1	94	5	110	3	5	4	4.2
BAC 111-200	582	1 229	—	1 316	—	39 949	22 101	9	5.8
BAC 111-300/400	1 479	1 559	—	2 681	—	84 217	88 106	16	7.8
BAC 111-500	2 634	4 583	—	5 460	—	274 721	168 338	38	6.4
BAC Britannia-300	144	—	75	—	313	—	—	2	4.8
BAC VC10 Standard	—	—	—	—	—	—	—	5	3.4
BAC VC10 Super	3 289	1 038	—	4 452	—	48 610	298 894	15	10.6
BAC Viscount-700	132	345	104	263	120	8 712	2 366	5	2.6
BAC Viscount-700D/800/810	1 220	4 191	101	4 065	97	129 647	40 480	39	4.2
BAC/Aerospatiale Concorde	10	2	—	9	—	48	244	—	—
Beagle 206	3	2	3	3	5	11	11	—	1.2
Beechcraft B80 Queen-Air	37	72	—	140	—	342	186	4	2.1
Bell 206 Jetranger	11	153	—	80	—	333	24	—	0.5
Bell 212 Twin	128	505	—	207	—	3 086	999	6	1.6
Boeing 707-120/120B	435	129	—	584	—	12 164	51 480	2	9.8
Boeing 707-320C/336	5 101	1 259	457	4 857	2 154	75 975	358 421	28	8.7
Boeing 707-420	1 563	607	—	2 239	—	62 285	210 748	15	6.8
Boeing 720/720B	252	96	—	346	—	10 746	26 747	3	6.9
Boeing 727-100	604	304	—	904	—	31 148	65 750	5	7.5
Boeing 737-200	1 798	1 210	—	2 874	—	130 129	195 053	14	9.5
Boeing 747	4 143	981	—	5 481	—	123 012	973 652	17	12.2
Britten-Norman Islander	117	1 089	—	558	—	3 383	371	13	1.9
Britten-Norman Trislander	84	1 234	—	450	—	9 364	571	9	2.8
Canadair CL 44	1 208	—	327	—	2 335	—	—	13	6.9
Cessna 340	8	8	45	13	15	26	13	1	0.7
Cessna 401/421	5	10	—	13	—	15	7	2	0.4
Cessna 500 Citation	28	32	—	52	—	124	107	2	0.9
DC10	602	95	—	753	—	27 487	95 121	5	8.2
DC3 Dakota/Pionair	95	166	271	195	299	2 633	494	13	1.5
DC8-54/55F Jet Trader	317	—	98	—	434	—	—	2	7.1
DH 104 Dove	21	21	25	34	47	147	62	3	1.0
DH 106 Comet 4B/C	437	267	—	732	—	24 250	38 190	10	4.4
DH 114 Heron	35	75	4	139	4	578	283	6	1.0
DHC 6 Twin-Otter	9	53	—	22	—	337	67	1	3.2
Fokker Friendship 100/600	307	821	—	1 002	—	12 017	5 423	5	6.4
HP Herald 100/200	428	1 529	392	1 168	479	30 447	6 255	18	4.0
HS 121 Trident 1C	470	760	—	939	—	46 774	27 642	11	3.8
HS 121 Trident 1E	179	281	—	352	—	26 425	17 520	3	6.0
HS 121 Trident 2E	1 491	1 176	—	2 360	—	65 376	82 460	15	6.0
HS 121 Trident 3B	2 587	3 305	—	4 915	—	265 856	196 183	26	6.2
HS 125	225	380	—	366	—	800	563	20	0.8
HS 748	337	1 016	120	1 030	176	16 902	5 971	10	4.6
Lockheed L1011 Tristar	243	282	—	451	—	41 554	35 600	6	3.4
PA23 Aztec/Apache	31	96	9	110	8	202	70	8	0.7
PA31 Navajo	80	273	10	265	9	691	207	10	1.1
Riley Dove	8	3	12	3	24	21	6	1	1.4
Sikorsky 58T	60	522	3	372	3	1 847	222	9	1.6
Sikorsky S61N	498	2 817	—	2 806	—	24 728	4 378	30	3.0
Westland Wessex	80	762	—	398	—	4 399	462	5	2.0
TOTAL	34 120	35 576	2 711	55 747	7 449	1 643 436	3 033 355	496	4.6

Aircraft Type and Utilisation — Individual Airlines Table 31.2

January 1976

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1975	Daily utilisation per aircraft (hrs) Quarter ended December 1975
British Airways Overseas Division									
DC10	490	56	—	598	—	7 559	66 164	2	12.9
BAC VC10 Standard	—	—	—	—	—	—	—	5	1.3
BAC VC10 Super	3 289	1 038	—	4 452	—	48 610	298 894	15	10.1
Boeing 707-320C/336	2 061	483	195	1 926	924	23 956	135 614	11	9.8
Boeing 707-420	903	345	—	1 295	—	24 252	113 085	6	7.3
Boeing 747	4 143	981	—	5 481	—	123 012	973 652	17	11.8
BAC/Aerospatiale Concorde	10	2	—	9	—	48	244	—	—
TOTAL	10 896	2 905	195	13 761	924	227 437	1 587 653	56	10.1
British Airways European Division									
BAC 111-500	1 361	3 086	—	3 049	—	181 058	75 094	18	5.2
HS 121 Trident 2E	1 491	1 176	—	2 360	—	65 376	82 460	15	5.6
Aviation Traders Merchantman	468	—	553	—	801	—	—	6	4.9
HS 121 Trident 1C	469	760	—	939	—	46 774	27 642	11	3.0
HS 121 Trident 3B	2 587	3 305	—	4 915	—	265 856	196 183	26	5.8
Lockheed L1011 Tristar	243	282	—	451	—	41 554	35 600	6	3.4
TOTAL	6 619	8 609	553	11 714	801	600 618	416 979	82	5.0
British Airways Airtours									
Boeing 707-420	660	262	—	944	—	38 033	97 663	9	5.3
British Airways Helicopters									
Sikorsky S61N	197	1 436	—	979	—	11 547	1 505	12	1.2
Bell 206 Jetranger	4	57	—	22	—	77	6	—	—
Sikorsky 58T	8	115	—	45	—	454	33	2	0.4
Bell 212 Twin	11	265	—	62	—	1 196	51	1	1.0
TOTAL	220	1 873	—	1 108	—	13 274	1 595	15	1.1
British Airways Regional Division—									
Channel Islands Airways									
BAC Viscount-700D/800/810	277	918	—	929	—	34 006	10 355	9	4.2
BAC 111-300/400	140	303	—	304	—	13 691	6 870	2	5.8
TOTAL	417	1 221	—	1 233	—	47 697	17 225	11	4.5
Scottish Airways									
HS 748	62	241	—	220	—	5 480	1 553	2 ^o	2.5
BAC Viscount-700D/800/810	247	1 074	—	871	—	27 946	7 929	7	3.9
BAC 111-300/400	150	229	—	305	—	12 125	7 916	1	7.0
TOTAL	460	1 544	—	1 396	—	45 551	17 397	10	3.9
Cambrian Airways									
BAC Viscount-700	20	158	—	87	—	3 956	533	2	1.7
BAC Viscount-700D/800/810	146	789	2	555	3	22 714	4 835	6	3.2
BAC 111-300/40C	201	394	—	434	—	20 062	11 066	3	4.2
TOTAL	367	1 341	2	1 076	3	46 732	16 434	11	3.2
Northeast Airlines									
BAC Viscount-700D/800/810	155	458	—	510	—	19 219	6 648	5	3.4
HS 121 Trident 1E	179	281	—	352	—	26 425	17 520	3	4.5
TOTAL	334	739	—	862	—	45 644	24 168	8	3.8

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger Cargo	Aircraft hours Passenger Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1975	Daily utilisation per aircraft (hrs) Quarter ended September 1975
British Caledonian Airways							
BAC 111-200	474	1 100 —	1 100 —	34 058	16 611	7	5.1
BAC 111-500	707	1 031 —	1 401 —	51 129	42 749	12	4.5
Boeing 707-320C/336	2 463	483 262	2 082 1 230	23 497	153 982	10	9.8
TOTAL	3 644	2 614 262	4 583 1 230	108 684	213 342	29	6.6
Air Anglia							
AW 650 Argosy	—	— —	— —	—	—	1	—
Fokker Friendship 100/600	307	821 —	1 002 —	12 017	5 423	5	6.6
PA31 Navajo	55	202 —	189 —	420	111	3	1.0
Herald 100/200	—	— —	— —	—	—	1	—
TOTAL	362	1 023 —	1 191 —	12 437	5 534	10	3.6
Air Freight							
DC3 Dakota/Pionair	67	68 166	129 219	836	274	7	1.6
Air-Bridge Carriers							
AW650 Argosy	29	1 94	5 110	3	5	3	2.4
BAC Viscount-700D/800/810	1	— 2	— 3	—	—	1	—
TOTAL	30	1 96	5 113	3	5	4	1.7
Alidair							
BAC Viscount-700	112	187 104	176 120	4 756	1 833	3	1.1
BAC Viscount-700D/800/810	35	18 97	24 91	406	243	1	1.3
TOTAL	148	205 201	200 211	5 162	2 076	4	1.1
Aurigny Air Services							
Britten-Norman Trislander	62	1 137 —	349 —	8 855	464	6	3.6
Britten-Norman Islander	9	131 —	51 —	534	39	2	0.7
TOTAL	71	1 268 —	400 —	9 389	503	8	2.8
Beecham Imperial							
HS 125	5	5 —	10 —	26	25	2	0.6
Bristow Helicopters							
Sikorsky S61N	301	1 381 —	1 827 —	13 181	2 873	18	3.2
Westland Wessex	80	762 —	398 —	4 399	462	5	2.4
Sikorsky 58T	44	374 —	291 —	1 139	134	7	1.8
Bell 212 Twin	9	88 —	63 —	729	75	1	3.6
TOTAL	434	2 605 —	2 579 —	19 448	3 544	31	2.8
Britannia Airways							
Boeing 737-200	1 798	1 210 —	2 874 —	130 129	195 053	14	7.8
British Air Ferries							
HP Herald 100/200	52	258 —	197 —	4 822	941	3	2.4
Aviation Traders Carvair	66	228 8	284 16	1 915	397	5	3.0
TOTAL	118	486 8	481 16	6 737	1 338	8	2.8

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1975	Daily utilisation per aircraft (hrs) Quarter ended September 1975
British Executive Air Services									
Bell 206 Jetranger	7	96	—	58	—	256	18	—	0.4
Bell 212 Twin	108	152	—	82	—	1 161	873	4	1.6
TOTAL	115	248	—	140	—	1 417	892	4	1.4
British Island Airways									
HP Herald 100/200	322	1 001	392	731	479	20 708	4 193	12	3.7
British Midland Airways									
HP Herald 100/200	54	270	—	240	—	4 917	1 122	2	4.7
BAC Viscount-700D/800/810	358	934	—	1 176	—	25 356	10 471	10	4.2
Boeing 707-320C/336	320	225	—	494	—	22 009	31 921	5	3.4
TOTAL	732	1 429	—	1 910	—	52 282	43 514	17	4.0
Brymon Airways									
Britten-Norman Islander	23	107	—	110	—	350	78	2	2.1
DHC 6 Twin-Otter	9	53	—	22	—	337	67	1	2.4
TOTAL	33	160	—	132	—	687	145	3	2.2
Dan-Air Services									
HS 748	275	775	120	810	176	11 422	4 418	8	4.6
BAC 111-200	108	129	—	216	—	5 891	5 490	2	4.6
BAC 111-300/400	479	353	—	836	—	20 503	29 403	5	6.5
BAC 111-500	325	297	—	609	—	28 121	30 036	5	5.4
DH 106 Comet 4B/C	437	267	—	732	—	24 250	38 190	10	3.3
Boeing 727-100	604	304	—	904	—	31 148	65 750	5	6.7
Boeing 707-320C/336	257	68	—	355	—	6 513	36 904	2	5.0
TOTAL	2 485	2 193	120	4 462	176	127 848	210 192	37	4.9
Fairflight Charters									
DH 104 Dove	21	21	25	34	47	147	62	3	0.8
PA23 Aztec/Apache	10	21	—	36	—	63	30	1	0.5
Riley Dove	8	3	12	3	24	21	6	1	0.3
PA31 Navajo	6	12	—	20	—	60	31	1	0.5
DH 114 Heron	—	—	—	—	—	—	—	1	0.6
TOTAL	45	57	37	93	71	291	129	7	0.6
Fitair									
PA31 Navajo	3	8	—	11	—	22	11	—	—
Green Shield Stamp									
HS 125	20	32	—	40	—	78	65	1	1.0
IDS Aircraft									
Cessna 500 Citation	28	32	—	52	—	124	107	2	0.8
PA23 Aztec/Apache	6	18	—	24	—	34	15	1	1.3
PA31 Navajo	—	—	—	—	—	—	—	2	0.9
TOTAL	34	50	—	76	—	158	122	5	1.0

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1975	Daily utilisation per aircraft (hrs) Quarter ended September 1975
International Aviation Service									
BAC Britannia-300	145	—	75	—	313	—	—	2	5.1
DC8-54/55 Jet Trader	317	—	98	—	434	—	—	2	8.3
TOTAL	462	—	173	—	747	—	—	4	6.7
Intra Airways									
DC3 Dakota/Pionair	28	98	105	66	80	1 797	220	6	1.2
Laker Airways									
BAC 111-300/400	509	280	—	802	—	17 836	32 853	5	7.1
DC10	112	39	—	155	—	8928 19 928	28 957	3	5.9
Boeing 707-120/120B	435	129	—	584	—	12 164 ✓	51 480	2	8.6
TOTAL	1 057	448	—	1 541	—	49 928 38 928	113 289	10	7.1
Loganair									
Britten-Norman Trislander	22	97	—	101	—	509	107	3	1.2
Britten-Norman Islander	81	839	—	384	—	2 443	240	7	2.1
TOTAL	103	936	—	485	—	2 952	347	10	1.8
Lowland Aero Service									
Beagle 206	3	2	3	3	5	11	11	—	—
MAM Aviation									
HS 125	42	44	—	63	—	169	162	1	1.9
Management Aviation									
Sikorsky 58T	8	33	3	36	3	254	55	..	..
McAlpine Aviation									
Cessna 401/421	5	10	—	13	—	15	7	2	0.1
HS 125	138	269	—	209	—	455	236	13	0.3
PA23 Aztec/Apache	6	26	—	23	—	43	11	2	0.4
TOTAL	149	305	—	245	—	513	254	17	0.3
McDonald Aviation									
DH 114 Heron	9	26	—	40	—	145	61	1	0.9
PA23 Aztec/Apache	—	—	—	—	—	—	—	1	—
TOTAL	9	26	—	40	—	145	61	2	0.3
Merlot International Airlines									
HS 125	20	30	—	44	—	72	75	3	0.6
Monarch Airlines									
BAC 111-500	240	169	—	401	—	14 413	20 459	3	6.5
Boeing 720/720E	252	96	—	346	—	10 746	26 747	3	7.0
TOTAL	493	265	—	747	—	25 159	47 206	6	6.6

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1975	Daily utilisation per aircraft (hrs) Quarter ended September 1975
Moseley Aviation									
PA31 Navajo	9	29	—	31	—	145	45	1	0.6
Northern Executive Aviation									
Britten-Norman Islander	3	12	—	13	—	56	14	1	0.8
Peters Aviation									
DH 114 Heron	26	49	4	99	4	433	223	4	0.8
Ryburn Air									
Cessna 340	8	8	45	13	15	26	13	1	0.6
Beagle 206	—	—	—	—	—	—	—	1	—
TOTAL	8	8	45	13	15	26	13	2	0.3
Thurston Aviation									
PA23 Aztec/Apache	9	31	9	27	8	62	14	3	0.4
PA31 Navajo	7	22	10	14	9	44	9	3	0.5
Britten-Norman Islander	—	—	—	—	—	—	—	1	0.4
TOTAL	16	53	19	41	17	106	23	7	0.5
Tradewinds Airways									
Canadair CL 44	542	—	141	—	1 011	—	—	5	8.0
Trans-Meridian Air Cargo									
Canadair CL 44	666	—	186	—	1 324	—	—	8	6.1
Vernair Transport									
Beechcraft B80 Queen-Air	37	72	—	140	—	342	186	4	5.0
GRAND TOTAL	34 120	35 567	2 711	55 747	7 449	1 643 436	3 022 255	496	5.1

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Operations Subject to Variable Charge by Type of Licence for January 1976

Table 32

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
Chargeable Operations (Own Aircraft)					
Class 1	452 693	247 716	58 717	189 001	54.7
Class 2	12 732	9 332	—	9 332	73.3
Class 3	52 948	40 923	—	40 923	77.3
Class 4	14 555	11 635	—	11 635	79.9
Class 5	19 987	12 184	2 174	10 010	61.0
Class 6	44 563	28 996	28 994	2	65.1
Class 7	854	429	52	377	50.2
TOTAL	598 333	351 214	89 937	261 280	58.7
Non-chargeable Operations					
Aircraft hired from Foreign Operators	7 475	4 325	531	3 794	57.9
Exempt Services	39 317	20 599	14 479	6 120	52.4
TOTAL	46 792	24 924	15 010	9 914	53.3
GRAND TOTAL	645 125	376 138	114 947	271 194	58.3

Output by Type of Licence and Aircraft Ownership for January 1976

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	452 693	855	1 324	454 872
Class 2	12 732	—	—	12 732
Class 3	52 948	136	—	53 084
Class 4	14 555	—	—	14 555
Class 6	44 563	—	151	44 714
Class 7	854	—	—	854
Exempt Services	36 335	—	2 982	39 317
TOTAL	614 681	991	4 457	620 128
Class 5 hired to UK Airlines	5 465			
Non UK Airlines	21 837			
TOTAL	27 302			
GRAND TOTAL	641 983			

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Appendix A Definitions—Traffic Statistics

MOVEMENTS AT AIRPORTS

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

AIR PASSENGERS

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

TYPES OF SERVICES

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

Non-scheduled or charter services	include all air transport flights other than scheduled services.
Separate fare charters	are those where the charterer re-sells part of the capacity of the aircraft to the public at large; an organisation, etc.
Inclusive tour	consists of a round trip or circle trip performed in whole or in part by air, organised by a tour operator and offered to the public at a comprehensive price including besides air transport, accommodation for the duration of the trip, surface transport and, where appropriate, other amenities.
Advance booking charters	Charter flights operated under Class 2 licences between the UK and territories overseas in respect of which an operator has sold blocks of seats to one or more licensed travel organisers for resale to passengers. Advance details of sales to travel organisers and sales of seats to passengers have to be notified to the Civil Aviation Authority.
Sole-use charters	are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward.
Licence	means an air transport licence granted under Section 22 of the Civil Aviation Act 1971.

CLASSES OF LICENCE

- Class 1** authorises scheduled service flights;
- Class 2** authorises advance booking charter flights;
- Class 3** authorises inclusive tour charter flights;
- Class 4** authorises other charter flights for the carriage of passengers;
- Class 5** authorises substitute charter flights;
- Class 6** authorises charter flights for the carriage of cargo and attendants;
- Class 7** authorises sole-use charter flights.

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

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

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

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

Appendix B Measures and their Computation

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

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

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

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