

Civil Aviation Authority



CAA Monthly Statistics
(up to and including March 1976)

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Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

Civil Aviation Authority
Printing and Publication Services
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—March 1976

Activity at UK Airports

Despite the distortion created by Easter falling during March in 1975, total UK air transport movements grew by 8.8 per cent against that month. London area movements which were more heavily effected, declined marginally against 1975, whilst those over the remainder of the UK doubled their previous growth rate to 20.7 per cent. Over the first quarter 1976 total movements grew by 5.1 per cent against the corresponding period during 1975. Those in London area increased by 1.1 per cent and those over the remainder of the UK by 7.9 per cent. Of London area airports only Gatwick and Luton reported growth over this period (7.7 per cent growth; 354 additional movements per month and 2.5 per cent growth; 23 additional movements respectively). Heathrow reported a marginal decline (49 fewer movements per month) Southend 2.7 per cent decline (20 fewer movements) and Stansted 4.6 per cent decline (9 fewer movements). Aberdeen and Glasgow achieved the greatest increase in actual movements (1,060 additional movements per month: 52.9 per cent growth and 933 additional movements: 51.6 per cent growth respectively) followed outside the London area by Newcastle (118 movements: 14.8 per cent growth), Swansea again reported the heaviest rate of growth (75.0 per cent) whilst Coventry the heaviest rate of decline (–83.3 per cent). During this period scheduled movements grew by 3.7 per cent whilst charter movements by 11.3 per cent. The UK operators share of each increased marginally to stand at 72.3 per cent of scheduled, 91.1 per cent of charter and 76.0 per cent of total traffic.

Almost 3.0 million terminal passengers used UK airports during March (3.1 per cent more than 1975). Over the first three months of the year a total 6.9 per cent growth was reported; 5.8 per cent in the London area and 9.6 per cent elsewhere in the UK. Only Heathrow and Stansted amongst the London area airports reported growth (the former 109,038 additional passengers, 7.7 per cent growth; the latter 1 114 passengers, 9.6 per cent growth). Gatwick handled 365 fewer passengers (a marginal decline) and Luton and Southend 4 058 fewer (4.3 per cent decline) and 1 114 fewer (11.0 per cent decline) respectively. Over the remainder of the UK Glasgow which was closed most the month of March 1975 due to industrial action reported on this occasion both the greatest increase in actual passengers and the heaviest rate of growth (60,800 additional passengers per month; 81.2 per cent growth). Manchester reported a monthly average of 22 751 additional passengers (17.2 per cent growth) and Aberdeen 13 339 additional passengers (32.6 per cent growth). Manston reported the heaviest rate of decline in passengers handled (–42.3 per cent) and Liverpool the largest actual decline (9 537 fewer passengers per month). The 6.9 per cent growth in passenger traffic comprised a 7.9 per cent increase in those travelling by scheduled services and 2.5 per cent growth in those by charter services. The UK operators share of each of total passengers, those carried by scheduled and those by charter services each grew marginally on 1975 to 70.0 per cent, 65.9 and 88.1 per cent respectively.

A monthly average of 2.7 million passengers used UK airports between January and March 1976: 1.8 million travelled by international services (2.6 per cent growth) and 0.9 million by domestic services (17.4 per cent growth). International scheduled passengers increased by 4.1 per cent overall. Services to France which carried 12.5 per cent of total scheduled traffic achieved 1.0 per cent growth, those to USA carrying 11.2 per cent achieved 7.4 per cent growth and those to Netherlands carrying 8.4 per cent achieved 7.2 per cent growth. Total international charter services grew marginally against 1975, those to Spain carried 33.2 per cent of charter passengers (7.8 per cent decline) those to Germany carried 11.6 per cent (11.0 per cent decline) and those to Italy 9.8 per cent (6.1 per cent growth). Domestic route passengers increased by 15 per cent within this period. London services carried 25.5 per cent more traffic, those to Glasgow 82.5 per cent more (as a result of the industrial action previously referred to) and those to Edinburgh 4.7 per cent more. Routes to Belfast were used by marginally less traffic than one year previously, those to the Channel Islands by 15.8 per cent fewer passengers and those connecting the Isle of Man by 12.4 per cent fewer.

Despite the growth in both movements and passengers, the amount of cargo handled by UK airports was again lower than over the previous three years. Just over 57 000 tonnes was handled in March 1976—4.9 per cent less than 1975. When comparing the first quarter 1976 against that for 1975 a decline of 5.6 per cent was reported. London area tonnage fell by 6.4 per cent during this period when only Gatwick achieved a growth in tonnage (1 209 additional tonnes per month; 21.9 per cent growth). Cargo at Heathrow fell by 3 329 tonnes per month (9.2 per cent decline), that at Luton by 66 tonnes (38.9 per cent decline), that at Southend by 552 tonnes (35.4 per cent decline). Over the rest of the UK tonnage fell by an aggregate 2.1 per cent. Glasgow, Aberdeen, and Liverpool reported the heaviest increases in tonnage (438 additional tonnes; 49.2 per cent growth, 209 tonnes; 84.8 per cent growth and 60 tonnes; 5.7 per cent growth respectively). Manchester recorded the heaviest actual fall in tonnage (364 tonnes per month) and Manston the heaviest rate of decline (–92.0 per cent). The 3 fold rate of growth reported by Tiree during this period was the heaviest throughout the UK. Freight carried on scheduled services decline by 9.3 per cent against the first quarter 1975, whilst that on charter services grew by 12.4 per cent. The UK operators share of total cargo fell 2.2 percentage points to 51.1 per cent, as did their share each of scheduled and charter tonnage (the former by 4.9 percentage points to 44.0 per cent, the latter by 4.6 percentage points to 79.7 per cent).

Output of UK Airlines

The output of UK airlines for all services in March 1976 was 774 million available tonne-kilometres, an increase of 10.7 per cent on March 1975.

The scheduled service output of 577 million tonne kilometres was 14·7 per cent more than 1975. The overall load factor of 55·3 per cent compared with 57·5 per cent on the previous year. Seat kilometres used were 56·0 per cent available compared with 58·9 per cent in 1975. Seat factors on domestic and international scheduled services were 59·6 per cent and 55·8 per cent respectively compared with 69·7 per cent and 58·3 per cent one year earlier. The non-scheduled output of 197 million available tonne-kilometres was marginally higher than March 1975. Advance Booking Charters and Inclusive Tour Charters accounted for 8·3 and 5·9

million available tonne-kilometres respectively compared with 10·1 and 64 million one year previously.

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

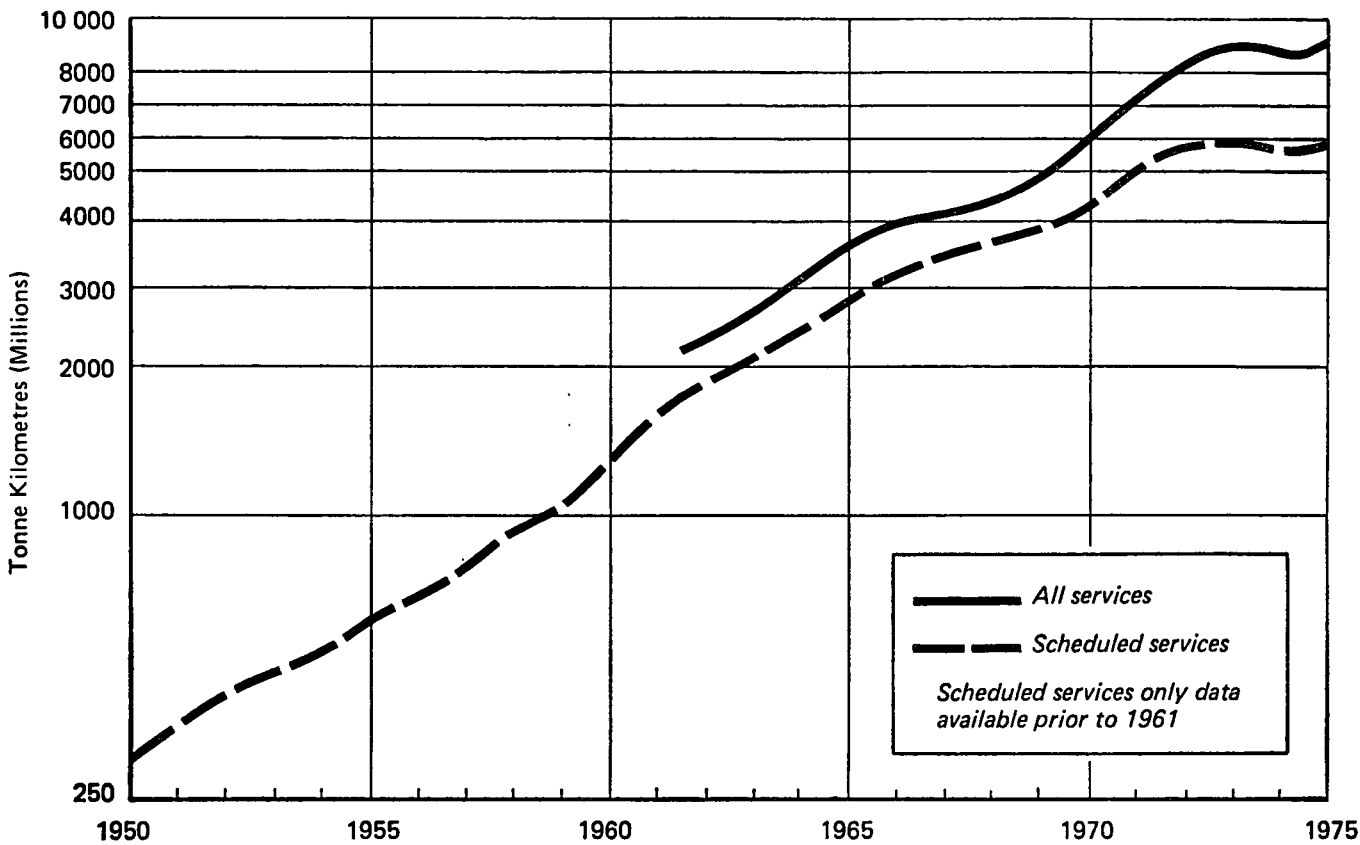
Airports and Airlines Year ended 31 March 1976

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	21 622	51.03	100	100.00
Gatwick	5 341	12.61	98	48.97
Manchester	2 648	6.25	95	36.36
Glasgow	1 946	4.59	93	30.11
Luton	1 857	4.38	91	25.52
Belfast	1 172	2.77	88	21.13
Birmingham	1 080	2.55	86	18.37
Edinburgh	854	2.02	84	15.82
Aberdeen	685	1.62	81	13.80
Newcastle	609	1.44	79	12.19
East Midlands	546	1.29	77	10.75
Liverpool	408	0.96	74	9.46
Isle of Man	388	0.92	72	8.50
Prestwick	367	0.87	70	7.58
Southampton	319	0.75	67	6.71
Leeds/Bradford	279	0.66	65	5.96
Stansted	241	0.57	63	5.30
Glamorgan	205	0.48	60	4.73
Southend	199	0.47	58	4.25
Bristol	195	0.46	56	3.78
Sumburgh	185	0.44	53	3.32
Tees-side	174	0.41	51	2.88
Others (21 reporting airports)	1 047	2.47	49	2.47

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	4 664	51.36	100	100.00
British Airways European Division	1 114	12.27	98	48.64
British Caledonian Airways	814	8.96	96	36.37
Dan-Air Services	386	4.25	93	27.41
Laker Airways	350	3.85	91	23.16
Britannia Airways	325	3.58	89	19.31
Trans-Meridian Air Cargo	234	2.58	87	15.73
British Airtours	221	2.43	84	13.15
International Aviation Services	197	2.17	82	10.72
Tradewinds Airways	168	1.85	80	8.55
Monarch Airlines	150	1.65	78	6.70
British Midland Airways	130	1.43	76	5.05
British Airways—Northeast Airlines	62	0.68	73	3.62
British Airways—Channel Islands Airways	49	0.54	71	2.94
Invicta International Airlines	47	0.52	69	2.40
British Airways—Cambrian Airways	40	0.44	67	1.88
British Airways—Scottish Airways	33	0.36	64	1.44
British Island Airways	26	0.29	62	1.08
British Air Ferries	11	0.12	60	0.79
Others (26 airlines)	57	0.67	58	0.67

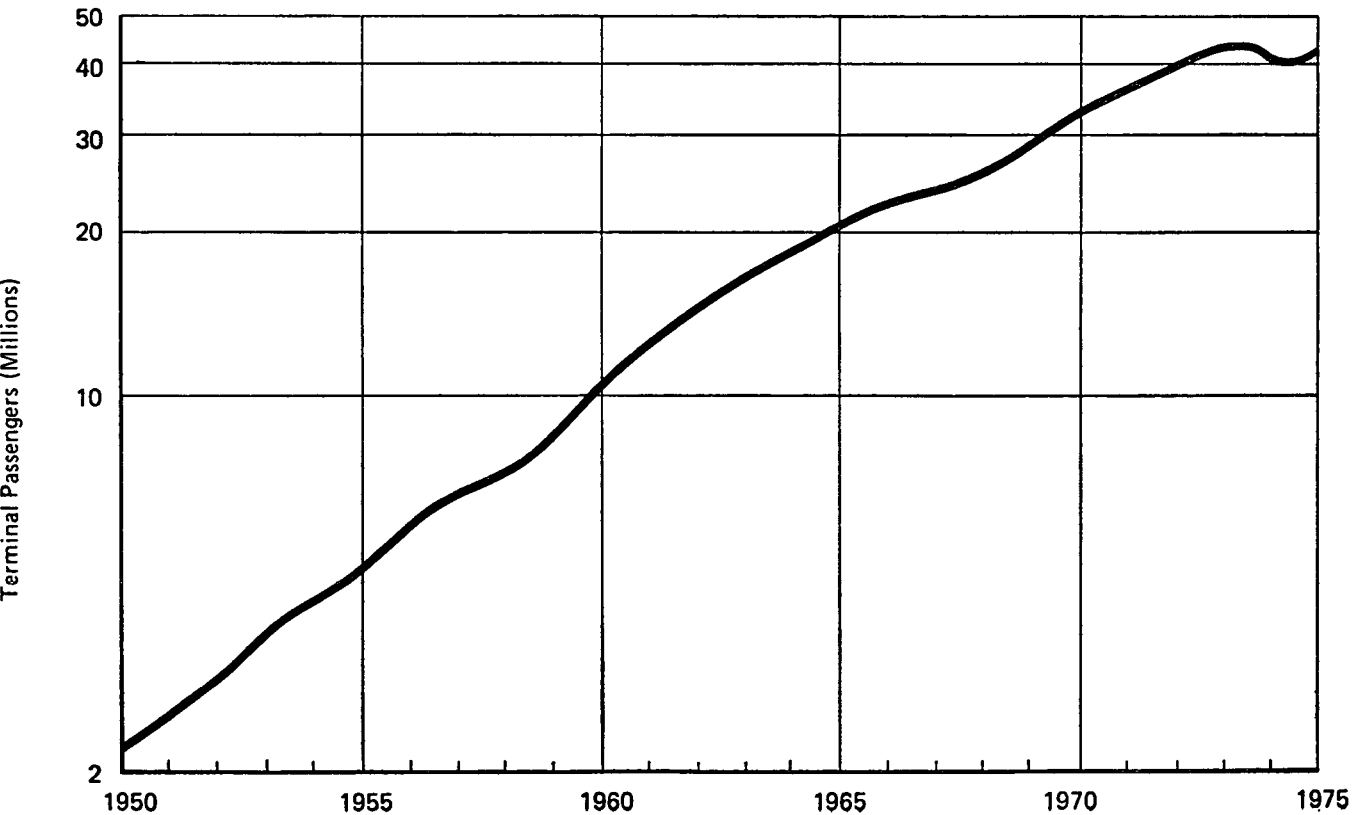
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1976

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
1975	1 911	701	41 846	8 928	5 984	2 944
Year ended						
March 1975	1 883	714	40 110	8 356	5 812	2 543
March 1976	1 899	708	42 367	9 108	6 140	2 968
Latest year's growth (percentages)						
	0.8	-0.9	5.6	9.0	5.6	16.7
Mean rates of growth (percentages) to 1975						
20 years	6.6	4.7	11.8	..	13.0	..
10 years	6.7	3.3	8.1	11.6	9.2	18.1
5 years	4.1	2.8	4.0	5.1	6.1	3.1

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1974	59.2	3 340	35.1	1 699	10.2	666	12.4	844	1.5	131
1975	58.4	3 487	33.2	1 721	11.3	711	12.2	900	1.7	154
1974 1st quarter	47.0	2 523	27.7	1 351	8.0	473	10.5	640	0.8	59
2nd quarter	64.2	3 512	38.3	1 777	11.1	722	13.1	876	1.7	137
3rd quarter	71.7	4 482	42.2	2 168	13.2	1 011	13.9	1 066	2.4	237
4th quarter	53.7	2 844	32.1	1 502	8.5	459	12.0	794	1.1	89
1975 1st quarter	48.4	2 532	28.4	1 338	8.1	431	11.1	703	0.9	59
2nd quarter	61.6	3 611	35.3	1 763	11.9	763	12.6	920	1.8	165
3rd quarter	69.8	4 766	38.6	2 209	14.8	1 110	13.7	1 157	2.6	290
4th quarter	53.6	3 039	30.4	1 575	10.4	541	11.5	820	1.3	103
1976 1st quarter	50.9	2 706	29.6	1 451	9.2	443	11.3	751	0.9	60
1974 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
February	44.3	2 186	26.5	1 178	7.0	352	10.3	617	0.6	38
March	50.0	2 904	27.8	1 460	9.6	572	11.4	787	1.2	84
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
February	47.6	2 419	27.8	1 305	8.5	402	10.7	671	0.7	41
March	54.4	2 995	31.7	1 613	9.9	490	11.8	813	1.1	78

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
1976 1st quarter	130.2	55.9	50.9	5.0	74.3	51.8	13.4	9.1
1974 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
February	116.3	48.5	44.3	4.2	67.8	44.5	16.7	6.6
March	157.8	56.4	50.0	6.4	101.4	72.2	20.1	9.1
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
February	121.3	52.1	47.6	4.4	69.3	48.8	12.1	8.3
March	146.9	60.3	54.4	5.9	86.6	60.5	15.7	10.4

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
1976 1st quarter	26 318	4 661	2 089	1 387	877	2 770	4 677	6 041	2 131	5 500
1974 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
February	23 496	4 333	1 748	1 095	878	2 541	3 996	4 257	1 983	5 052
March	27 739	4 707	2 199	1 205	1 109	3 456	2 814	4 616	2 198	7 104
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
February	24 553	4 386	1 958	1 350	737	2 472	4 402	5 760	2 030	4 652
March	27 520	4 992	2 325	1 480	1 061	3 267	4 941	6 661	2 188	6 788

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1974	2 306	259	122	64	35	84	256	78	138	163
1975	2 412	275	136	65	34	86	253	96	131	168
1974 1st quarter	1 760	197	78	51	26	40	213	59	99	72
2nd quarter	2 435	271	128	67	37	98	259	75	141	198
3rd quarter	3 043	351	180	86	50	133	338	96	204	262
4th quarter	1 986	215	103	53	26	62	212	80	108	122
1975 1st quarter	1 810	180	85	50	24	49	165	76	94	89
2nd quarter	2 469	296	149	68	37	101	264	92	135	192
3rd quarter	3 250	389	198	84	51	128	352	116	197	267
4th quarter	2 120	233	111	56	23	66	230	100	99	123
1976 1st quarter	1 914	193	84	52	23	46	210	94	88	82
1974 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	100	67
February	1 535	161	76	44	20	41	162	69	78	74
March	2 112	197	114	58	30	67	141	80	105	125
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
February	1 698	177	80	49	20	41	186	87	80	67
March	2 097	215	102	60	30	59	232	107	91	115

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months										Tonnes
	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967	26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968	30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969	34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970	34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971	34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972	40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973	45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1974	46 745	4 917	941	178	82	1 445	3 513	462	1 774	1 879
1975	42 767	3 871	839	118	66	1 188	2 571	539	1 182	1 662
1974 1st quarter	46 527	5 038	794	286	72	1 593	3 630	371	1 467	2 256
2nd quarter	48 460	5 128	980	151	90	1 587	3 511	453	1 618	1 906
3rd quarter	45 066	4 678	926	128	86	1 314	3 313	518	1 646	1 893
4th quarter	46 926	4 824	1 066	148	81	1 288	3 599	505	2 366	1 461
1975 1st quarter	45 025	4 197	783	138	67	1 284	2 327	429	1 227	1 825
2nd quarter	43 039	3 807	904	122	59	1 260	2 611	563	1 215	1 686
3rd quarter	40 959	3 460	826	112	76	1 102	2 515	537	1 163	1 728
4th quarter	42 045	4 020	844	101	62	1 105	2 832	628	1 121	1 408
1976 1st quarter	42 131	3 878	734	106	47	1 095	2 513	686	1 174	1 655
1974 October	49 110	4 885	947	176	80	1 462	3 586	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
February	43 036	3 979	769	161	74	1 217	2 246	376	1 145	1 850
March	49 744	4 355	765	126	64	1 380	2 223	475	1 325	1 829
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	551	1 104	1 228
February	40 483	3 782	623	72	46	1 026	2 383	656	1 203	1 527
March	45 860	4 203	937	162	52	1 396	2 819	850	1 215	2 209

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
1976 1st quarter	491.2	265.3	11.4	63.6	190.3	54.0	3 778.3	2 119.9	56.1
1974 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
February	392.3	209.0	10.3	59.3	139.4	53.3	2 957.6	1 543.7	52.2
March	503.2	289.2	12.9	79.4	196.9	57.5	3 735.7	2 198.6	58.9
October	500.3	263.9	1.05	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
February	441.6	228.2	10.2	57.8	160.2	51.7	3 405.7	1 776.6	52.2
March	577.0	319.0	14.0	83.9	221.1	55.3	4 386.8	2 458.4	56.0

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
1976 1st quarter	27.2	14.1	0.2	1.1	12.7	51.8	264.9	151.1	57.1
1974 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
February	21.0	10.6	0.2	1.1	9.3	50.7	195.8	110.5	56.4
March	19.1	11.9	0.2	1.1	10.6	62.4	179.8	125.4	69.7
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
February	25.8	12.9	0.2	1.1	11.6	50.0	251.0	137.7	54.9
March	28.6	15.5	0.2	1.2	14.0	54.3	279.9	166.7	59.6

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
1976 1st quarter	463.9	251.2	11.2	62.5	177.5	54.2	3 513.4	1 968.7	56.0
1974 October	456.9	248.9	9.8	64.0	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
February	371.3	198.3	10.1	58.1	130.2	53.4	2 761.8	1 433.2	51.9
March	484.1	277.2	12.6	78.2	186.4	57.3	3 555.8	2 073.1	58.3
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
February	415.7	215.3	10.0	56.7	148.6	51.8	3 154.7	1 638.9	51.9
March	548.5	303.5	13.8	82.6	207.1	55.3	4 106.9	2 291.7	55.8

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
1976 1st quarter	183.5	27.2	54.2	8.0	20.4	3.0	109.0	16.2
1974 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
February	146.8	27.2	41.1	7.6	13.8	2.6	91.9	17.1
March	196.1	28.0	64.1	9.1	29.8	4.3	102.2	14.6
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
February	160.8	26.7	50.4	8.4	13.7	2.3	96.7	16.1
March	197.2	25.5	59.0	7.6	20.1	2.6	118.1	15.3

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
1976 1st quarter	615.9	520.6	84.5	338.2 338.5	3 234	4 806	1 486	1 539 1 538
1974 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
February	469.9	423.1	90.1	285.8	2 616	3 711	1 419	1 480
March	734.2	647.0	88.1	441.4	3 990	5 676	1 423	1 466
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
February	573.9	496.0	86.4	324.2 325.2	3 024	4 449	1 471	1 530 1 525
March	671.5	586.5	87.3	376.2	3 479	5 216	1 499	1 559

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
1976 1st quarter	217.8	174.9	80.3	52.7 54.0 56.8	1 007	1 397	1 387	3 407 3 379 3 239
1974 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
February	140.1	113.0	80.7	31.5	718	840	1 170	3 587
March	309.9	255.5	82.5	82.8	1 297	1 832	1 413	3 086
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	78.4 67.4 78.2	1 146	1 828	1 595	2 987 3 475
February	147.3	115.5	78.4	34.1 38.2	807	992	1 229	3 387 3 424
March	214.2	174.9	81.7	56.5	1 067	1 371	1 285	3 096

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	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
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
1976 1st quarter		1 238	57	35	193	173	23	98	75	118	28	16	28	212	21	80	9	72
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	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						
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	32.0	12.0	32.8	14.7	26.2	215.0	13.1	99.4						
1976 1st quarter		470.8	27.7	20.1	55.8	12.7	30.6	15.3	27.5	168.3	12.4	100.3						

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 March 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	7 858	5 229	—	512	2	467	80	—	1 463	—	105
+ Heathrow	22 213	20 248	—	94	—	103	275	—	1 404	10	79
+ Luton	3 874	1 045	34	247	34	101	26	1 277	1 094	—	16
+ Southend	4 810	781	—	—	—	277	—	2 286	1 449	17	—
+ Stansted	2 453	217	—	52	—	1 160	28	179	745	70	2
TOTAL (London Area)	41 208	27 520	34	905	36	2 108	409	3 742	6 155	97	202
Westland Heliport (Battersea)	797	174	20	172	—	—	—	—	289	—	142
Other UK Airports											
+ Leeds/Bradford	2 565	765	40	30	89	97	58	808	646	6	26
+ Liverpool	4 919	895	6	157	72	94	9	2 672	966	14	34
+ Manchester	5 611	3 332	—	206	39	94	213	652	1 022	4	49
+ Birmingham	5 062	1 465	—	65	18	154	65	2 200	1 073	—	22
+ Coventry	4 970	11	—	3	198	731	65	2 817	1 143	—	2
+ East Midlands	4 772	849	—	148	13	736	39	1 953	958	8	68
+ Newcastle	2 751	975	—	43	444	174	10	876	161	2	66
+ Tees-side	3 078	505	316	31	—	864	—	820	422	2	118
+ Bristol	2 128	499	—	9	1	4	21	962	613	5	14
+ Glamorgan	3 133	506	—	82	—	190	—	2 024	321	—	10
Swansea	895	56	—	2	15	6	—	690	126	—	—
+ Blackpool	6 579	247	—	24	118	834	—	4 620	728	—	8
+ Bournemouth	4 649	556	—	135	—	1 241	—	1 262	1 387	9	59
+ Cambridge	2 743	23	—	15	5	44	1	576	367	—	1 712
+ Exeter	2 559	124	—	5	141	26	2	999	732	76	454
Gloucester/Cheltenham	2 768	41	6	—	10	692	—	1 499	486	—	34
Hawarden	1 581	—	—	—	—	134	—	1 228	206	—	13
Isles of Scilly	218	182	—	2	—	16	—	—	18	—	—
+ Lydd	2 477	332	—	4	—	32	—	902	1 107	—	100
+ Manston	294	96	—	4	88	81	—	—	25	—	—
+ Norwich	1 373	577	2	12	226	50	206	4	286	—	10
Penzance Heliport	228	182	—	—	—	28	—	—	18	—	—
+ Southampton	2 844	733	2	33	56	1 532	—	142	336	—	10
+ Edinburgh	6 370	1 486	—	10	—	169	11	2 026	744	22	1 902
+ Glasgow	5 946	2 939	—	63	1	152	87	1 376	731	—	597
+ Prestwick	5 429	516	—	8	—	3 817	6	354	184	—	544
+ Aberdeen	6 328	3 348	—	425	15	875	5	1 443	197	—	20
Benbecula	290	220	—	2	40	—	—	—	2	—	26
Inverness	1 422	605	—	—	251	266	—	218	78	—	4
Islay	106	64	—	3	27	—	—	—	4	—	8
+ Kirkwall	1 005	705	—	41	35	6	11	157	48	2	—
Stornoway	371	260	—	19	8	46	2	2	2	4	28
+ Sumburgh	1 912	1 162	—	149	400	185	—	—	6	—	10
Tiree	74	70	—	—	—	—	—	4	—	—	—
Wick	282	227	—	11	—	—	—	30	—	—	14
+ Belfast	5 810	1 608	—	60	42	—	—	1 294	242	2	2 562
+ Isle of Man	1 317	580	—	51	113	217	—	216	130	2	8
TOTAL (Incl. London Area)	146 864	54 435	426	2 929	2 501	15 695	1 220	38 568	21 959	255	8 876
Channel Islands Airports											
Alderney	642	642	..	..	..	..	..	..	..	..	..
Guernsey	2 420	2 420	..	..	..	..	..	..	..	..	..
Jersey	3 726	3 726	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	6 788	6 788	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator March 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	5 229	36	2 658	397	130	1 812	196
+ Heathrow	20 248	9 485	573	9 668	291	25	206
+ Luton	1 045	—	—	—	—	959	86
+ Southend	781	—	545	—	—	210	26
+ Stansted	217	—	2	—	—	82	133
TOTAL (London Area)	27 520	9 521	3 778	10 065	421	3 088	647
Westland Heliport (Battersea)	174	—	—	—	—	174	—
Other UK Airports							
+ Leeds/Bradford	765	295	388	20	—	59	3
+ Liverpool	895	510	—	58	21	262	44
+ Manchester	3 332	1 475	303	886	28	620	20
+ Birmingham	1 465	649	451	84	38	210	33
+ Coventry	11	—	—	—	—	2	9
+ East Midlands	849	5	516	—	—	324	4
+ Newcastle	975	282	616	—	4	72	1
+ Tees-side	505	9	474	—	—	20	2
Bristol	499	271	104	40	26	51	7
Glamorgan	506	171	175	37	34	67	22
Swansea	56	—	—	—	—	44	12
+ Blackpool	247	—	214	—	—	33	—
+ Bournemouth	556	2	479	—	—	75	—
+ Cambridge	23	—	—	—	—	15	8
Exeter	124	—	121	—	—	1	2
Gloucester/Cheltenham	41	—	16	—	—	25	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	182	182	—	—	—	—	—
+ Lydd	332	—	326	—	—	2	4
Manston	96	—	—	—	—	61	35
Norwich	577	—	475	—	—	102	—
Penzance Heliport	182	182	—	—	—	—	—
+ Southampton	733	185	495	—	—	39	14
+ Edinburgh	1 486	701	720	36	7	8	14
+ Glasgow	2 939	1 709	650	353	32	161	34
+ Prestwick	516	333	—	152	2	4	25
+ Aberdeen	3 348	738	426	—	305	1 761	118
Benbecula	220	54	166	—	—	—	—
Inverness	605	324	132	—	24	116	9
Islay	64	46	—	—	—	18	—
+ Kirkwall	705	218	—	20	48	419	—
Stornoway	260	108	144	—	—	8	—
+ Sumburgh	1 162	215	12	—	300	635	—
Tiree	70	—	68	—	—	2	—
Wick	227	216	—	—	2	9	—
+ Belfast	1 608	1 085	399	28	—	89	7
+ Isle of Man	580	408	168	—	—	4	—
TOTAL (Incl. London Area)	54 435	19 894	11 816	11 779	1 292	8 580	1 074
Channel Islands Airports							
Alderney	642	—	586	—	—	56	—
Guernsey	2 420	164	1 963	—	—	293	—
Jersey	3 726	723	2 580	34	1	377	11
TOTAL (Channel Islands Airports)	6 788	887	5 129	34	1	726	11

Air Transport Movements

Table 13

Comparison with a Year Earlier

	January 1976 —March 1976	January 1975 —March 1975	Percentage Change
London Area Airports			
+ Gatwick	4 945	4 591	7.7
+ Heathrow	19 510	19 559	-0.3
+ Luton	960	937	2.5
+ Southend	716	736	-2.7
+ Stansted	187	196	-4.6
TOTAL (London Area)	26 318	26 019	1.1
Westland Heliport (Battersea)	121	209	-42.1
Other UK Airports			
+ Leeds/Bradford	671	596	12.6
+ Liverpool	840	1 092	-23.1
+ Manchester	3 150	3 050	3.3
+ Birmingham	1 344	1 254	7.2
+ Coventry	4	24	-83.3
+ East Midlands	742	673	10.3
+ Newcastle	913	795	14.8
+ Tees-side	474	401	18.2
+ Bristol	400	489	-18.2
+ Glamorgan	435	499	-12.8
Swansea	42	24	75.0
+ Blackpool	238	253	-5.9
+ Bournemouth	436	467	-6.6
+ Cambridge	26	29	-10.3
+ Exeter	120	132	-9.1
Gloucester/Cheltenham	26	26	—
Hawarden	—	—	—
Isles of Scilly	131	148	-11.5
+ Lydd	288	351	-17.9
+ Manston	88	97	-9.3
+ Norwich	531	443	19.9
Penzance Heliport	131	141	-7.1
+ Southampton	636	622	2.3
+ Edinburgh	1 404	1 371	2.4
+ Glasgow	2 740	1 807	51.6
+ Prestwick	533	682	-21.8
+ Aberdeen	3 064	2 004	52.9
Benbecula	194	115	68.7
Inverness	536	439	22.1
Islay	66	65	1.5
+ Kirkwall	621	584	6.3
Stornoway	237	139	70.5
+ Sumburgh	1 056	964	9.5
Tiree	64	50	28.0
Wick	204	210	-2.9
+ Belfast	1 577	1 622	-2.8
+ Isle of Man	554	578	-4.2
TOTAL (Incl. London Area)	50 952	48 463	5.1
Channel Islands Airports			
Alderney	505	538	-6.1
Guernsey	2 002	2 138	-6.4
Jersey	2 993	3 205	-6.6
TOTAL (Channel Islands Airports)	5 500	5 880	-6.5

Air Transport Landings Diverted to UK Reporting Airports

March 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	
Heathrow	2		1Ga				1Em																										
Luton	8														1Bi		1Ga 1Em 1Bi 2He	1Em 1He															
Leeds	17			1Em								3Te		1Ma	2Te			7Te				1Em				1Em 1Ma							
Liverpool	2																		2Ma														
Manchester	2																		2Li														
Birmingham	4																4Ma																
Glamorgan	1																														1Ma		
Blackpool	1		1Ma																														
Exeter	1																					1Bo											
Norwich	2		2St																														
Southampton	3																		3Ga														
Edinburgh	8															3Gl													4Gl		1Gl		
Glasgow	4																			4Ed													
Other UK	6																3Wi 1He	1Sh 1He				1Ex						1Bo					
Overseas	11		1Ki			1He	1Pr				1He	1He			1He			1He												1St 1Lu			
All Aerodromes	72	—	5	1	—	1	2	—	—	—	1	1	3	—	3	5	13	14	9	—	—	3	—	—	—	2	1	—	4	2	2	—	

Aerodrome of actual landing: letter code

Ab Aberdeen
As Ashford
Be Belfast
Bb Benbecula
Bi Birmingham
Bl Blackpool
Bo Bournemouth
Br Bristol

Ca Cambridge
Co Coventry
Em East Midlands
Ed Edinburgh
Ex Exeter
Ga Gatwick
Gm Glamorgan
Gl Glasgow

Go Gloucester/Cheltenham
Ha Hawarden
He Heathrow
In Inverness
Is Islay
Im Isle of Man
Ki Kirkwall
Lb Leeds/Bradford

Li Liverpool
Lu Luton
Ld Lydd
Ma Manchester
Mt Manston
Ne Newcastle
No Norwich
Po Portsmouth

Pr Prestwick
Sh Southampton
So Southend
St Stansted
Sw Stornoway
Su Sumburgh
Ss Swansea
Te Tees-side

Ti Tiree
Wi Wick
Xi Other Internal
Xo Overseas

Air Passengers by Type and Nationality of Operator

March 1976

Table 15

Total				Scheduled Services				Charter Flights							
				United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators					
				British Airways		Others				British Airways		Others			
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London Area Airports															
+ Gatwick	313 674	312 551	1 123	914	49	104 256	—	5 081	—	20 525	—	158 585	1 074	23 190	—
+ Heathrow	1 688 647	1 656 974	31 673	822 018	—	19 382	—	759 348	30 394	37 575	—	377	113	18 274	1 166
+ Luton	101 808	101 803	5	—	—	—	—	—	—	—	—	95 228	—	6 575	5
+ Southend	11 098	11 098	—	—	—	10 695	—	—	—	—	—	182	—	221	—
+ Stansted	14 965	14 823	142	—	—	49	—	—	—	—	—	123	—	14 651	142
TOTAL (London Area)	2 130 192	2 097 249	32 943	822 932	49	134 382	—	764 429	30 394	58 100	—	254 495	1 187	62 911	1 313
Westland Heliport (Battersea)	441	441	—	—	—	—	—	—	—	—	—	441	—	—	—
Other UK Airports															
+ Leeds/Bradford	21 640	18 812	2 828	12 581	601	5 308	2 195	772	—	—	—	139	32	12	—
+ Liverpool	25 624	25 187	437	19 581	419	—	—	2 723	—	945	—	1 616	—	322	18
+ Manchester	177 072	170 983	6 089	86 382	513	6 165	1 517	24 872	2 433	2 274	—	50 186	1 626	1 104	—
+ Birmingham	72 062	69 183	2 879	30 565	106	6 856	2 458	5 161	197	2 187	—	21 296	118	3 118	—
+ Coventry	178	178	—	—	—	—	—	—	—	—	—	178	—	—	—
+ East Midlands	32 939	32 898	41	168	38	15 403	—	—	—	—	—	17 327	3	—	—
+ Newcastle	47 227	43 957	3 270	22 763	—	13 607	3 270	—	—	281	—	7 306	—	—	—
+ Tees-side	17 766	16 074	1 692	427	—	14 329	1 692	—	—	—	—	1 309	—	9	—
+ Bristol	16 634	12 344	4 290	3 951	2 916	1 151	527	1 417	293	445	554	5 134	—	246	—
+ Glamorgan	19 979	17 893	2 086	4 326	—	1 572	1 316	646	592	1 568	178	7 697	—	2 084	—
Swansea	196	196	—	—	—	—	—	—	—	—	—	141	—	55	—
+ Blackpool	3 788	3 788	—	—	—	3 514	—	—	—	—	—	274	—	—	—
+ Bournemouth	8 023	7 925	98	—	73	5 928	25	—	—	—	—	1 997	—	—	—
+ Cambridge	299	299	—	—	—	—	—	—	—	—	—	45	—	254	—
+ Exeter	3 455	3 029	426	—	—	2 964	426	—	—	—	—	65	—	—	—
Gloucester/Cheltenham	404	404	—	—	—	305	—	—	—	—	—	99	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	4 078	4 078	—	4 078	—	—	—	—	—	—	—	—	—	—	—
+ Lydd	4 510	4 510	—	—	—	4 486	—	—	—	—	—	12	—	12	—
+ Manston	309	309	—	—	—	—	—	—	—	—	—	149	—	160	—
+ Norwich	10 458	10 458	—	—	—	9 638	—	—	—	—	—	820	—	—	—
Penzance Heliport	4 078	4 078	—	4 078	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	19 643	19 526	117	6 722	37	12 267	74	—	—	—	—	449	6	88	—
+ Edinburgh	72 393	69 778	2 615	48 310	720	18 435	1 849	1 495	—	242	39	342	7	954	—
+ Glasgow	154 134	151 400	2 734	101 347	—	21 645	—	9 024	2 729	1 238	—	14 617	—	3 529	5
+ Prestwick	20 719	11 310	9 409	8 687	4 894	—	—	1 241	4 199	108	—	352	—	922	316
+ Aberdeen	62 726	61 701	1 025	30 395	903	8 369	6	—	—	2 829	—	18 407	—	1 701	116
Benbecula	2 005	1 956	49	1 294	—	662	49	—	—	—	—	—	—	—	—
Inverness	12 291	10 891	1 400	9 650	1 400	792	—	—	—	62	—	317	—	70	—
Islay	853	853	—	812	—	—	—	—	—	—	—	41	—	—	—
+ Kirkwall	9 162	7 794	1 368	4 839	1 024	—	—	86	196	1 151	—	1 718	148	—	—
Stornoway	4 119	4 119	—	3 435	—	666	—	—	—	—	—	18	—	—	—
+ Sumburgh	17 727	16 932	795	6 096	—	28	—	—	—	3 440	—	7 368	795	—	—
Tiree	361	162	199	—	—	156	199	—	—	—	—	6	—	—	—
Wick	5 513	2 468	3 045	2 353	3 045	—	—	—	—	77	—	38	—	—	—
+ Belfast	75 930	75 921	9	65 824	—	7 669	8	837	—	—	—	954	—	637	1
+ Isle of Man	16 919	15 563	1 356	11 653	1 122	3 736	234	—	—	—	—	174	—	—	—
TOTAL (Incl. London Area)	3 075 847	2 994 647	81 200	1 313 249	17 860	300 033	15 845	812 703	41 033	74 947	771	415 527	3 922	78 188	1 769
Channel Islands Airports															
Alderney	3 864	3 864	—	—	—	3 704	—	—	—	—	—	160	—	—	—
Guernsey	31 300	31 300	—	7 416	—	23 235	—	—	—	—	—	649	—	—	—
Jersey	81 291	80 128	1 163	36 703	23	40 871	1 138	780	1	—	—	1 336	1	438	—
TOTAL (Channel Is. Airports)	116 455	115 292	1 163	44 119	23	67 810	1 138	780	1	—	—	2 145	1	438	—

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	January 1976 —March 1976	January 1975 —March 1975	Percentage change
London Area Airports			
+ Gatwick	278 759	279 124	-0.1
+ Heathrow	1 524 144	1 415 106	7.7
+ Luton	89 527	93 585	-4.3
+ Southend	9 012	10 125	-11.0
+ Stansted	12 689	11 575	9.6
TOTAL (London Area)	1 914 131	1 809 514	5.8
Westland Heliport (Battersea)	296	328	-9.8
Other UK Airports			
+ Leeds/Bradford	15 890	15 518	2.4
+ Liverpool	22 530	32 067	-29.7
+ Manchester	154 964	132 213	17.2
+ Birmingham	59 026	59 740	-1.2
+ Coventry	59	93	-36.6
+ East Midlands	25 344	24 737	2.5
+ Newcastle	39 178	37 917	3.3
+ Tees-side	13 186	11 827	11.5
+ Bristol	8 366	8 443	-0.9
+ Glamorgan	14 251	15 392	-7.4
Swansea	125	80	56.3
+ Blackpool	3 420	4 326	-20.9
+ Bournemouth	5 664	5 945	-4.7
+ Cambridge	168	165	1.8
+ Exeter	2 276	2 808	-18.9
Gloucester/Cheltenham	178	192	-7.3
Hawarden	—	—	—
Isles of Scilly	2 552	2 904	-12.1
+ Lydd	4 371	6 090	-28.2
+ Manston	232	402	-42.3
+ Norwich	9 466	7 993	18.4
Penzance Heliport	2 552	2 885	-11.5
+ Southampton	14 792	14 630	1.1
+ Edinburgh	61 157	67 894	-9.9
+ Glasgow	135 678	74 878	81.2
+ Prestwick	12 925	22 185	-41.7
+ Aberdeen	54 261	40 922	32.6
Benbecula	1 796	1 610	11.6
Inverness	9 622	8 658	11.1
Islay	781	681	14.7
+ Kirkwall	6 729	6 105	10.2
Stornoway	3 787	3 142	20.5
+ Sumburgh	15 278	12 564	21.6
Tiree	151	125	20.8
Wick	1 935	2 174	-11.0
+ Belfast	74 430	78 587	-5.3
+ Isle of Man	14 080	16 084	-12.5
TOTAL (Incl. London Area)	2 705 628	2 531 817	6.9
Channel Islands Airports			
Alderney	2 694	2 956	-8.9
Guernsey	24 248	24 419	-0.7
Jersey	55 615	61 174	-9.1
TOTAL (Channel Islands Airports)	82 556	88 550	-6.8

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
	Jan.- Mar. 1976	Jan.- Mar. 1976	Jan.- Mar. 1975	Per- centage change	Jan.- Mar. 1976	Jan.- Mar. 1975	Per- centage change
London Area Airports							
+ Gatwick	278 759	231 645	240 321	-4	47 114	38 803	21
+ Heathrow	1 524 144	1 250 391	1 198 909	4	273 753	216 197	27
+ Luton	89 527	87 242	93 276	-6	2 285	309	
+ Southend	9 012	8 888	10 014	-11	124	111	12
+ Stansted	12 689	12 370	11 499	8	319	76	
TOTAL (London Area)	1 914 131	1 590 537	1 554 018	2	323 594	255 496	27
Westland Heliport (Battersea)	296	1	1	—	296	328	-10
Other UK Airports							
+ Leeds/Bradford	15 890	2 329	2 356	-1	13 560	13 161	3
+ Liverpool	22 530	5 522	9 580	-42	17 008	22 487	-24
+ Manchester	154 964	92 806	80 286	16	62 158	51 927	20
+ Birmingham	59 026	35 792	42 029	-15	23 234	17 710	31
+ Coventry	59	—	50		59	42	40
+ East Midlands	25 344	16 110	15 599	3	9 234	9 138	1
+ Newcastle	39 178	11 310	13 061	-13	27 868	24 856	12
+ Tees-side	13 186	1 259	1 787	-30	11 927	10 040	19
+ Bristol	8 366	6 136	5 826	5	2 230	2 617	-15
+ Glamorgan	14 251	10 942	9 755	12	3 309	5 637	-41
Swansea	125	40	21	90	85	59	44
+ Blackpool	3 420	183	451	-59	3 237	3 875	-16
+ Bournemouth	5 664	1 423	1 547	-8	4 242	4 398	-4
+ Cambridge	168	143	115	24	25	50	-50
+ Exeter	2 276	292	382	-24	1 984	2 426	-18
Gloucester/Cheltenham	178	—	—	—	178	192	-7
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	2 552	—	—	—	2 552	2 904	-12
+ Lydd	4 371	4 367	6 090	-28	4	—	—
+ Manston	232	232	402	-42	—	—	—
+ Norwich	9 466	5 091	4 576	11	4 375	3 418	28
Penzance	2 552	—	—	—	2 552	2 885	-12
+ Southampton	14 792	415	504	-18	14 377	14 127	2
+ Edinburgh	61 157	4 658	4 935	-6	56 499	62 959	-10
+ Glasgow	135 678	24 546	13 415	83	111 132	61 462	81
+ Prestwick	12 925	11 014	18 111	-39	1 911	4 074	-53
+ Aberdeen	54 261	17 216	11 635	48	37 045	29 287	26
Benbecula	1 796	—	—	—	1 796	1 610	12
Inverness	9 622	28	4		9 594	8 654	11
Islay	781	—	—	—	781	681	15
+ Kirkwall	6 729	90	188	-52	6 640	5 917	12
Stornoway	3 787	—	—	—	3 787	3 142	21
+ Sumburgh	15 278	5 165	4 387	18	10 114	8 177	24
Tiree	151	—	—	—	151	125	21
Wick	1 935	—	—	—	1 935	2 174	-11
+ Belfast	74 430	2 183	1 926	13	72 247	76 661	-6
+ Isle of Man	14 080	361	416	-13	13 720	15 667	-12
TOTAL (Incl. London Area)	2 705 628	1 850 191	1 803 452	3	855 437	728 365	17

(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	January —March 1976			January —March 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	10.0	7.9	2.2	9.9	7.4	2.5	1
London — Vienna	9.0	7.9	1.1	9.1	7.2	1.9	-1
Other Routes	1.0	—	1.0	0.8	0.2	0.6	24
Belgium	57.2	55.6	1.5	57.3	56.0	1.3	—
London — Brussels	42.1	41.7	0.3	42.4	42.4	—	-1
Other S.E. England — Belgium	10.2	9.7	0.4	10.7	10.2	0.5	-5
Other Routes	5.0	4.2	0.8	4.1	3.4	0.7	21
Denmark	35.5	27.3	8.2	31.5	24.6	6.9	13
London — Copenhagen	30.9	23.3	7.6	26.6	20.9	5.7	16
Other Routes	4.6	4.0	0.7	4.9	3.7	1.2	-6
Finland	6.8	6.2	0.7	5.9	5.0	0.9	16
France	193.1	173.9	19.1	192.1	172.2	19.9	—
London — Nice	8.7	6.9	1.9	7.4	6.6	0.8	18
— Paris	137.5	133.0	4.6	137.4	130.6	6.7	—
— N. France (a)	7.6	6.6	1.0	7.8	7.0	0.7	-2
— Other France	14.8	11.0	3.8	16.1	10.4	5.8	-8
Manchester — Paris	4.7	4.7	—	4.5	4.5	—	4
Other UK — Paris	8.2	6.1	2.1	7.0	5.8	1.2	17
Luton — Other France	1.6	—	1.6	2.1	—	2.1	-25
Other S.E. England — France	5.3	5.3	—	7.0	7.0	—	-24
Other Routes	4.6	0.5	4.1	2.9	0.4	2.5	60
Germany (Fed. Republic)	162.7	109.2	53.5	167.3	107.2	60.1	-3
London — Dusseldorf	19.9	18.8	1.1	20.9	17.8	3.0	-5
— Frankfurt	36.3	33.1	3.2	38.2	32.7	5.5	-5
— Hamburg	17.6	15.8	1.8	15.3	14.8	0.5	15
— Munich	36.4	11.0	25.3	39.3	11.0	28.3	-7
— Other Germany	24.5	22.9	1.7	24.9	23.2	1.7	-1
Luton — Germany	10.2	—	10.2	10.9	—	10.9	-7
Manchester — Germany	9.2	5.3	3.9	7.6	5.1	2.4	22
Other Routes	8.5	2.2	6.3	10.4	2.6	7.7	-18
Gibraltar	5.3	5.0	0.2	7.1	6.8	0.2	-25
Greece	24.0	18.0	6.0	19.8	15.2	4.5	21
Iceland	1.4	1.4	—	2.0	1.9	0.1	-28
London — Reykjavik	0.6	0.6	—	1.1	1.1	—	-41
Glasgow — Reykjavik	0.8	0.8	—	0.8	0.8	—	-1
Other Routes	—	—	—	0.1	—	0.1	—

Table 18 cont.

	January —March 1976			January —March 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	107.5	105.3	2.2	105.6	103.6	2.0	2
London – Cork	8.7	8.6	0.1	8.3	8.1	0.1	5
– Dublin	55.6	55.4	0.2	53.8	53.6	0.2	3
– Shannon	6.2	5.8	0.3	5.6	5.4	0.1	11
Manchester – Dublin	10.1	10.1	—	10.0	10.0	—	1
Birmingham – Dublin	7.9	7.6	0.4	7.9	7.6	0.4	—
Glasgow – Dublin	4.2	4.2	—	2.3	2.3	—	85
Liverpool – Dublin	4.3	4.2	0.1	4.7	4.7	—	–9
Leeds/Bradford – Dublin	1.5	1.5	—	1.8	1.8	—	–17
Edinburgh – Dublin	1.4	1.2	0.2	3.5	3.0	0.5	–60
Bristol – Dublin	1.7	1.7	—	1.5	1.5	0.1	11
Other Routes	5.9	4.9	1.0	6.3	5.6	0.7	–6
Italy	98.6	53.7	44.9	99.1	56.8	42.3	—
London – Genoa (g)	0.7	—	0.7	0.3	—	0.3	—
– Milan	30.7	19.9	10.8	29.9	20.5	9.4	3
– Rimini (g)	—	—	—	0.2	—	0.2	—
– Rome	25.5	21.4	4.1	30.5	24.5	6.0	–16
– Venice	5.4	2.2	3.2	4.1	2.0	2.1	32
– Other Italy	17.9	9.0	8.9	15.1	8.0	7.1	19
Luton – Rimini	0.4	—	0.4	0.5	—	0.5	–19
– Other Italy	14.0	—	14.0	14.0	—	14.0	—
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	1.4	—	1.4	1.9	—	1.9	–25
Other Routes	2.6	1.1	1.4	2.8	1.8	1.0	–7
Luxembourg	3.7	3.6	0.1	3.7	3.5	0.2	–1
London – Luxembourg	3.7	3.6	0.1	3.6	3.5	0.1	3
Other Routes	—	—	—	0.2	—	0.2	–87
Netherlands	117.5	116.0	1.5	111.0	108.2	2.7	6
London – Amsterdam	70.3	69.9	0.4	68.4	67.6	0.8	3
– Rotterdam	16.5	16.3	0.2	15.7	15.7	0.1	5
Other S.E. England – Netherlands	4.6	4.2	0.4	4.2	3.6	0.6	10
Manchester – Amsterdam	8.1	8.1	—	7.3	7.2	—	11
Other Routes	18.0	17.5	0.5	15.4	14.2	1.3	17
Norway	27.9	20.7	7.2	19.6	16.2	3.4	43
London – Oslo	16.0	11.3	4.7	11.7	9.9	1.8	37
Other Routes	11.9	9.4	2.5	7.9	6.3	1.6	51
Portugal	15.9	10.4	5.5	22.4	12.4	10.0	29
London – Lisbon	9.2	7.3	1.9	11.5	8.6	2.8	–20
Other Routes	6.7	3.2	3.6	11.0	3.8	7.2	–39
Soviet Union and Eastern Europe (b)	21.1	13.9	7.2	23.4	14.7	8.6	–10
London – Moscow	5.5	4.5	1.0	6.3	5.0	1.3	–13
– Prague	1.7	1.7	—	1.8	1.8	—	–9
Other Routes	14.0	7.8	6.2	15.3	7.9	7.4	–9

Table 18 cont.

	January —March 1976			January —March 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	214.8	62.6	152.3	240.6	75.5	165.1	-11
London — Barcelona	11.9	10.2	1.7	17.9	12.9	5.0	-33
— Ibiza	2.0	0.4	1.6	3.1	0.7	2.4	-36
— Madrid	24.6	21.1	3.5	27.6	23.7	3.9	-11
— Malaga	15.2	9.1	6.2	19.3	12.9	6.4	-21
— Palma	27.9	8.9	18.9	31.1	10.3	20.8	-10
— Other Spain	27.2	11.5	15.7	26.2	13.8	12.4	4
Luton — Alicante	5.4	—	5.4	7.3	—	7.3	-26
— Barcelona	0.1	—	0.1	4.9	—	4.9	-97
— Gerona	3.5	—	3.5	0.7	—	0.7	
— Ibiza	2.5	—	2.5	2.7	—	2.7	-9
— Palma	8.2	—	8.2	10.2	—	10.2	19
— Other Spain	7.9	—	7.9	6.5	—	6.5	20
Other S.E. England — Spain	0.1	—	0.1	0.2	—	0.2	-42
Manchester — Barcelona	—	—	—	1.2	—	1.2	
— Palma	10.4	—	10.4	9.9	—	9.9	5
Other N. England — Spain	24.1	1.2	22.9	23.9	0.6	23.3	1
Scotland — Spain	12.1	0.1	12.0	10.0	0.5	9.5	21
Other Routes	31.7	0.1	31.7	38.0	0.2	37.8	-16
Sweden	21.6	13.5	8.1	19.7	12.3	7.4	10
London — Stockholm	13.7	8.9	4.8	13.2	8.1	5.1	4
Other Routes	7.9	4.6	3.3	6.5	4.2	2.3	20
Switzerland	80.8	61.7	19.1	80.5	62.0	18.6	—
London — Basle	4.6	4.5	0.1	5.1	4.6	0.5	-10
— Geneva	34.9	25.2	9.7	35.8	26.0	9.8	-2
— Zurich	35.8	27.9	7.9	34.4	28.1	6.4	4
Luton — Switzerland	0.8	—	0.8	1.6	—	1.6	-50
Other Routes	4.7	4.1	0.6	3.6	3.2	0.4	31
Yugoslavia	8.9	6.4	2.6	7.4	5.7	1.7	20
London — Dubrovnic	1.4	—	1.4	0.5	—	0.5	
— Ljubljana	1.2	1.1	—	1.2	1.2	—	-1
Luton — Yugoslavia	0.4	—	0.4	0.1	—	0.1	
Other Routes	5.9	5.2	0.7	5.6	4.5	1.1	4
Other Europe	44.6	28.8	15.8	41.6	27.3	14.4	7
WESTERN HEMISPHERE							
Canada	55.8	45.4	10.4	56.1	46.9	9.2	-1
London — Montreal	9.1	8.8	0.3	11.2	10.9	0.3	-19
— Toronto	23.5	17.9	5.6	23.4	17.6	5.8	—
— Other Canada	13.1	10.0	3.2	10.9	8.9	2.0	21
Other UK — Montreal	1.5	1.5	—	1.5	1.5	—	2
— Toronto	7.2	6.0	1.2	7.9	6.9	0.9	-8
Other Routes	1.3	1.2	0.1	1.3	1.2	0.2	-3

Table 18 cont.

	January —March 1976			January —March 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	169.5	154.9	14.7	158.9	144.2	14.7	7
London — New York	66.7	60.2	6.6	61.4	55.9	5.5	9
— Other East Coast USA	47.8	45.1	2.7	46.9	44.7	2.2	2
— Chicago and Detroit	17.7	16.1	1.6	15.8	14.1	1.6	12
— West Coast USA	25.9	24.7	1.3	25.8	23.7	2.1	—
— Other USA	5.5	4.2	1.3	2.3	0.9	1.5	
Other UK — New York	4.9	4.6	0.3	5.4	4.7	0.7	—8
Other Routes	1.0	0.1	0.9	1.3	0.2	1.2	—25
West Atlantic and Caribbean Islands	20.6	20.6	—	19.4	19.4	0.1	6
Central and South America	8.7	8.2	0.5	7.4	7.2	0.3	17
REST OF THE WORLD							
Canary Islands	41.8	4.5	37.3	32.4	5.8	26.6	29
North Africa (c)	20.0	9.1	10.9	16.1	8.6	7.5	25
East Africa (d)	12.8	10.7	2.1	11.7	9.9	1.8	9
Central Africa (e)	5.5	5.5	—	6.0	5.9	—	—8
West Africa (d)	12.4	11.5	0.8	10.0	9.5	0.6	24
South Africa	27.6	27.0	0.7	21.4	21.0	0.4	29
Middle East (f)	75.6	74.7	0.8	66.1	64.9	1.2	14
India	18.9	18.9	—	17.6	17.6	—	7
Pakistan	8.1	8.0	—	7.0	7.0	—	16
Far East	53.4	49.5	3.9	44.6	39.3	5.3	20
Australia and New Zealand	27.9	27.9	—	21.0	20.8	0.2	33
Other Routes n.e.i.	27.9	8.5	19.4	23.5	8.8	14.7	18
ALL ROUTES	1 845.3	1 386.1	459.3	1 786.6	1 331.1	455.5	3

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		January 1976 —March 1976 (000)	January 1975 —March 1975 (000)	Percentage change
London (a)	Aberdeen	14.7	12.2	21
	Belfast	34.7	39.1	-11
	Birmingham	6.4	2.4	
	Channel Islands	29.9	31.3	-4
	Edinburgh	41.1	47.7	-14
	Glasgow	70.1	38.4	83
	Isle of Man	1.1	1.3	-18
	Leeds/Bradford	8.2	8.1	2
	Liverpool	7.9	9.9	-20
	Manchester	34.4	28.9	19
	Newcastle	21.3	19.6	9
	Tees-side	10.3	8.9	16
	Other airports	40.9	7.3	
Belfast	Birmingham	5.0	5.4	-8
	East Midlands	2.7	3.3	-19
	Edinburgh	1.9	2.5	-21
	Glasgow	7.7	4.7	65
	Isle of Man	0.8	1.1	-27
	Leeds/Bradford	1.7	2.3	-27
	Liverpool	2.1	3.2	-35
	Manchester	10.1	9.5	7
	Newcastle	1.4	1.5	-8
	Other airports	4.1	4.1	2
Channel Islands	Bournemouth	2.7	3.0	-9
	Birmingham	2.7	3.1	-14
	Bristol/Glamorgan	2.4	3.0	-18
	East Midlands	1.6	2.2	-28
	Glasgow	—	—	67
	Leeds/Bradford	—	—	—
	Liverpool	—	—	—
	Manchester	1.2	2.0	-39
	Newcastle	—	—	—
	Southampton	12.3	13.6	-9
	Other airports	2.2	2.9	-24
Edinburgh	Birmingham	1.0	1.9	-45
	Glasgow	—	—	-77
	Manchester	4.0	2.9	38
	Other airports	8.4	8.0	5
Glasgow	Birmingham	4.3	2.6	63
	East Midlands	3.6	2.0	77
	Isle of Man	0.5	0.4	35
	Leeds/Bradford	1.3	0.9	42
	Liverpool	—	0.9	-99
	Manchester	5.8	2.7	
	Southampton	1.2	—	
	Other Scottish airports	12.4	7.5	65
	Other airports	4.3	1.3	
Isle of Man	Blackpool	2.0	2.4	-19
	Liverpool	6.5	7.5	-13
	Manchester	2.1	2.3	-7
	Newcastle	—	—	—
	Other airports	0.7	0.7	4
Penzance	Isles of Scilly	2.6	2.9	-12
Other Routes		10.7	25.5	-58
TOTAL		455.3	394.7	15

(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 March 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	7 531·7	—	1·3	566·8	1 000·0	18·8	25·7	17·5	4·1	1 684·4	3 754·5	102·7	355·9	
+ Heathrow	35 695·4	5 173·4	6 353·4	30·6	246·6	10 121·8	12 116·6	30·3	38·1	135·3	258·0	454·2	737·1	
+ Luton	67·1	—	—	—	—	—	—	—	—	0·7	20·6	15·1	30·7	
+ Southend	1 056·0	—	—	543·0	461·0	—	—	—	—	12·0	17·0	—	23·0	
+ Stansted	1 509·5	—	—	—	—	—	—	—	—	151·4	1 176·6	64·5	117·0	
TOTAL (London Area)	45 859·7	5 173·4	6 354·7	1 140·4	1 707·6	10 140·6	12 142·3	47·8	42·2	1 983·8	5 226·7	636·5	1 263·7	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Leeds/Bradford	33·8	10·8	9·6	5·0	3·4	2·6	1·9	—	—	0·1	0·4	—	—	
+ Liverpool	1 180·7	46·6	241·6	—	—	77·0	31·8	0·8	4·8	4·9	502·4	68·4	202·4	
+ Manchester	2 988·2	289·4	308·3	10·9	3·0	998·4	1 138·4	—	0·1	21·4	163·9	—	54·4	
+ Birmingham	187·7	55·9	47·1	12·5	1·7	32·2	38·3	—	—	—	—	—	—	
+ Coventry	34·5	—	—	—	—	—	—	—	—	—	—	18·5	16·0	
+ East Midlands	715·0	—	—	314·7	293·1	—	—	—	—	11·0	13·7	15·6	66·9	
+ Newcastle	127·3	6·5	19·9	66·1	14·7	—	—	—	—	13·3	—	—	6·8	
+ Tees-side	34·2	0·1	—	13·0	10·6	—	—	—	—	10·5	—	—	—	
+ Bristol	39·2	5·9	3·1	3·2	0·4	11·9	14·7	—	—	—	—	—	—	
+ Glamorgan	12·1	0·7	6·1	2·3	0·3	0·2	2·5	—	—	—	—	—	—	
Swansea	1·0	—	—	—	—	—	—	—	—	0·2	0·8	—	—	
+ Blackpool	55·8	—	—	5·0	49·0	—	—	—	—	—	1·8	—	—	
+ Bournemouth	720·8	—	—	469·2	224·0	—	—	—	—	27·6	—	—	—	
+ Cambridge	10·7	—	—	—	—	—	—	—	—	—	—	7·7	3·0	
+ Exeter	42·8	—	—	5·9	14·2	—	—	—	—	—	—	—	22·7	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	7·6	6·3	1·4	—	—	—	—	—	—	—	—	—	—	
+ Lydd	342·1	—	—	122·6	219·4	—	—	—	—	—	—	—	—	
+ Manston	24·0	—	—	—	—	—	—	—	—	9·9	5·3	4·9	3·9	
+ Norwich	87·6	—	—	42·0	44·5	—	—	—	—	0·3	0·8	—	—	
Penzance Heliport	7·6	1·4	6·3	—	—	—	—	—	—	—	—	—	—	
+ Southampton	97·0	5·9	7·3	20·1	63·7	—	—	—	—	—	—	—	—	
+ Edinburgh	198·4	35·4	27·0	62·1	65·5	3·1	5·2	—	—	—	—	0·1	—	
+ Glasgow	1 449·4	616·5	303·7	46·5	34·2	161·9	269·3	0·1	2·3	0·2	0·6	5·2	8·9	
+ Prestwick	1 170·7	403·6	202·5	—	—	265·7	83·5	—	—	—	—	47·9	167·5	
+ Aberdeen	582·2	35·9	60·0	57·7	54·4	—	—	10·9	20·3	71·1	201·6	2·5	67·8	
Benbecula	13·7	11·3	1·5	0·8	0·1	—	—	—	—	—	—	—	—	
Inverness	11·3	3·3	8·0	—	—	—	—	—	—	—	—	—	—	
Islay	3·2	2·6	0·6	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	49·4	33·8	8·4	—	—	—	—	4·0	0·2	0·8	2·2	—	—	
Stornoway	33·8	30·2	2·7	—	0·9	—	—	—	—	—	—	—	—	
+ Sumburgh	148·7	29·7	7·5	—	—	—	—	13·0	33·1	49·4	16·0	—	—	
Tiree	1·0	—	—	0·8	0·2	—	—	—	—	—	—	—	—	
Wick	7·0	3·6	3·4	—	—	—	—	—	—	—	—	—	—	
+ Belfast	951·2	157·1	126·6	94·6	34·6	4·7	3·5	—	—	529·4	0·7	—	—	
+ Isle of Man	264·1	170·4	47·4	41·5	4·8	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	57 493·5	7 136·3	7 804·7	2 536·9	2 844·3	11 698·3	13 731·4	76·6	103·0	2 733·9	6 136·9	807·3	1 884·0	
Channel Islands Airports														
Alderney	22·9	—	—	20·6	1·9	—	—	—	—	0·4	—	—	—	
Guernsey	995·7	7·4	2·4	176·4	77·4	—	—	—	—	209·6	522·5	—	—	
Jersey	1 189·9	36·5	48·7	565·2	501·7	6·7	0·3	—	4·5	9·0	17·3	—	—	
TOTAL (Channel Islands Airports)	2 208·5	43·9	51·1	762·2	581·0	6·7	0·3	—	4·5	219·0	539·8	—	—	

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	January 1976 —March 1976 (tonnes)	January 1975 —March 1975 (tonnes)	Percentage change
London Area Airports			
+ Gatwick	6 732.2	5 522.8	21.9
+ Heathrow	32 846.3	36 175.0	−9.2
+ Luton	103.5	169.4	−38.9
+ Southend	1 009.0	1 561.0	−35.4
+ Stansted	1 440.0	1 597.1	−9.8
TOTAL (London Area)	42 131.1	45 025.3	−6.4
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+ Leeds/Bradford	30.5	46.9	−35.0
+ Liverpool	1 127.6	1 066.7	5.7
+ Manchester	2 719.7	3 083.4	−11.8
+ Birmingham	180.5	215.4	−16.2
+ Coventry	11.5	18.3	−37.2
+ East Midlands	541.7	549.5	−1.4
+ Newcastle	81.8	103.3	−20.8
+ Tees-side	23.8	34.6	−31.2
+ Bristol	34.5	44.7	−22.8
+ Glamorgan	12.2	22.0	−44.5
Swansea	0.9	—	—
+ Blackpool	50.0	43.9	13.9
+ Bournemouth	479.8	449.4	6.8
+ Cambridge	27.3	36.3	−24.8
+ Exeter	60.7	17.6	—
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	8.5	9.8	−13.3
+ Lydd	272.4	338.0	−19.4
+ Manston	23.9	298.3	−92.0
+ Norwich	75.9	23.6	—
Penzance Heliport	8.5	9.8	−13.3
+ Southampton	88.5	57.8	53.1
+ Edinburgh	197.0	337.4	−41.6
+ Glasgow	1 329.2	890.8	49.2
+ Prestwick	986.8	1 098.3	−10.2
+ Aberdeen	455.7	246.6	84.8
Benbecula	12.7	14.5	−12.4
Inverness	11.8	25.4	−53.5
Islay	3.5	2.0	75.0
+ Kirkwall	41.6	38.7	7.5
Stornoway	30.9	18.1	70.7
+ Sumburgh	123.6	78.8	56.9
Tiree	0.8	0.2	—
Wick	5.3	5.0	6.0
+ Belfast	932.5	987.0	−5.5
+ Isle of Man	241.5	240.3	0.5
TOTAL (Incl. London Area)	52 364.1	55 477.8	−5.6
Channel Islands Airports			
Alderney	13.8	16.0	−13.7
Guernsey	733.8	794.3	−7.6
Jersey	906.8	1 015.0	−10.7
TOTAL (Channel Islands Airports)	1 654.4	1 825.3	−9.4

All Scheduled Services March 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			Passengers (000)	As percentage of available
Passenger Services															
British Airways Overseas Division	13 399	3 943	18 270	263 435	3 242 011	1 799 455	55.5	8 733	414 952	230 103	12 254	54 232	163 617	55.5	
British Airways European Division	5 952	8 496	11 343	628 456	726 335	437 082	60.2	3 483	76 220	41 109	1 067	1 954	38 086	53.9	
British Airways Helicopters	11	182	62	3 939	355	240	67.6	10	24	19	—	1	19	81.6	
British Airways Regional Division—															
Channel Islands Airways	461	1 377	1 378	60 247	33 312	20 301	60.9	269	3 132	1 823	20	70	1 733	58.2	
Scottish Airways	396	1 471	1 243	43 250	26 246	14 772	56.3	226	2 434	1 323	15	48	1 260	54.4	
Cambrian Airways	240	1 091	784	36 930	17 553	9 856	56.1	389	1 614	866	5	73	789	53.7	
Northeast Airlines	257	672	732	39 984	23 741	16 144	68.0	59	2 139	1 365	—	25	1 340	63.8	
British Caledonian Airways	2 057	2 420	3 667	87 279	238 561	123 323	51.7	1 161	27 373	14 009	431	2 490	11 089	51.2	
Air Anglia	457	1 258	1 510	18 944	19 824	8 539	43.1	39	1 987	876	—	17	859	44.1	
Aurigny Air Services	92	1 695	526	14 909	1 296	756	58.4	84	123	50	—	3	46	40.2	
British Air Ferries	102	495	429	8 732	3 501	1 678	47.9	1 019	546	370	—	217	153	67.8	
British Island Airways	193	1 077	767	29 020	9 649	5 504	57.0	187	888	501	—	33	468	56.4	
British Midland Airways	397	1 259	1 185	35 385	27 785	12 895	46.4	142	1 943	1 062	—	56	1 006	54.6	
Brymon Airways	37	178	160	1 209	525	247	47.1	5	47	21	—	1	20	44.5	
Dan-Air Services	268	949	938	21 473	15 285	7 178	47.0	—	1 246	583	—	—	583	46.8	
Intra Airways	11	91	62	1 359	387	178	45.9	1	33	14	—	—	13	41.0	
Loganair	50	426	303	2 052	472	276	58.6	—	43	25	—	—	25	58.6	
TOTAL Passenger Services	24 380	27 080	43 357	1 296 603	4 386 837	2 458 426	56.0	15 806	534 742	294 117	13 792	59 220	221 104	55.0	
Cargo Services															
British Airways Overseas Division	1 032	308	1 443					3 083	33 803	20 689	98	20 592		61.2	
British Airways European Division	330	416	520					2 309	4 368	1 862	46	1 816		42.6	
British Caledonian Airways	89	34	118					295	2 711	1 679	36	1 643		61.9	
Air Anglia	30	60	86					74	359	42	—	42		11.7	
Air Freight	30	146	156					328	102	68	—	68		66.1	
Air-Bridge Carriers	42	144	136					744	384	241	—	241		62.9	
British Island Airways	96	311	346					672	441	210	26	184		47.6	
Intra Airways	33	211	180					465	123	77	—	77		63.0	
TOTAL Cargo Services	1 683	1 630	2 985					7 969	42 290	24 868	206	24 664		58.8	
GRAND TOTAL	26 063	28 710	46 342	1 296 603	4 386 837	2 458 426	56.0	23 775	577 032	318 985	13 997	83 883	221 104	—	

International Scheduled Services March 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			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	13 399	3 943	18 270	263 435	3 242 011	1 799 455	55.5	8 733	414 952	230 103	12 254	54 232	163 617	55.5
British Airways European Division	4 947	6 275	9 114	452 057	597 280	355 496	59.5	3 046	62 844	34 003	1 021	1 798	31 183	54.1
British Airways Regional Division—														
Channel Islands Airways	116	257	261	11 094	9 096	5 111	56.2	81	947	471	1	32	439	49.7
Cambrian Airways	76	237	202	8 352	6 145	3 644	59.3	28	536	303	—	11	292	56.5
Northeast Airlines	85	164	231	6 696	7 496	4 267	56.9	18	645	365	—	11	354	56.7
British Caledonian Airways	1 669	1 586	2 755	52 026	206 320	106 694	51.7	754	24 046	12 401	315	2 407	9 680	51.6
Air Anglia	337	680	1 062	12 184	15 022	5 653	37.6	39	1 517	587	—	17	570	38.7
Aurigny Air Services	92	1 695	526	14 909	1 296	756	58.4	84	123	50	—	3	46	40.2
British Air Ferries	102	495	429	8 732	3 501	1 678	47.9	1 019	546	370	—	217	153	67.8
British Island Airways	75	356	299	10 690	3 745	2 253	60.1	28	345	199	—	7	192	57.8
British Midland Airways	103	279	326	7 226	7 421	3 477	46.9	51	580	295	—	24	271	50.9
Brymon Airways	18	71	80	309	213	82	38.4	2	19	7	—	—	7	36.4
Dan-Air Services	133	315	443	8 659	7 211	3 083	42.7	—	589	251	—	—	251	42.7
Intra Airways	5	73	36	1 013	189	72	38.0	1	16	6	—	—	5	34.0
TOTAL Passenger Services	21 157	16 426	34 031	857 382	4 106 945	2 291 722	55.8	13 885	507 705	279 410	13 590	58 760	207 059	55.0
Cargo Services														
British Airways Overseas Division	1 032	308	1 443					3 083	33 803	20 689	98	20 592		61.2
British Airways European Division	298	358	445					1 721	3 763	1 536	45	1 491		40.8
British Caledonian Airways	87	29	113					274	2 690	1 668	24	1 643		62.0
Air Anglia	19	40	56					46	227	27	—	27		11.8
Air Freight	30	146	156					328	102	68	—	68		66.1
British Island Airways	38	80	129					114	176	69	—	69		39.0
TOTAL Cargo Services	1 504	961	2 342					5 565	40 760	24 055	167	23 889		59.0
GRAND TOTAL	22 661	17 387	36 373	857 382	4 106 945	2 291 722	55.8	19 450	548 465	303 465	13 756	82 649	207 059	55.3

Domestic Scheduled Services March 1976

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways European Division	1 005	2 221	2 230	176 399	129 055	81 586	63.2	437	13 376	7 106	47	156	6 903	53.1
British Airways Helicopters	11	182	62	3 939	355	240	67.6	10	24	19	—	1	19	81.6
British Airways Regional Division—														
Channel Islands Airways	346	1 120	1 118	49 153	24 216	15 189	62.7	188	2 184	1 352	19	38	1 295	61.9
Scottish Airways	396	1 471	1 243	43 250	26 246	14 772	56.3	226	2 434	1 323	15	48	1 260	54.4
Cambrian Airways	164	854	582	28 578	11 408	6 212	54.5	361	1 079	564	5	62	497	52.3
Northeast Airlines	171	508	501	33 288	16 246	11 877	73.1	40	1 494	1 000	—	14	986	66.9
British Caledonian Airways	388	834	911	35 253	32 241	16 629	51.6	406	3 327	1 608	116	83	1 409	48.3
Air Anglia	120	578	448	6 760	4 802	2 886	60.1	—	470	289	—	—	289	61.4
British Island Airways	118	721	468	18 330	5 903	3 251	55.1	158	543	302	—	25	276	55.5
British Midland Airways	295	980	860	28 159	20 364	9 418	46.2	91	1 363	767	—	32	735	56.3
Brymon Airways	19	107	80	900	312	166	53.0	3	27	14	—	1	13	50.1
Dan-Air Services	135	634	496	12 814	8 074	4 095	50.7	—	658	331	—	—	331	50.4
Intra Airways	5	18	26	346	198	106	53.5	—	17	8	—	—	8	47.7
Loganair	50	426	303	2 052	472	276	58.6	—	43	25	—	—	25	58.6
TOTAL Passenger Services	3 223	10 654	9 326	439 221	279 892	166 704	59.6	1 921	27 037	14 707	202	460	14 045	54.4
Cargo Services														
British Airways European Division	32	58	75					587	605	327	2	325		54.0
British Caledonian Airways	3	5	5					21	21	11	11	—		52.8
Air Anglia	11	20	30					28	132	15	—	15		11.5
Air-Bridge Carriers	42	144	136					744	384	241	—	241		62.9
British Island Airways	58	231	217					559	266	142	26	115		53.3
Intra Airways	33	211	180					465	123	77	—	77		63.0
TOTAL Cargo Services	180	669	643					2 404	1 530	813	39	774		53.2
GRAND TOTAL	3 402	11 323	9 969	439 221	279 892	166 704	59.6	4 325	28 568	15 521	241	1 234	14 045	54.3

All Non-Scheduled Services March 1976

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	337	89	461	10 117	59 186	52 242	88.3	—	6 586	4 867	—	4 867	73.9
British Airways European Division	467	415	802	25 136	39 155	28 575	73.0	1 068	6 560	3 899	1 324	2 575	59.4
British Airtours	600	261	866	36 689	113 593	84 431	74.3	—	10 298	7 407	—	7 407	71.9
British Airways Helicopters	233	1 818	1 161	12 328	4 672	1 641	35.1	132	455	146	21	125	32.1
British Airways Regional Division—													
Channel Islands Airways	53	54	94	3 129	4 341	3 062	70.5	—	403	272	—	272	67.5
Scottish Airways	20	51	55	1 707	1 485	732	49.3	—	128	66	—	66	52.0
Cambrian Airways	89	205	208	7 057	6 594	4 445	67.4	—	606	368	—	368	60.7
Northeast Airlines	77	99	153	10 242	8 888	8 158	91.8	—	759	678	—	678	89.3
British Caledonian Airways	1 485	685	2 177	39 327	90 864	75 729	83.3	4 285	39 204	27 686	21 001	6 685	70.6
Air Anglia	25	78	89	210	177	74	41.7	—	18	7	—	7	41.7
Air Freight	35	105	174	825	483	249	51.6	28	101	62	44	19	61.5
Air-Bridge Carriers	36	113	129	—	—	—	—	76	367	139	139	—	37.8
Alidair	158	493	429	9 337	7 393	2 880	38.9	124	963	332	92	240	34.4
Beecham Imperial	2	4	5	19	18	12	64.4	—	2	1	—	1	64.4
Bristow Helicopters	455	3 148	2 860	22 777	7 652	3 823	50.0	233	641	385	41	344	60.1
Britannia Airways	1 996	1 328	3 195	154 549	259 454	234 530	90.4	—	22 053	19 951	—	19 951	90.5
British Air Ferries	34	58	129	465	602	198	32.8	71	245	96	78	19	39.4
British Executive Air Services	33	303	203	1 486	454	171	37.7	22	42	16	3	14	38.1
British Island Airways	55	123	174	631	297	224	75.4	71	254	112	93	19	44.2
British Midland Airways	782	610	1 324	48 305	126 360	71 722	56.8	67	10 845	7 172	962	6 211	66.1
Dan-Air Services	2 110	1 608	3 673	124 092	247 669	208 173	84.1	664	20 217	16 914	283	16 632	83.7
Fairflight Charters	58	120	220	534	321	236	73.5	12	43	23	7	16	53.5
Fitair	2	7	5	15	8	6	75.0	—	1	—	—	—	75.0
Green Shield Stamp	24	42	42	127	198	99	50.0	—	19	7	—	7	36.8
I D S Aircraft	42	91	99	275	255	141	55.3	—	21	11	—	11	52.4
International Aviation Service	613	236	1 038	—	—	—	—	1 903	18 774	11 809	11 809	—	62.9
Intra Airways	13	47	68	1 448	497	428	86.2	16	43	33	1	32	78.1
Laker Airways	1 140	517	1 674	50 203	171 535	132 826	77.4	—	16 844	12 822	—	12 822	76.1
Loganair	68	692	313	2 130	627	271	43.3	—	58	25	—	25	43.3
Lowland Aero Service	16	44	54	180	3 555	2 700	75.9	—	268	204	1	203	76.1
MAM Aviation	34	48	50	146	302	105	34.8	—	30	10	—	10	33.3
Management Aviation	12	57	55	482	154	93	60.4	—	11	7	—	7	63.6
McAlpine Aviation	236	335	335	864	1 832	633	34.6	—	163	50	—	50	30.7
Merlot International Airlines	20	37	47	85	138	60	43.9	—	12	5	—	5	39.1
Monarch Airlines	434	282	692	31 202	60 914	51 661	84.8	—	5 956	4 692	—	4 692	78.8
Moseley Aviation	6	23	25	124	44	38	86.4	—	4	3	—	3	75.0
Northern Air Taxis	12	32	42	86	81	33	40.7	—	6	1	—	1	16.7
Northern Executive Aviation	12	26	37	111	91	56	61.5	3	9	6	1	5	66.7
Peters Aviation	31	65	117	560	435	278	63.9	2	30	26	1	24	84.8
Ryburn Air	4	53	20	—	22	—	—	7	3	1	1	—	29.5
Thurston Aviation	37	111	127	82	133	33	24.8	14	35	7	5	2	20.0
Tradewinds Airways	581	174	1 124	—	—	—	—	1 195	14 629	8 056	8 056	—	55.1
Trans-Meridian Air Cargo	753	224	1 540	—	—	—	—	1 640	19 512	11 221	11 221	—	57.5
Vernair Transport	53	109	193	515	372	256	68.9	—	32	21	—	21	64.3
TOTAL	13 283	15 020	26 277	597 597	1 220 850	971 022	79.4	11 641	197 248	139 614	55 181	84 434	70.8
Class 5A Licence TOTAL	362	403	643	21 691	48 072	39 574	77.9	..	5 017	3 739	256	3 483	70.4
TOTAL Excludes 5A Licence	12 921	14 617	25 634	575 906	1 172 778	931 448	79.4	11 641	192 231	135 875	54 925	80 951	70.7

*Does not include cargo carried under Class 5 licences.

International Non-Scheduled Services March 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	336	87	456	9 927	59 120	52 195	88.3	—	6 577	4 862	—	4 862	73.9
British Airways European Division	460	408	795	24 444	38 771	28 296	73.0	1 068	6 519	3 875	1 324	2 551	59.4
British Airtours	600	261	866	36 689	113 593	84 431	74.3	—	10 298	7 407	—	7 407	71.9
British Airways Helicopters	214	1 661	1 067	12 123	4 490	1 535	34.2	124	437	140	17	123	32.0
British Airways Regional Division—													
Channel Islands Airways	53	54	94	3 129	4 341	3 062	70.5	—	403	272	—	272	67.5
Scottish Airways	6	8	13	471	510	371	72.7	—	47	35	—	35	73.7
Cambrian Airways	57	80	112	3 508	4 528	3 221	71.1	—	412	271	—	271	65.7
Northeast Airlines	76	96	149	9 886	8 796	8 086	91.9	—	752	671	—	671	89.3
British Caledonian Airways	1 485	685	2 177	39 327	90 864	75 729	83.3	4 285	39 204	27 686	21 001	6 685	70.6
Air Anglia	7	17	26	50	48	21	43.1	—	5	2	—	2	43.1
Air Freight	15	37	69	—	—	—	—	12	53	39	39	—	73.6
Air-Bridge Carriers	7	10	26	—	—	—	—	27	65	19	19	—	28.6
Alidair	106	339	267	7 976	5 690	2 438	42.8	1	635	237	35	202	37.3
Beecham Imperial	2	3	4	16	16	11	68.6	—	1	1	—	1	67.7
Bristow Helicopters	455	3 148	2 860	22 777	7 652	3 823	50.0	233	641	385	41	344	60.1
Britannia Airways	1 996	1 328	3 195	154 549	259 454	234 530	90.4	—	22 053	19 951	—	19 951	90.5
British Air Ferries	33	56	126	465	599	198	33.0	58	239	92	73	19	38.5
British Executive Air Services	33	303	203	1 486	454	171	37.7	22	42	16	3	14	38.1
British Island Airways	28	72	88	349	213	159	74.8	—	130	68	54	14	52.3
British Midland Airways	695	456	1 085	44 768	120 053	69 738	58.1	—	10 342	6 980	924	6 056	67.5
Dan-Air Services	2 021	1 374	3 388	121 373	245 293	207 341	84.5	247	19 725	16 640	76	16 564	84.4
Fairflight Charters	52	106	197	426	251	187	74.5	12	38	20	7	13	52.6
Fitair	2	7	5	15	8	6	75.0	—	1	—	—	—	75.0
Green Shield Stamp	19	19	31	85	152	88	57.9	—	15	6	—	6	40.0
I D S Aircraft	42	91	99	275	255	141	55.3	—	21	11	—	11	52.4
International Aviation Service	613	236	1 038	—	—	—	—	1 903	18 774	11 809	11 809	—	62.9
Intra Airways	11	41	61	1 247	453	388	85.5	16	39	30	1	29	77.7
Laker Airways	1 139	515	1 672	50 131	171 456	132 794	77.5	—	16 837	12 819	—	12 819	76.1
Lowland Aero Service	1	3	4	—	—	—	—	—	1	1	1	—	100.0
MAM Aviation	30	44	45	125	268	85	31.7	—	27	8	—	8	29.6
McAlpine Aviation	140	183	219	660	1 108	513	46.3	—	104	41	—	41	39.4
Merlot International Airlines	20	37	47	85	138	60	43.9	—	12	5	—	5	39.1
Monarch Airlines	434	282	692	31 202	60 914	51 661	84.8	—	5 956	4 692	—	4 692	78.8
Moseley Aviation	2	6	9	42	15	14	93.3	—	2	1	—	1	50.0
Northern Air Taxis	4	9	15	24	24	11	45.8	—	2	—	—	—	40.0
Northern Executive Aviation	9	13	27	70	76	46	60.5	—	7	4	—	4	57.1
Peters Aviation	26	48	95	405	370	230	62.2	2	25	21	1	20	85.9
Thurston Aviation	37	111	127	82	133	33	24.8	14	35	7	5	2	20.0
Tradewinds Airways	581	174	1 124	—	—	—	—	1 195	14 629	8 056	8 056	—	55.1
Trans-Meridian Air Cargo	753	224	1 540	—	—	—	—	1 640	19 512	11 221	11 221	—	57.5
TOTAL	12 601	12 632	24 111	578 187	1 200 104	961 611	80.0	10 866	194 614	138 398	54 705	83 693	71.1
Class 5A Licence TOTAL	322	264	535	17 335	45 722	38 078	78.7	—	4 757	3 596	234	3 362	71.2
TOTAL Excludes 5A Licence	12 279	12 368	23 576	560 852	1 154 382	923 533	80.0	10 866	189 857	134 802	54 471	80 331	71.0

*Does not include Cargo carried under Class 5 licences.

Domestic Non-Scheduled Services March 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 Overseas Division	—	2	5	190	67	46	69.3	—	9	5	—	5	50.3
British Airways European Division	7	7	7	692	384	279	72.7	—	41	24	—	24	58.5
British Airways Helicopters	19	157	94	205	182	106	58.2	8	18	6	3	3	33.3
British Airways Regional Division—													
Scottish Airways	14	43	42	1 236	975	361	37.0	—	81	32	—	32	39.4
Cambrian Airways	31	125	95	3 549	2 066	1 224	59.3	—	194	97	—	97	50.0
Northeast Airlines	1	3	3	356	93	72	78.0	—	7	6	—	6	85.8
Air Anglia	18	61	63	160	128	53	41.2	—	13	5	—	5	41.2
Air Freight	21	68	106	825	483	249	51.6	16	49	24	5	19	48.5
Air-Bridge Carriers	29	103	104	—	—	—	—	48	302	120	120	—	39.8
Alidair	53	154	162	1 361	1 703	442	25.9	122	328	95	57	38	28.9
Beecham Imperial	—	1	1	3	2	1	37.5	—	—	—	—	—	42.9
British Air Ferries	1	2	3	—	3	—	—	13	6	4	4	—	78.6
British Island Airways	27	51	86	282	84	65	77.0	71	125	45	39	6	35.8
British Midland Airways	86	154	239	3 537	6 307	1 984	31.5	67	503	192	38	155	38.3
Dan-Air Services	88	234	285	2 719	2 377	832	35.0	417	492	275	207	68	55.9
Fairflight Charters	6	14	23	108	70	49	70.0	—	5	3	—	3	60.0
Green Shield Stamp	6	23	12	42	46	11	23.8	—	5	1	—	1	18.5
Intra Airways	1	6	7	201	44	41	93.1	—	4	3	—	3	82.5
Laker Airways	1	2	2	72	79	32	40.4	—	7	3	—	3	41.3
Loganair	68	692	313	2 130	627	271	43.3	—	58	25	—	25	43.3
Lowland Aero Service	15	41	50	180	3 555	2 700	75.9	—	267	203	—	203	76.0
MAM Aviation	4	4	6	21	34	20	58.8	—	3	2	—	2	66.7
Management Aviation	12	57	55	482	154	93	60.4	—	11	7	—	7	63.6
McAlpine Aviation	96	152	116	204	724	120	16.6	—	59	9	—	9	15.3
Moseley Aviation	4	17	16	82	29	24	82.8	—	2	2	—	2	100.0
Northern Air Taxis	8	23	27	62	57	22	38.6	—	4	1	—	1	25.0
Northern Executive Aviation	3	13	10	41	15	10	66.7	3	2	2	1	1	66.7
Peters Aviation	5	17	22	155	65	48	73.6	—	5	4	—	4	79.5
Ryburn Air	4	53	20	—	22	—	—	7	3	1	1	—	29.5
Vernair Transport	53	109	193	515	372	256	68.9	—	32	21	—	21	64.3
TOTAL	682	2 388	2 166	19 410	20 746	9 412	45.4	774	2 634	1 217	476	741	46.2
Class 5A Licence TOTAL	40	139	107	4 356	2 350	1 496	63.7	..	260	143	22	121	55.0
TOTAL Excludes 5A Licence	642	2 249	2 058	15 054	18 396	7 916	43.0	774	2 374	1 074	454	620	45.2

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations March 1976

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Airways Overseas Division	61	11	78	1 092	—	8 858	6 045	68·3	1 117	553	49·5
British Caledonian Airways	39	7	50	580	—	7 248	4 372	60·3	706	393	55·7
Laker Airways	251	58	326	8 002	—	63 401	45 480	71·7	6 480	4 548	70·2
TOTAL	351	76	454	9 674	—	79 507	55 897	70·3	8 302	5 494	66·2

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

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat—km			Tonne—km			Number of IT passengers uplifted	
					Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available	Class 2	Class 4
International Services												
British Airways Overseas Division	66	12	87	1 530	9 367	8 470	90·4	1 186	769	64·8	—	—
British Airways European Division	159	128	254	17 870	23 421	20 689	88·3	2 249	1 842	81·9	—	—
British Airtours	208	126	320	19 761	39 287	32 624	83·0	3 575	2 810	78·6	—	—
British Airways Regional Division—												
Channel Islands Airways	53	54	94	3 129	4 341	3 062	70·5	403	272	67·5	—	—
Scottish Airways	6	8	13	471	510	371	72·7	47	35	73·7	—	—
Cambrian Airways	34	35	55	1 328	2 835	2 188	77·2	250	175	70·0	—	—
Northeast Airlines	69	84	130	9 133	8 289	7 647	92·3	710	635	89·4	—	246
British Caledonian Airways	330	315	588	30 449	40 768	35 109	86·1	3 866	3 053	79·0	—	—
Britannia Airways	1 894	1 181	3 015	138 764	246 284	224 092	91·0	20 933	19 064	91·1	—	86
British Air Ferries	—	—	—	—	—	—	—	—	—	—	—	130
Dan-Air Services	1 420	981	2 358	93 278	170 254	144 192	84·7	13 617	11 534	84·7	—	—
Intra Airways	2	6	7	341	132	116	87·4	10	9	85·3	—	—
Laker Airways	574	298	863	31 737	69 158	59 497	86·0	6 552	5 602	85·5	—	—
Monarch Airlines	401	251	633	28 418	56 848	48 491	85·3	5 557	4 405	79·3	—	—
TOTAL International Services	5 216	3 479	8 417	376 209	671 494	586 547	87·3	58 954	50 203	85·2	—	462
Domestic Services—NIL												
GRAND TOTAL	5 216	3 479	8 417	376 209	671 494	586 547	87·3	58 954	50 203	85·2	—	462

All Class 4 Licence Operations March 1976

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km		
				IT	Other				Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	147	37	204	—	2 529	27 358	26 789	97·9	2 668	2 493	93·5
British Airways European Division	2	3	4	—	122	337	98	29·0	34	8	24·3
British Airtours	1	2	2	—	355	116	109	93·9	11	10	90·4
British Airways Regional Division— Northeast Airlines	4	4	9	246	—	256	216	84·2	21	18	86·9
British Caledonian Airways	113	55	174	—	4 851	19 150	18 636	97·3	1 861	1 669	89·7
Britannia Airways	24	21	40	86	1 762	3 094	1 912	61·8	263	162	61·6
British Air Ferries	2	6	10	130	—	148	52	35·5	16	5	30·8
British Island Airways	—	1	1	—	46	11	10	92·0	1	1	100·0
British Midland Airways	10	12	28	—	868	731	725	99·3	61	57	93·2
Dan-Air Services	511	266	817	—	23 277	65 694	56 462	85·9	5 233	4 494	85·9
Intra Airways	10	35	58	—	1 107	365	313	85·7	31	24	75·8
Laker Airways	151	108	278	—	7 503	13 466	10 620	78·9	1 211	955	78·9
Loganair	12	412	63	—	1 377	97	55	57·0	9	5	56·9
Monarch Airlines	32	29	56	—	2 592	3 889	3 027	77·8	382	275	71·9
TOTAL	1 020	991	1 742	462	46 389	134 712	119 025	88·4	11 799	10 175	86·2

International Class 4 Licence Operations March 1976

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other		Used (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	147	35	199	—	2 339	27 292	26 742	98·0	2 658	2 488	93·6	
British Airways European Division	2	3	4	—	122	337	98	29·0	34	8	24·3	
British Airtours	1	2	2	—	355	116	109	93·9	11	10	90·4	
British Airways Regional Division— Northeast Airlines	4	4	9	246	—	256	216	84·2	21	18	86·9	
British Caledonian Airways	113	55	174	—	4 851	19 150	18 636	97·3	1 861	1 669	89·7	
Britannia Airways	24	21	40	86	1 762	3 094	1 912	61·8	263	162	61·6	
British Air Ferries	2	6	10	130	—	148	52	35·5	16	5	30·8	
British Island Airways	—	1	1	—	46	11	10	92·0	1	1	100·0	
British Midland Airways	10	12	28	—	868	731	725	99·3	61	57	93·2	
Dan-Air Services	511	266	817	—	23 277	65 694	56 462	85·9	5 233	4 494	85·9	
Intra Airways	9	29	51	—	906	321	272	84·7	27	20	74·9	
Laker Airways	151	108	278	—	7 503	13 466	10 620	78·9	1 211	955	78·9	
Monarch Airlines	32	29	56	—	2 592	3 889	3 027	77·8	382	275	71·9	
TOTAL	1 006	571	1 667	462	44 621	134 504	118 883	88·4	11 777	10 162	86·3	

Domestic Class 4 Licence Operations March 1976

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other		Used (000)	Available (000)		Used (000)		
British Airways Overseas Division	—	2	5	—	190	67	46	69·3	9	5	50·3	
Intra Airways	1	6	7	—	201	44	41	93·1	4	3	82·5	
Loganair	12	412	63	—	1 377	97	55	57·0	9	5	56·9	
TOTAL	14	420	75	—	1 768	208	143	68·6	22	13	58·5	

All Class 6 Licence Operations March 1976

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways European Division	8	16	13	111	103	56	54.3
British Caledonian Airways	522	152	699	2 551	17 621	14 117	80.1
Air-Bridge Carriers	20	81	76	52	222	96	43.2
Alidair	28	80	82	106	168	53	31.7
British Air Ferries	1	4	7	7	12	4	34.2
Dan-Air Services	24	74	88	664	253	197	77.9
International Aviation Service	299	107	461	1 257	10 380	8 802	84.8
Tradewinds Airways	263	85	528	600	6 724	4 241	63.1
Trans-Meridian Air Cargo	243	78	504	620	6 515	4 392	67.4
TOTAL	1 408	677	2 459	5 966	41 998	31 958	76.1

International Class 6 Licence Operations March 1976

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways European Division	8	16	13	111	103	56	54.3
British Caledonian Airways	522	152	699	2 551	17 621	14 117	80.1
Air-Bridge Carriers	1	2	3	10	6	3	55.0
British Air Ferries	1	4	7	7	12	4	34.2
Dan-Air Services	20	65	78	247	129	76	58.9
International Aviation Service	299	107	461	1 257	10 380	8 802	84.8
Tradewinds Airways	263	85	528	600	6 724	4 241	63.1
Trans-Meridian Air Cargo	243	78	504	620	6 515	4 392	67.4
TOTAL	1 357	509	2 293	5 402	41 490	31 691	76.4

Domestic Class 6 Licence Operations March 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	19	79	73	42	216	93	42.9
Alidair	28	80	82	106	168	53	31.7
Dan-Air Services	4	9	10	417	123	121	98.4
TOTAL	51	168	166	565	507	267	52.7

All Class 7 Licence Operations March 1976

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	233	1 818	1 161	12 328	4 672	1 641	35·1	132	455	146	21	125	32·1
Bristow Helicopters	455	3 148	2 860	22 777	7 652	3 823	50·0	233	641	385	41	344	60·1
British Executive Air Services	33	303	203	1 486	454	171	37·7	22	42	16	3	14	38·1
TOTAL	721	5 269	4 224	36 591	12 778	5 635	44·1	387	1 138	547	64	483	48·1

International Class 7 Licence Operations March 1976

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	214	1 661	1 067	12 123	4 490	1 535	34·2	124	437	140	17	123	32·0
Bristow Helicopters	455	3 148	2 860	22 777	7 652	3 823	50·0	233	641	385	41	344	60·1
British Executive Air Services	33	303	203	1 486	454	171	37·7	22	42	16	3	14	38·1
TOTAL	702	5 112	4 130	36 386	12 596	5 529	43·9	379	1 120	541	60	481	48·3

Domestic Class 7 Licence Operations March 1976

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	19	157	94	205	182	106	58·2	8	18	6	3	3	33·3
TOTAL	19	157	94	205	182	106	58·2	8	18	6	3	3	33·3

All Exempt Operations March 1976

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	24	9	35	3 076	9 368	8 826	94.2	—	1 196	843	—	843	70.4
British Airways European Division	247	235	469	4 856	10 507	4 841	46.1	958	3 673	1 713	1 247	466	46.6
British Airtours	1	1	2	184	209	204	97.4	—	19	18	—	18	95.9
British Airways Regional Division—													
Scottish Airways	14	43	42	1 236	975	361	37.0	—	81	32	—	32	39.4
Cambrian Airways	24	48	61	1 953	1 747	1 037	59.4	—	161	83	—	83	51.5
Northeast Airlines	2	3	5	383	147	133	90.5	—	12	11	—	11	91.4
British Caledonian Airways	425	140	590	3 226	23 522	17 522	74.5	1 735	13 367	7 635	6 073	1 562	57.1
Air Anglia	25	78	89	210	177	74	41.7	—	18	7	—	7	41.7
Air Freight	24	74	122	825	483	249	51.6	28	60	29	11	19	48.6
Air-Bridge Carriers	12	18	39	—	—	—	—	25	101	21	21	—	20.8
Alidair	35	95	108	1 966	2 364	737	31.2	19	222	67	5	63	30.3
Beecham Imperial	2	4	5	19	18	12	64.4	—	2	1	—	1	64.4
Britannia Airways	78	126	141	13 937	10 076	8 526	84.6	—	856	725	—	725	84.6
British Air Ferries	24	36	93	103	181	37	20.6	65	195	72	69	4	37.2
British Island Airways	31	60	99	585	286	214	74.8	71	143	57	39	18	40.1
British Midland Airways	87	155	240	3 608	6 338	2 015	31.8	67	505	195	38	157	38.5
Dan-Air Services	142	281	393	6 920	9 583	5 744	59.9	—	945	547	86	461	57.9
Fairflight Charters	58	120	220	534	321	236	73.5	13	43	23	7	16	53.5
Fitair	2	7	5	15	8	6	75.0	—	1	—	—	—	—
Green Shield Stamp	24	42	42	127	198	99	50.0	—	19	7	—	7	36.8
I D S Aircraft	42	91	99	275	255	141	55.3	—	21	11	—	11	52.4
International Aviation Service	289	120	541	—	—	—	—	647	7 469	2 284	2 284	—	30.6
Intra Airways	—	6	3	—	—	—	—	17	2	1	1	—	76.0
Laker Airways	163	53	207	2 961	25 510	17 229	67.5	—	2 603	1 717	—	1 717	66.0
Loganair	56	280	250	753	530	216	40.8	—	49	20	—	20	40.8
Lowland Aero Service	16	44	54	180	3 555	2 700	75.9	1	268	204	1	203	76.1
MAM Aviation	34	48	50	146	302	105	34.8	—	30	10	—	10	33.3
Management Aviation	12	57	55	482	154	93	60.4	—	11	7	—	7	63.6
McAlpine Aviation	236	335	335	864	1 832	633	34.6	—	163	50	—	50	30.7
Merlot International Airlines	20	37	47	85	138	60	43.9	—	12	5	—	5	39.1
Monarch Airlines	1	2	3	192	177	142	80.7	—	17	13	—	13	74.4
Moseley Aviation	6	23	25	124	44	38	86.4	—	4	3	—	3	75.0
Northern Air Taxis	12	32	42	86	81	33	40.7	—	6	1	—	1	16.7
Northern Executive Aviation	12	26	37	111	91	56	61.5	3	9	6	1	5	66.7
Peters Aviation	31	65	117	560	435	278	63.9	3	30	26	1	24	84.8
Ryburn Air	4	53	20	—	22	—	—	8	3	1	1	—	29.5
Thurston Aviation	37	111	127	82	133	33	24.8	14	35	7	5	2	20.0
Tradewinds Airways	282	80	530	—	—	—	—	596	7 048	3 452	3 452	—	49.0
Trans-Meridian Air Cargo	510	146	1 036	—	—	—	—	1 020	12 998	6 829	6 829	—	52.5
Vernair Transport	53	109	193	515	372	256	68.9	—	32	21	—	21	64.3
TOTAL	3 098	3 293	6 571	51 179	110 138	72 886	66.2	5 288	52 429	26 753	20 169	6 584	51.0

International Exempt Operations March 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	24	9	35	3 076	9 368	8 826	94.2	—	1 196	843	—	843	70.4
British Airways European Division	247	235	469	4 856	10 507	4 841	46.1	958	3 673	1 713	1 247	466	46.6
British Airtours	1	1	2	184	209	204	97.4	—	19	18	—	18	95.9
British Airways Regional Division—													
Cambrian Airways	21	39	50	1 953	1 606	998	62.1	—	139	80	—	80	57.4
Northeast Airlines	1	2	4	142	95	93	97.3	—	8	8	—	8	100.0
British Caledonian Airways	425	140	590	3 226	23 522	17 522	74.5	1 735	13 367	7 635	6 073	1 562	57.1
Air Anglia	7	17	26	50	48	21	43.1	—	5	2	—	2	43.1
Air Freight	4	6	17	—	—	—	—	12	12	6	6	—	49.2
Air-Bridge Carriers	7	8	23	—	—	—	—	18	59	15	15	—	26.0
Alidair	10	21	28	605	661	295	44.6	2	62	26	1	25	41.6
Beecham Imperial	2	3	4	16	16	11	68.6	—	1	1	—	1	67.7
Britannia Airways	78	126	141	13 937	10 076	8 526	84.6	—	856	725	—	725	84.6
British Air Ferries	23	34	90	103	178	37	21.0	52	189	68	65	4	35.9
British Island Airways	4	9	13	303	202	149	73.8	—	19	13	—	13	68.3
British Midland Airways	—	1	1	71	32	31	97.3	—	3	2	—	2	91.7
Dan-Air Services	57	56	117	4 201	7 206	4 912	68.2	—	577	393	—	393	68.2
Fairflight Charters	52	106	197	426	251	187	74.5	13	38	20	7	13	52.6
Fitair	2	7	5	15	8	6	75.0	—	1	—	—	—	75.0
Green Shield Stamp	19	19	31	85	152	88	57.9	—	15	6	—	6	40.0
I D S Aircraft	42	91	99	275	255	141	55.3	—	21	11	—	11	52.4
International Aviation Service	289	120	541	—	—	—	—	647	7 469	2 284	2 284	—	30.6
Intra Airways	—	6	3	—	—	—	—	17	2	1	1	—	76.0
Laker Airways	162	51	205	2 889	25 431	17 197	67.6	—	2 596	1 714	—	1 714	66.0
Lowland Aero Service	1	3	4	—	—	—	—	1	1	1	1	—	100.0
MAM Aviation	30	44	45	125	268	85	31.7	—	27	8	—	8	29.6
McAlpine Aviation	140	183	219	660	1 108	513	46.3	—	104	41	—	41	39.4
Merlot International Airlines	20	37	47	85	138	60	43.9	—	12	5	—	5	39.1
Monarch Airlines	1	2	3	192	177	142	80.7	—	17	13	—	13	74.4
Moseley Aviation	2	6	9	42	15	14	93.3	—	2	1	—	1	50.0
Northern Air Taxis	4	9	15	24	24	11	45.8	—	2	—	—	—	40.0
Northern Executive Aviation	9	13	27	70	76	46	60.5	—	7	4	—	4	57.1
Peters Aviation	26	48	95	405	370	230	62.2	3	25	21	1	20	85.9
Thurston Aviation	37	111	127	82	133	33	24.8	14	35	7	5	2	20.0
Tradewinds Airways	282	80	530	—	—	—	—	596	7 048	3 452	3 452	—	49.0
Trans-Meridian Air Cargo	510	146	1 036	—	—	—	—	1 020	12 998	6 829	6 829	—	52.5
TOTAL	2 539	1 789	4 847	38 098	92 132	65 219	70.8	5 086	50 603	25 965	19 987	5 979	51.3

Domestic Exempt Operations March 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		Passengers (000)	As percentage of available
											Cargo (000)			
British Airways Regional Division—														
Scottish Airways	14	43	42	1 236	975	361	37.0	—	81	32	—		32	39.4
Cambrian Airways	3	9	11	—	141	39	28.1	—	22	3	—		3	14.3
Northeast Airlines	—	1	1	241	52	40	78.0	—	4	3	—		3	76.2
Air Anglia	18	61	63	160	128	53	41.2	—	13	5	—		5	41.2
Air Freight	21	68	106	825	483	249	51.6	16	49	24	5		19	48.5
Air-Bridge Carriers	5	10	17	—	—	—	—	7	42	6	6		—	13.4
Alidair	25	74	80	1 361	1 703	442	25.9	17	160	41	4		38	25.9
Beecham Imperial	—	1	1	3	2	1	37.5	—	—	—	—		—	42.9
British Air Ferries	1	2	3	—	3	—	—	13	6	4	4		—	78.6
British Island Airways	27	51	86	282	84	65	77.0	71	125	45	39		6	35.8
British Midland Airways	86	154	239	3 537	6 307	1 984	31.5	67	503	192	38		155	38.3
Dan-Air Services	84	225	275	2 719	2 377	832	35.0	—	368	154	86		68	41.8
Fairflight Charters	6	14	23	108	70	49	70.0	—	5	3	—		3	60.0
Green Shield Stamp	6	23	12	42	46	11	23.8	—	5	1	—		1	18.5
Laker Airways	1	2	2	72	79	32	40.4	—	7	3	—		3	41.3
Loganair	56	280	250	753	530	216	40.8	—	49	20	—		20	40.8
Lowland Aero Service	15	41	50	180	3 555	2 700	75.9	—	267	203	—		203	76.0
MAM Aviation	4	4	6	21	34	20	58.8	—	3	2	—		2	66.7
Management Aviation	12	57	55	482	154	93	60.4	—	11	7	—		7	63.6
McAlpine Aviation	96	152	116	204	724	120	16.6	—	59	9	—		9	15.3
Moseley Aviation	4	17	16	82	29	24	82.8	—	2	2	—		2	100.0
Northern Air Taxis	8	23	27	62	57	22	38.6	—	4	1	—		1	25.0
Northern Executive Aviation	3	13	10	41	15	10	66.7	3	2	2	1		1	67.7
Peters Aviation	5	17	22	155	65	48	73.6	—	5	4	—		4	79.5
Ryburn Air	4	53	20	—	22	—	—	8	3	1	1		—	29.5
Vernair Transport	53	109	193	515	372	256	68.9	—	32	21	—		21	64.3
TOTAL	558	1 504	1 724	13 081	18 006	7 667	42.6	202	1 826	788	184		604	43.2

Class 5 Operations for UK Operators March 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	38	20	57	1 890	4 235	2 112	49.9	..	420	209	—	—	209	49.8
British Airways European Division	9	9	13	804	574	355	61.8	..	59	34	—	—	34	57.6
British Airtours	189	52	260	8 789	35 790	32 399	90.5	..	3 256	2 850	—	—	2 850	87.5
British Airways Regional Division—														
Cambrian Airways	31	122	91	3 776	2 012	1 220	60.6	..	195	110	—	—	110	56.4
Northeast Airlines	3	8	9	480	196	162	82.7	..	16	14	—	—	14	87.5
Air-Bridge Carriers	4	14	14	—	—	—	—	..	44	22	—	22	—	50.0
Alidair	44	155	118	5 116	2 860	1 449	50.7	..	264	114	—	—	114	43.2
British Air Ferries	6	12	19	219	266	102	38.3	..	22	15	—	5	10	68.2
Dan-Air Services	13	6	18	617	2 139	1 775	83.0	..	170	142	—	—	142	83.5
Tradewinds Airways	25	5	44	—	—	—	—	..	571	229	—	229	—	40.1
TOTAL	362	403	643	21 691	48 072	39 574	82.3	..	5 017	3 739	—	256	3 483	74.5

Class 5 Operations for Non-UK Operators March 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	42	24	48	1 484	4 316	2 591	60.0	..	442	246	4	17	225	55.7
British Airtours	201	80	283	7 600	38 190	19 095	50.0	..	3 437	1 719	—	—	1 719	50.0
British Caledonian Airways	56	16	76	221	176	90	51.1	..	1 784	819	—	811	8	45.9
Air Freight	11	31	52	—	—	—	—	..	41	33	—	33	—	80.5
Alidair	52	163	122	2 255	2 169	694	32.0	..	309	97	—	34	63	31.4
British Island Airways	24	62	74	—	—	—	—	..	110	54	—	54	—	49.1
British Midland Airways	685	443	1 056	43 829	119 291	68 982	57.8	..	10 279	6 921	—	924	5 997	67.3
International Aviation Service	26	9	35	—	—	—	—	..	925	723	—	723	—	78.2
Tradewinds Airways	11	4	22	—	—	—	—	..	285	134	—	134	—	47.0
TOTAL	1 108	832	1 768	55 389	164 142	91 452	55.7	..	17 612	10 746	4	2 730	8 012	61.0

Aircraft Type and Utilisation — All Airlines March 1976

Table 31.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended March 1976	Daily Utilisation per Aircraft (hrs) Quarter ended March 1976
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	78	275	4	339	7	3 086	610	3	3.5
Aviation Traders Merchantman	497	—	583	—	848	—	—	6	4.6
AW650 Argosy	58	—	200	—	212	—	—	3	1.2
BAC 111-200	590	1 263	1	1 339	1	42 422	24 047	9	5.1
BAC 111-300/400	1 513	1 508	5	2 681	5	87 620	103 462	16	5.4
BAC 111-500	2 754	4 787	9	5 991	10	307 890	188 316	38	5.0
BAC Britannia-300	185	—	83	—	387	—	—	2	5.9
BAC VC10 Standard	—	—	—	—	—	—	—	5	—
BAC VC10 Super	4 431	1 418	—	6 090	—	61 891	366 725	15	10.4
BAC Viscount-700	162	508	113	497	102	12 719	3 150	6	2.9
BAC Viscount-700D/800/810	1 426	4 804	79	4 447	77	162 564	52 262	37	3.6
BAC/Aerospatiale Concorde	117	23	—	98	—	992	5 048	2	1.4
Beagle 206	28	73	3	92	4	266	2 733	3	0.4
Beechcraft B80 Queen-Air	53	109	—	193	—	515	256	4	1.4
Bell 206 Jetranger	13	139	—	62	—	181	16	1	1.5
Bell 212 Twin	51	559	—	314	—	3 306	295	6	1.3
Boeing 707-120/120B	328	90	—	425	—	7 728	36 275	2	9.5
Boeing 707-320C/336	5 701	1 296	605	5 078	2 740	75 227	356 030	29	8.0
Boeing 707-420	1 823	741	20	2 574	57	66 758	216 949	14	4.8
Boeing 720/720B	182	99	—	270	—	14 625	27 603	3	2.8
Boeing 727-100	579	293	—	857	—	33 755	69 094	5	5.8
Boeing 737-200	1 996	1 328	—	3 195	—	154 549	234 530	14	6.9
Boeing 747	5 509	1 332	—	7 368	—	141 671	1 103 145	17	11.3
Britten-Norman Islander	105	1 129	—	552	—	3 871	361	12	1.7
Britten-Norman Trislander	123	1 761	—	676	—	15 558	1 018	11	1.8
Canadair CL 44	1 334	—	398	—	2 664	—	—	13	5.9
Cessna 340	4	53	—	20	—	—	—	1	0.9
Cessna 401/421	3	4	—	9	—	12	12	2	0.2
Cessna 500 Citation	32	61	—	60	—	220	120	2	0.8
DC10	862	144	—	1 085	—	25 648	135 895	5	6.0
DC3 Dakota/Pionair	120	194	400	226	408	3 291	740	13	1.6
DC8-54/55F Jet Trader	320	—	112	—	445	—	—	2	6.5
DH 104 Dove	37	36	30	69	75	252	126	3	1.9
DH 106 Comet 4B/C	372	264	2	638	2	26 639	38 660	12	2.3
DH 114 Heron	34	71	—	129	—	620	308	5	1.2
DHC 6 Twin-Otter	19	101	—	74	—	871	172	1	1.7
Fokker Friendship 100/600	377	966	—	1 228	—	15 569	7 076	5	7.1
HP Herald 100/200	450	1 594	419	1 207	499	40 973	8 159	19	2.9
HS 121 Trident 1C	420	697	—	839	—	44 446	25 936	10	2.7
HS 121 Trident 1E	155	270	—	312	—	26 832	15 548	3	3.6
HS 121 Trident 2E	1 651	1 343	—	2 618	—	80 428	98 479	15	5.3
HS 121 Trident 3B	2 469	3 204	—	4 365	—	281 273	209 474	26	5.9
HS 125	302	410	—	426	—	1 144	877	20	0.8
HS 748	379	1 155	124	1 171	177	22 381	7 474	10	4.5
Lockheed L1011 Tristar	289	327	—	530	—	51 467	45 781	7	2.3
PA23 Aztec/Apache	46	115	30	129	42	230	77	3	1.2
PA31 Navajo	87	252	46	264	38	796	256	15	0.7
Riley Dove	8	21	2	24	3	147	50	1	1.2
Sikorsky 58T	86	801	—	526	—	4 574	498	10	1.4
Sikorsky S61N	594	4 009	—	3 439	—	32 951	5 159	31	3.2
Westland Wessex	—	—	—	—	—	—	—	4	1.7
TOTAL	38 749	39 627	3 268	62 526	8 803	1 857 958	3 392 804	501	4.3

Aircraft Type and Utilisation—Individual Airlines Table 31.2

March 1976

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1976	Daily utilisation per aircraft (hrs) Quarter ended March 1976
		Passenger	Cargo	Passenger	Cargo				
British Airways Overseas Division									
DC10	683	78	—	838	—	9 909	86 733	2	13.5
BAC VC10 Standard	—	—	—	—	—	—	—	5	—
BAC VC10 Super	4 431	1 418	—	6 090	—	61 891	366 725	15	10.4
Boeing 707-320C/336	2 820	589	308	2 418	1 443	28 662	161 994	11	9.4
Boeing 707-420	1 224	480	20	1 708	57	30 069	132 519	5	7.9
Boeing 747	5 509	1 332	—	7 368	—	141 671	1 103 145	17	11.3
BAC/Aerospatiale Concorde	117	23	—	98	—	992	5 048	2	1.4
Lockheed L1011 Tristar	—	—	—	—	—	—	—	2	—
TOTAL	14 783	3 920	328	18 520	1 500	273 194	1 856 165	59	9.0
British Airways European Division									
BAC 111-500	1 405	3 174	—	3 450	—	195 064	81 782	18	5.7
HS 121 Trident 2E	1 651	1 343	—	2 618	—	80 428	98 479	15	5.3
Aviation Traders Merchantman	497	—	583	—	848	—	—	6	4.6
HS 121 Trident 1C	420	697	—	839	—	44 446	25 935	10	2.7
HS 121 Trident 3B	2 469	3 204	—	4 365	—	281 273	209 474	26	5.9
Lockheed L1011 Tristar	289	327	—	530	—	51 467	45 781	5	2.8
TOTAL	6 730	8 745	583	11 802	848	652 778	461 451	80	5.0
British Airtours									
Boeing 707-420	600	261	—	866	—	36 689	84 431	9	2.9
British Airways Helicopters									
Sikorsky S61N	206	1 537	—	1 030	—	13 213	1 638	13	2.5
Bell 206 Jetranger	13	139	—	62	—	181	16	1	1.5
Sikorsky 58T	17	166	—	90	—	1 725	172	2	1.0
Bell 212 Twin	8	158	—	41	—	1 148	55	1	2.0
TOTAL	244	2 000	—	1 223	—	16 267	1 881	17	2.2
British Airways Regional Division—									
Channel Islands Airways									
BAC Viscount-700D/800/810	348	1 108	—	1 132	—	47 712	15 416	9	3.6
BAC 111-300/400	162	318	—	333	—	15 275	7 674	2	5.2
TOTAL	509	1 426	—	1 465	—	62 987	23 091	11	3.9
Scottish Airways									
HS 748	69	266	—	237	—	6 607	1 887	2	3.6
BAC Viscount-700D/800/810	260	1 123	—	881	—	30 878	8 710	7	4.0
BAC 111-300/400	83	127	—	171	—	7 121	4 631	1	9.1
TOTAL	411	1 516	—	1 289	—	44 606	15 228	10	4.5
Cambrian Airways									
BAC Viscount-700	25	190	—	235	—	4 183	561	2	2.3
BAC Viscount-700D/800/810	159	844	2	589	4	26 451	5 564	6	3.0
BAC 111-300/400	158	362	—	350	—	15 365	8 462	3	4.1
TOTAL	342	1 396	2	1 174	4	45 999	14 587	11	3.2
Northeast Airlines									
BAC Viscount-700D/800/810	168	483	—	547	—	21 731	7 696	5	3.3
HS 121 Trident 1E	155	270	—	312	—	26 832	15 548	3	3.6
TOTAL	322	753	—	859	—	48 563	23 244	8	3.4

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 March 1976	Daily utilisation per aircraft (hrs) Quarter ended March 1976
British Caledonian Airways									
BAC 111-200	507	1 157	—	1 171	—	36 951	19 060	7	5.2
BAC 111-500	727	1 106	5	1 450	5	65 646	47 465	12	4.5
Boeing 707-320C/336	2 358	437	297	1 884	1 297	20 095	131 385	10	10.1
TOTAL	3 593	2 700	302	4 505	1 302	122 692	197 910	29	6.8
Air Anglia									
Fokker Friendship 100/600	377	966	—	1 228	—	15 569	7 076	5	7.1
PA31 Navajo	44	170	—	162	—	482	130	4	1.5
HP Herald 100/200	—	—	—	—	—	—	—	1	—
TOTAL	422	1 136	—	1 390	—	16 051	7 206	10	3.8
Air Freight									
DC3 Dakota/Pionair	66	68	183	106	225	825	249	7	1.5
Air-Bridge Carriers									
AW650 Argosy	58	—	200	—	212	—	—	3	1.6
BAC Viscount-700D/800/810	21	—	57	—	53	—	—	1	0.9
TOTAL	78	—	257	—	265	—	—	4	1.5
Alidair									
BAC Viscount-700	134	312	113	255	102	8 195	2 473	4	3.3
BAC Viscount-700D/800/810	24	48	20	53	20	1 142	406	1	3.1
TOTAL	158	360	133	308	122	9 337	2 880	5	3.3
Aurigny Air Services									
Britten-Norman Trislander	84	1 580	—	485	—	14 368	722	6	2.1
Britten-Norman Islander	8	115	—	41	—	541	34	2	0.7
TOTAL	92	1 695	—	526	—	14 909	756	8	1.8
Beecham Imperial									
HS 125	2	3	—	4	—	16	11	2	0.3
Bristow Helicopters									
Sikorsky S61N	388	2 472	—	2 409	—	19 738	3 521	18	3.7
✓ Sikorsky 58T	57	578	—	381	—	2 367	233	7	1.5
Bell 212 Twin	10	98	—	70	—	672	69	1	2.3
Westland Wessex	—	—	—	—	—	—	—	4	1.7
TOTAL	455	3 148	—	2 860	—	22 777	3 823	30	2.8
Britannia Airways									
Boeing 737-200	1 996	1 328	—	3 195	—	154 549	234 530	14	6.9
British Air Ferries									
HP Herald 100/200	58	274	—	212	—	6 111	1 267	3	2.2
Aviation Traders Carvair	78	275	4	339	7	3 086	610	3	3.5
TOTAL	136	549	4	551	7	9 197	1 876	6	2.8

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 March 1976	Daily utilisation per aircraft (hrs) Quarter ended March 1976
British Executive Air Services									
Bell 212 Twin	33	303	—	203	—	1 486	171	4	1.0
British Island Airways									
HP Herald 100/200	344	1 092	419	787	499	29 651	5 728	12	3.3
British Midland Airways									
HP Herald 100/200	47	228	—	208	—	5 211	1 165	3	3.5
BAC Viscount-700D/800/810	447	1 198	—	1 245	—	34 650	14 470	8	4.0
Boeing 707-320C/336	365	216	—	558	—	21 196	36 761	6	2.7
TOTAL	859	1 642	—	2 011	—	61 057	52 397	17	3.5
Brymon Airways									
Britten-Norman Islander	18	77	—	86	—	338	75	2	2.0
DHC 6 Twin-Otter	19	101	—	74	—	871	172	1	1.7
TOTAL	37	178	—	160	—	1 209	247	3	1.9
Dan-Air Services									
HS 748	310	889	124	934	177	15 774	5 587	8	4.8
BAC 111-200	82	106	1	168	1	5 471	4 987	2	4.5
BAC 111-300/400	478	340	5	825	5	23 123	35 305	5	5.3
BAC 111-500	370	324	4	669	5	30 603	35 012	5	4.0
DH 106 Comet 4B/C	372	264	2	638	2	26 639	38 660	12	2.3
Boeing 727-100	579	293	—	857	—	33 755	69 094	5	5.8
Boeing 707-320C/336	158	54	—	218	—	5 274	25 890	2	4.4
TOTAL	2 350	2 270	136	4 309	190	140 639	214 535	39	4.2
Fairflight Charters									
DH 114 Heron	3	6	—	12	—	60	30	1	1.0
DH 104 Dove	37	36	30	69	75	252	126	3	1.9
PA23 Aztec/Apache	10	25	—	37	—	75	30	1	1.1
Riley Dove	8	21	2	24	3	147	50	1	1.2
PA31 Navajo	—	—	—	—	—	—	—	—	0.9
TOTAL	58	88	32	142	78	534	236	6	1.4
Fitair									
PA31 Navajo	2	7	—	5	—	15	6	1	0.7
Green Shield Stamp									
HS 125	24	42	—	42	—	127	99	1	1.2
I D S Aircraft									
Cessna 500 Citation	32	61	—	60	—	220	120	2	0.8
PA23 Aztec/Apache	10	30	—	39	—	55	21	2	0.6
TOTAL	42	91	—	99	—	275	141	4	0.7

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 March 1976	Daily utilisation per aircraft (hrs) Quarter ended March 1976
International Aviation Service									
BAC Britannia-300	185	—	83	—	387	—	—	2	5.9
DC8-54/55F Jet Trader	320	—	112	—	445	—	—	2	6.5
TOTAL	505	—	195	—	832	—	—	4	6.2
Intra Airways									
DC3 Dakota/Pionair	55	126	217	120	183	2 466	490	6	1.6
BAC Viscount-700	2	6	—	7	—	341	116	1	1.4
TOTAL	57	132	217	127	183	2 807	606	7	1.6
Laker Airways									
BAC 111-300/400	632	361	—	1 002	—	26 736	47 389	5	5.5
DC10	179	66	—	247	—	15 739	49 161	3	1.8
Boeing 707-120/120B	328	90	—	425	—	7 728	36 275	2	9.5
TOTAL	1 140	517	—	1 674	—	50 203	132 826	10	5.1
Loganair									
Britten-Norman Trislander	39	181	—	191	—	1 190	296	5	1.3
Britten-Norman Islander	80	937	—	425	—	2 992	252	7	1.9
TOTAL	119	1 118	—	616	—	4 182	548	12	1.7
Lowland Aero Service									
Beagle 206	16	41	3	50	4	180	2 700	1	0.9
MAM Aviation									
HS 125	34	48	—	50	—	146	105	1	1.8
Management Aviation									
Sikorsky 58T	12	57	—	55	—	482	93	1	1.4
McAlpine Aviation									
Cessna 401/421	3	4	—	9	—	12	12	2	0.2
HS 125	221	280	—	283	—	770	602	13	0.7
PA23 Aztec/Apache	12	51	—	43	—	82	19	2	0.5
TOTAL	236	335	—	335	—	864	633	17	0.6
McDonald Aviation									
DH 114 Heron	..	..	..	..	..	..	..	—	..
PA23 Aztec/Apache	..	..	..	..	..	..	..	1	..
TOTAL	..	..	..	..	..	..	..	1	..
Merlot International Airlines									
HS 125	20	37	—	47	—	85	60	3	0.9
Monarch Airlines									
BAC 111-500	252	183	—	422	—	16 577	24 057	3	4.3
Boeing 720/720B	182	99	—	270	—	14 625	27 603	3	2.8
TOTAL	434	282	—	692	—	31 202	51 661	6	3.6

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1976	Daily utilisation per aircraft (hrs) Quarter ended March 1976
Moseley Aviation									
PA31 Navajo	6	23	—	25	—	124	38	1	0.9
Northern Air Taxis									
Beagle 206	12	32	—	42	—	86	33	2	..
Northern Executive Aviation									
PA31 Navajo	12	20	6	32	4	111	56	1	0.6
Britten-Norman Islander	—	—	—	—	—	—	—	1	0.4
TOTAL	12	20	6	32	4	111	56	2	0.6
Peters Aviation									
DH 114 Heron	31	65	—	117	—	560	278	4	1.2
Ryburn Air									
Cessna 340	4	53	—	20	—	—	—	1	0.9
Thurston Aviation									
PA23 Aztec/Apache	14	9	30	10	42	18	7	1	1.6
PA31 Navajo	23	32	40	40	34	64	26	4	0.5
TOTAL	37	41	70	50	76	82	33	5	0.7
Tradewinds Airways									
Canadair CL 44	581	—	174	—	1 124	—	—	5	6.6
Trans-Meridian Air Cargo									
Canadair CL 44	753	—	224	—	1 540	—	—	8	5.4
Vernair Transport									
Beechcraft B80 Queen-Air	53	109	—	193	—	515	256	4	1.4
GRAND TOTAL	38 749	39 627	3 268	62 526	8 803	1 857 958	3 392 804	501	4.3

Operations Subject to Variable Charge by Type of Licence for March 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	576 121	318 638	97 828	220 809	55.3
Class 2	8 302	5 494	—	5 494	66.2
Class 3	58 915	50 171	—	50 171	85.2
Class 4	11 799	10 175	—	10 175	86.2
Class 5	17 823	11 466	2 686	8 780	64.3
Class 6	41 664	31 788	31 787	1	76.3
Class 7	1 138	547	64	483	48.1
TOTAL	715 761	428 278	132 366	295 912	59.8
Non-chargeable Operations					
Aircraft hired from Foreign Operators	5 155	2 986	474	2 512	57.9
Exempt Services	52 429	26 753	20 169	6 584	51.0
TOTAL	57 584	29 739	20 643	9 096	51.6
GRAND TOTAL	773 345	458 017	153 009	305 008	59.2

Output by Type of Licence and Aircraft Ownership for March 1976

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Hired from UK Airline (000)	Tonne-km Available Hired Otherwise (000)	Total (000)
Class 1	576 121	897	15	577 032
Class 2	8 302	—	—	8 302
Class 3	58 915	38	—	58 954
Class 4	11 799	—	—	11 799
Class 6	41 664	—	334	41 998
Class 7	1 138	—	—	1 138
Exempt Services	49 776	—	2 653	52 429
TOTAL	747 715	935	3 002	751 651
Class 5 hired to UK Airlines				5 017
Non UK Airlines				17 612
TOTAL				22 629
GRAND TOTAL				774 280

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Appendix A Definitions—Traffic Statistics

MOVEMENTS AT AIRPORTS

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

AIR PASSENGERS

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

TYPES OF SERVICES

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

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

CLASSES OF LICENCE

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

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

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

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

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

Appendix B Measures and their Computation

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

Aircraft accident	An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or (b) the aircraft incurs damage or structural failure which adversely affects the structure strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component.
Aircraft days available	The sum of the number of days each aircraft is available for use during the year. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of service due to major accidents or conversion, days when an aircraft is in possession of others or is not available because of government action such as grounding by government regulatory agencies.
Aircraft departures	The number of take-offs of aircraft. For statistical uses, departures are equal to the number of landings made or flight-stages flown.
Aircraft hours	An aircraft hour is said to be performed when an aircraft operates one hour; aircraft hours are measured on the basis of block-to-block time.
Aircraft hours flown per day	This is an average per aircraft measure computed by dividing the actual hours of use by the number 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.