

Civil Aviation Authority



CAA Monthly Statistics
(up to and including June 1977)

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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.
- 1.3 Tables 13, 16–19 and 21 have been revised with effect from January 1977. Figures given in all the Tables are now for the current month only, instead of a monthly average of the latest three months. Tables 13 and 21 have been expanded so as to enable freight carried on all-freight flights to be separated from that carried on passenger flights, and to show a breakdown between International and Domestic and Scheduled and Non-Scheduled Traffic.

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 CA. 7 were also published.

Contents

Foreword

Civil Aviation Statistics—June 1977	1
--	----------

Graphs

Output of UK Airlines: Tonne-kilometres made available	4
UK Airports: Terminal passengers arriving or departing	4

Tables

1	Size Structure of UK Airports and Airlines	3
2	Main Outputs of UK Airports and Airlines	5
3	Use of UK Airports: Main Categories of Operator and Service	6
4	Movements at UK Airports by Purpose	7
5	Air Transport Movements by Airports	8
6	Terminal Passengers by Airports	9
7	Cargo Taken Up and Set Down by Airports	10
	<i>Scheduled Services by UK Airlines</i>	
8.1	All Services	11
8.2	Domestic Services	12
8.3	International Services	13
	<i>Non-scheduled Services by UK Airlines</i>	
9.1	By Main Type of Service	14
9.2	Load factors and distances: Inclusive Tours	15
9.3	Load factors and distances: Advance Booking and Other Separate Fare Charters	16
10	UK Passenger Movement by Air Analysis by Countries of Landing and Embarkation	17

Airport Activity

11	Aircraft Movements	18
12	Air Transport Movements by Type and Nationality of Operator	19
13	Air Transport Movements Comparison with a Year Earlier	20
14	Air Transport Landings Diverted to UK Reporting Airports	21

Air Passengers

15	Air Passengers by Type and Nationality of Operator	22
16	Terminal Air Passengers	23
17	International and Domestic Passenger Traffic	24
18	International Air Passenger Traffic to and from UK Airports	25–28
19	Domestic Passengers by Main Routes	29

Air Cargo

20	Cargo by Type and Nationality of Operator	30
21	Cargo Comparison with a Year Earlier	31

Contents *continued*

Airline Operations

Scheduled Services

22.1	All Services	32
22.2	International Services	33
22.3	Domestic Services	34

Non-scheduled Services

23.1	All Services	35
23.2	International Services	36
23.3	Domestic Services	37

24	Class 2 Licence Operations	38
25	Class 3 Licence Operations	38

26.1	All Class 4 Licence Operations	39
26.2	International Class 4 Operations	39
26.3	Domestic Class 4 Operations	39

27.1	All Class 6 Licence Operations	40
27.2	International Class 6 Licence Operations	40
27.3	Domestic Class 6 Operations	40

28.1	All Class 7 Licence Operations	41
28.2	International Class 7 Licence Operations	41
28.3	Domestic Class 7 Licence Operations	41

29.1	Exempt Operations	42
29.2	International Exempt Operations	43
29.3	Domestic Exempt Operations	44

30.1	Class 5 Operations for UK Operators	45
30.2	Class 5 Operations for Non-UK Operators	45

Aircraft Type and Utilisation

31.1	All Airlines	46
31.2	Individual Airlines	47–50

32	Operations Subject to Variable Charge	51
33	Output by Type of Licence	51
34	Passenger Analysis by Type of Licence and Fare Category	52

Appendix A	Definitions—Traffic Statistics	53
-------------------	---------------------------------------	-----------

Appendix B	Measures and their Computation	55
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Civil Aviation Statistics—June 1977

Activity at UK Airports

Air transport movements during June 1977 reached a level of 73 000, a growth of 5.8 per cent against June 1976; the proportion of all-freight movements fell marginally to stand at 5.1 per cent of the total. London area movements accounted for 35 000 (4.8 per cent growth as compared with the previous year). With the exception of Luton, which reported 2.4 per cent decline (50 fewer movements), all the airports in the London area reported increases in traffic. Heathrow reported 1098 additional movements (4.9 per cent growth), Gatwick 288 additional movements (3.7 per cent growth), Southend 210 additional movements (18.1 per cent growth) and Stansted 60 additional movements (17.8 per cent growth). Outside the London area, a total of 38 000 movements was reported (6.7 per cent growth). Sumburgh again reported the greatest increase in actual movements (853 additional movements; 67.0 per cent growth, followed by Aberdeen with 441 additional movements (11.4 per cent growth) and Norwich with 304 additional movements (52.9 per cent growth). Liverpool and Prestwick reported the heaviest falls in movements with 165 fewer movements (15.3 per cent decline) and 158 fewer movements (15.4 per cent decline) respectively, followed by Bristol with 40 fewer movements (5.4 per cent decline). Scheduled movements in June 1977, as compared with the previous year, grew by 5.8 per cent and charter movements by 5.7 per cent. The UK operators' share of scheduled and charter movements increased marginally to stand at 75.2 per cent and 85.8 per cent respectively.

The number of terminal passengers reported by UK airports in June 1977 was 4.6 million, an increase of 6.7 per cent over the same month in the previous year. London area passengers grew by 8.1 per cent to 3.2 million. Three of the five airports in the area reported growth, Gatwick 15.0 per cent (90 746 additional passengers), Heathrow 7.3 per cent (151 711 additional passengers) and Southend 4.0 per cent (905 additional passengers). Luton reported 2.4 per cent decline (4645 fewer passengers) and Stansted 2.1 per cent decline (522 fewer passengers). Outside the London area, 1.4 million terminal passengers used UK airports, a growth of 3.6 per cent as compared with June 1976. Sumburgh reported the greatest increase in passengers handled with 11 532 additional passengers (53.1 per cent growth), followed by Manchester and Aberdeen with 8685 additional passengers (2.9 per cent growth) and 7529 additional passengers (10.0 per cent growth) respectively. Liverpool reported the heaviest fall (7121 fewer passengers; 19.2 per cent decline), followed by Blackpool and Bristol with 1108 fewer passengers (7.6 per cent decline) and 518 fewer passengers (2.1 per cent decline) respectively. Passengers travelling on scheduled services increased 7.7

per cent and those on charter services increased 4.1 per cent. The UK operators' share of scheduled passengers fell 2.1 percentage points to stand at 63.6 per cent and their share of charter passengers fell 2.0 percentage points to 76.8 per cent.

3.4 million passengers travelled on international services (8.3 per cent growth as compared with June 1976) and 1.2 million on domestic services (2.2 per cent growth). International scheduled services carried 11.6 per cent more passengers and international charter 3.2 per cent more. The most heavily used scheduled routes were those to USA with 14.2 per cent of the total (4.3 per cent growth), followed by those to France and West Germany with 11.7 per cent of the total (12.2 per cent growth) and 7.8 per cent of the total (12.8 per cent growth) respectively. Services to Spain carried 34.2 per cent of the total charter passengers (2.8 per cent decline), services to USA carried 12.8 per cent of the total (62.8 per cent growth) and those to Italy 10.0 per cent of the total (7.5 per cent decline). Of the passengers travelling on the main domestic routes, those on the London, Channel Islands, Edinburgh and Glasgow services increased (1.6 per cent, 3.9 per cent, 8.3 per cent and 8.3 per cent respectively). Traffic carried on routes to Belfast and the Isle of Man declined (−5.7 per cent and −5.8 per cent respectively).

During June 1977, all freight handled at UK airports amounted to 56 000 tonnes (4.6 per cent growth as compared with June 1976); 30 000 of this travelled on all-freight flights (4.0 per cent growth). In the London area, total tonnage rose by 3.9 per cent. Only Southend reported a fall in traffic (770 fewer tonnes; 66.7 per cent decline). Heathrow handled 1058 additional tonnes (3.1 per cent growth), Gatwick 784 additional tonnes (12.9 per cent growth) and Stansted 405 additional tonnes (22.0 per cent growth). Luton reported the highest growth rate (62.8 per cent; 226 additional tonnes, 159 tonnes of which travelled on all-freight flights. Over the rest of the UK, total tonnage rose by 7.2 per cent. Manchester and Prestwick reported the heaviest increases in tonnage handled (624 additional tonnes; 27.3 per cent growth and 316 additional tonnes; 30.7 per cent growth respectively). East Midlands and Liverpool reported the heaviest falls in tonnage handled (197 fewer tonnes; 32.5 per cent decline and 147 fewer tonnes; 14.3 per cent decline respectively). Freight carried on scheduled services rose 6.0 per cent, as compared with the previous year, whilst that carried on charter services fell 1.6 per cent. The UK operators' share of the total tonnage fell marginally to 49.6 per cent; their share of scheduled service tonnage fell 1.9 percentage points to 42.3 per cent but their share of charter service tonnage rose 5.7 percentage points to stand at 82.9 per cent.

Output of UK Airlines

The output of UK airlines for all services in June 1977 was 1028 million available tonne-kilometres, an increase of 7·8 per cent on June 1976.

The scheduled service output of 676 million available tonne-kilometres was 4·0 per cent higher than a year earlier. The overall load factor was 57·4 per cent compared with 56·2 the previous year. Seat kilometres used were 60·5 per cent of those available. Seat factors on domestic and international scheduled services were 63·4 and 60·3 per cent respectively compared with 62·5 and 60·6 per cent a year earlier.

The non-scheduled output of 352 million available tonne-kilometres was 15·6 per cent higher than in June 1976. Advance Booking Charters and Inclusive Tour Charters accounted for 86·2 and 121·8 million available tonne-kilometres respectively compared with 58·0 and 131·9 million a year earlier.

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

Size Structure of UK Airports and Airlines Year ended 30 June 1977

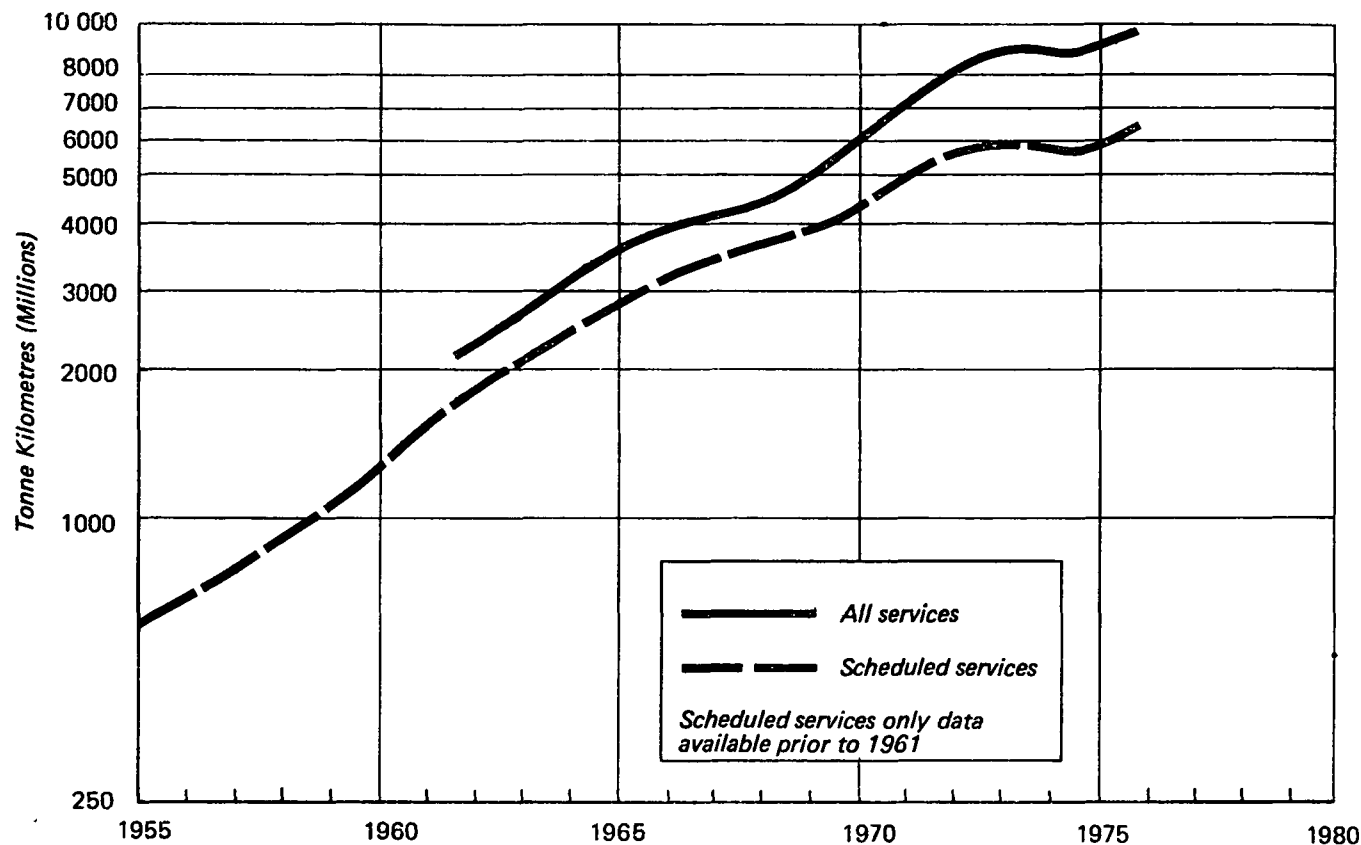
Table 1

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	23 738	51.94	100	100.00
Gatwick	6 182	13.53	98	48.06
Manchester	2 745	6.01	95	34.54
Glasgow	1 875	4.10	93	28.53
Luton	1 834	4.01	90	24.43
Birmingham	1 112	2.43	88	20.41
Edinburgh	1 042	2.28	86	17.98
Belfast	1 039	2.27	83	15.70
Aberdeen	874	1.91	81	13.43
Newcastle	648	1.42	79	11.51
East Midlands	474	1.04	76	10.09
Prestwick	388	0.85	74	9.06
Liverpool	342	0.75	71	8.21
Isle of Man	336	0.73	69	7.46
Leeds/Bradford	300	0.66	67	6.73
Stansted	296	0.65	64	6.07
Southampton	285	0.62	62	5.42
Sumburgh	284	0.62	60	4.80
Southend	229	0.50	57	4.18
Bristol	209	0.46	55	3.68
Tees-side	207	0.45	52	3.22
Glamorgan	194	0.42	50	2.77
Other Airport (20)	1 070	2.34	48	2.34

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres available	Percentage of UK airlines this size and smaller	Percentage of a.t. – km of UK airlines this size and smaller
British Airways Long Haul Division	5 049	50.77	100	100.00
British Airways Short Haul Division	1 244	12.51	97	49.23
British Caledonian Airways	867	8.72	94	36.72
Dan Air Services	550	5.53	91	28.00
Laker Airways	414	4.16	88	22.47
International Aviation Services	394	3.96	85	18.37
Britannia Airways	365	3.67	82	14.35
Trans-Meridian Air Cargo	246	2.47	79	10.68
British Airtours	229	2.30	76	8.21
Monarch Airlines	166	1.67	73	5.90
Tradewinds Airways	153	1.54	70	4.23
British Midland Airways	140	1.41	67	2.69
Air Anglia	28	0.28	64	1.29
British Island Airways	24	0.24	61	1.01
Alidair	13	0.13	58	0.76
British Air Ferries	11	0.11	55	0.63
Others (17 airlines)	52	0.52	52	0.52

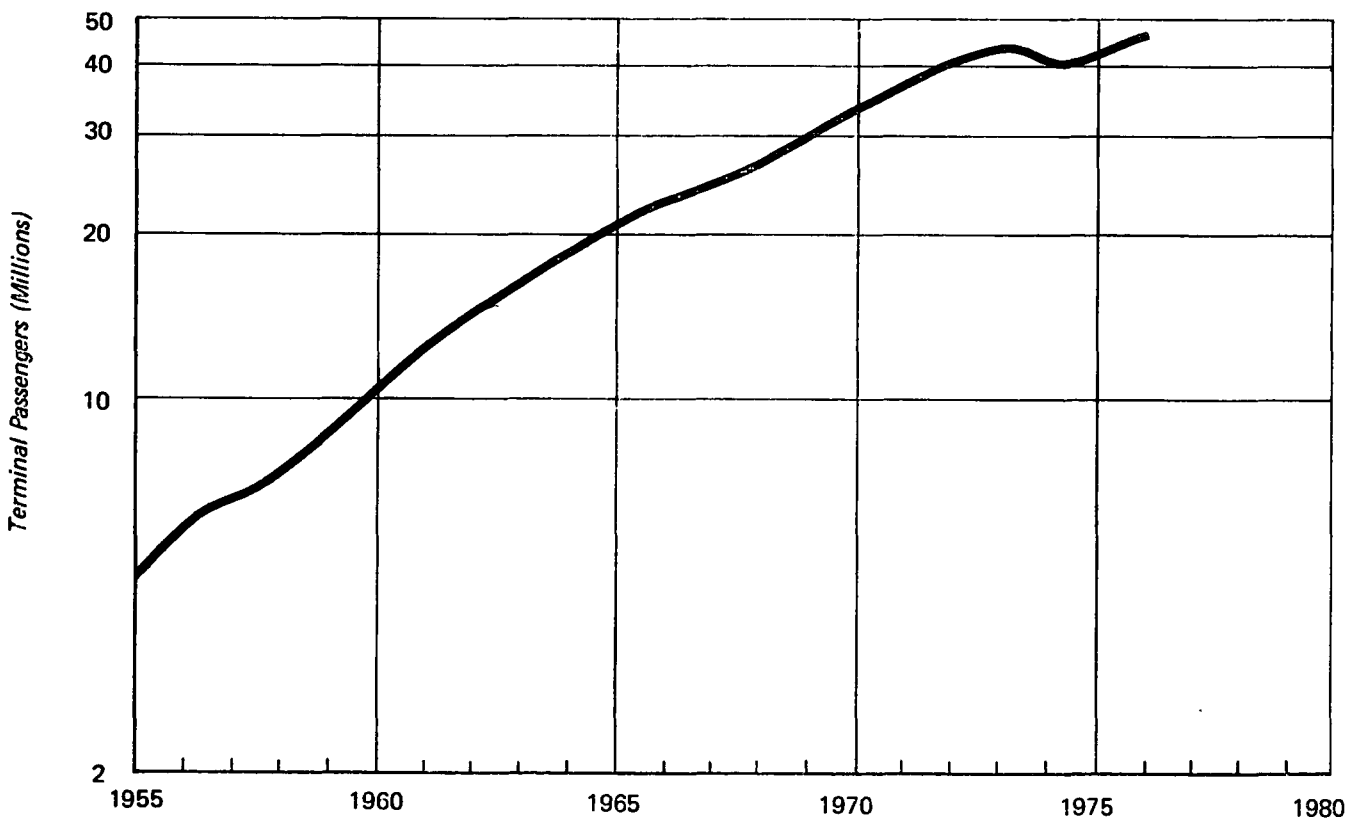
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1951-1977

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)
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
1976	1 896	740	44 666	9 690	6 578	3 112
Year ended						
June 1976	1 908	718	43 250	9 389	6 356	3 033
June 1977	1 896	750	45 704	9 933	6 602	3 331
Latest year's growth (percentages)						
	-0.6	4.5	5.7	5.8	3.9	9.8
Mean rates of growth (percentages) to 1976						
20 years	6.4	4.3	11.1	..	12.5	..
10 years	5.6	6.3	7.6	11.0	9.0	16.5
5 years	1.9	1.8	2.4	3.1	4.1	1.4

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

		Total		UK Operators				Foreign Operators			
		A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	A.T. movements (000)	Non-scheduled Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	A.T. movements (000)	Non-scheduled Terminal passengers (000)
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
1976		61.7	3 722	34.4	1 810	12.8	742	12.5	989	2.0	181
1975	1st quarter	48.4	2 532	28.4	1 338	8.1	431	11.1	703	0.9	59
	2nd quarter	61.6	3 611	35.3	1 763	11.9	763	12.6	920	1.8	165
	3rd quarter	69.8	4 766	38.6	2 209	14.8	1 110	13.7	1 157	2.6	290
	4th quarter	53.6	3 039	30.4	1 575	10.4	541	11.5	820	1.3	103
1976	1st quarter	50.9	2 706	29.6	1 451	9.2	443	11.3	751	0.9	60
	2nd quarter	65.1	3 906	36.4	1 887	13.8	826	12.7	994	2.1	200
	3rd quarter	73.8	4 984	39.7	2 236	16.6	1 144	14.2	1 274	3.2	331
	4th quarter	56.8	3 294	31.9	1 667	11.4	555	11.8	937	1.7	135
1977	1st quarter	53.2	2 990	30.3	1 568	10.8	497	11.0	847	1.1	79
	2nd quarter	66.2	3 967	36.2	1 769	14.8	816	13.0	1 162	2.2	219
1976	January	50.8	2 703	29.3	1 436	9.1	436	11.5	770	0.9	61
	February	47.6	2 419	27.8	1 305	8.5	402	10.7	671	0.7	41
	March	54.4	2 995	31.7	1 613	9.9	490	11.8	813	1.1	78
	April	60.2	3 536	34.2	1 748	12.3	732	12.2	932	1.5	124
	May	65.9	3 906	36.8	1 896	13.8	796	13.1	995	2.2	219
	June	69.2	4 275	38.2	2 016	15.4	949	12.9	1 054	2.7	256
1977	January	52.6	2 955	29.8	1 510	10.4	487	11.3	886	1.1	72
	February	49.4	2 645	28.1	1 401	10.0	447	10.3	729	1.0	68
	March	57.7	3 371	32.9	1 794	12.1	556	11.5	926	1.2	96
	April	56.8	3 341	28.6	1 256	13.9	753	12.5	1 176	1.8	156
	May	68.6	3 998	39.3	1 948	14.2	732	13.0	1 108	2.2	210
	June	73.2	4 561	40.7	2 104	16.4	964	13.4	1 203	2.7	290

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total	Total	Commercial	Other	Total	Non-commercial	Test and	Other
	(000)	(000)	Air transport (000)	(000)	(000)	Aero club and private (000)	training (000)	(000)
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
1976	158.0	68.4	61.7	6.7	89.6	67.2	13.3	9.1
1975 1st quarter	134.2	53.5	48.4	5.0	80.7	55.1	17.9	7.7
2nd quarter	178.0	68.8	61.6	7.2	109.2	81.6	17.9	9.7
3rd quarter	185.7	78.5	69.8	8.7	107.2	84.6	15.2	7.4
4th quarter	138.9	59.4	53.6	5.8	79.5	59.3	11.5	8.7
1976 1st quarter	130.2	55.9	50.9	5.0	74.3	51.8	13.4	9.1
2nd quarter	181.2	73.1	65.1	8.0	108.1	82.6	15.8	9.6
3rd quarter	186.2	82.3	73.8	8.5	104.0	83.4	11.8	8.8
4th quarter	134.3	62.4	56.8	5.6	71.9	50.8	12.2	8.9
1977 1st quarter	137.2	58.3	53.2	5.1	78.9	53.8	14.7	10.4
2nd quarter	174.3	74.5	66.2	8.3	99.9	75.4	14.0	10.4
1976 January	122.4	55.4	50.8	4.6	67.1	46.0	12.5	8.6
February	121.3	52.1	47.6	4.4	69.3	48.8	12.1	8.3
March	146.9	60.3	54.4	5.9	86.6	60.5	15.7	10.4
April	179.7	67.2	60.2	7.0	112.5	84.5	18.5	9.5
May	179.5	74.0	65.9	8.1	105.4	79.3	16.9	9.3
June	184.3	78.0	69.2	8.8	106.3	84.1	12.1	10.1
1977 January	127.6	57.3	52.6	4.7	70.3	48.7	13.0	8.6
February	131.0	54.0	49.4	4.7	77.0	52.4	14.3	10.3
March	153.0	63.6	57.7	6.0	89.4	60.3	16.8	12.3
April	158.3	64.5	56.8	7.6	93.9	71.1	13.6	9.1
May	189.4	77.5	68.6	8.8	111.9	82.3	16.7	12.9
June	175.3	81.6	73.2	8.4	93.8	72.8	11.8	9.2

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
1967		24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968		24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969		27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970		28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971		30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972		31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1973		32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1974		31 110	5 793	2 609	1 422	1 176	4 080	5 623	4 380	2 982	7 952
1975		30 062	5 606	2 622	1 430	1 153	4 094	5 242	5 472	2 696	8 007
1976		30 857	5 658	2 823	1 628	1 115	4 082	5 641	7 215	2 641	7 905
1975 1st quarter		26 019	4 738	1 951	1 195	1 011	2 919	3 860	4 570	2 200	5 880
2nd quarter		31 315	5 979	2 888	1 487	1 350	4 795	5 675	5 260	2 862	8 919
3rd quarter		35 491	6 689	3 288	1 661	1 369	5 451	6 474	5 895	3 490	10 728
4th quarter		27 421	5 016	2 360	1 375	881	3 211	4 960	6 164	2 231	6 501
1976 1st quarter		26 318	4 661	2 089	1 387	877	2 770	4 677	6 041	2 131	5 500
2nd quarter		32 305	6 015	3 053	1 696	1 230	4 715	5 868	7 423	2 817	9 202
3rd quarter		36 271	6 920	3 576	1 899	1 404	5 463	6 908	7 811	3 535	10 684
4th quarter		28 534	5 038	2 575	1 531	949	3 380	5 109	7 583	2 081	6 235
1977 1st quarter		26 880	4 713	2 257	1 494	923	2 945	4 572	7 463	1 981	5 059
2nd quarter		32 231	5 833	2 928	1 874	1 209	5 380	5 530	8 477	2 796	9 096
1976 January		26 882	4 606	1 985	1 332	833	2 570	4 689	5 701	2 175	5 060
February		24 553	4 386	1 958	1 350	737	2 472	4 402	5 760	2 030	4 652
March		27 520	4 992	2 325	1 480	1 061	3 267	4 941	6 661	2 188	6 788
April		30 598	5 227	2 656	1 498	1 060	4 316	5 223	7 206	2 421	8 317
May		32 654	6 154	3 174	1 743	1 239	4 693	6 055	7 436	2 794	9 812
June		33 662	6 663	3 328	1 846	1 390	5 137	6 326	7 628	3 236	9 476
1977 January		27 127	4 582	2 085	1 468	863	2 682	4 662	7 214	1 951	4 758
February		25 046	4 352	2 084	1 451	849	2 740	3 918	7 081	1 850	4 569
March		28 468	5 204	2 602	1 564	1 057	3 313	5 136	8 094	2 142	5 849
April		27 732	4 550	2 514	1 397	1 026	5 396	4 257	7 830	2 113	8 451
May		33 692	6 329	2 914	2 055	1 195	5 202	5 988	8 457	2 914	9 378
June		35 268	6 620	3 357	2 169	1 406	5 541	6 345	9 143	3 360	9 460

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)
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
1976	2 604	283	133	71	34	81	280	118	119	163
1975 1st quarter	1 810	180	85	50	24	49	165	76	94	89
2nd quarter	2 469	296	149	68	37	101	264	92	135	192
3rd quarter	3 250	389	198	84	51	128	352	116	197	267
4th quarter	2 120	233	111	56	23	66	230	100	99	123
1976 1st quarter	1 914	193	84	52	23	46	210	94	88	82
2nd quarter	2 704	310	147	76	37	97	293	120	124	193
3rd quarter	3 439	403	186	94	50	120	377	137	174	255
4th quarter	2 358	227	115	60	25	60	242	119	89	119
1977 1st quarter	2 152	205	92	56	26	45	214	116	85	84
2nd quarter	2 809	295	136	75	36	109	269	130	110	191
1976 January	1 947	188	71	48	18	38	211	89	94	65
February	1 698	177	80	49	20	41	186	87	80	67
March	2 097	215	102	60	30	59	232	107	91	115
April	2 506	254	127	62	31	90	240	114	113	157
May	2 679	313	152	78	37	97	319	118	114	207
June	2 926	364	162	87	42	103	319	128	144	215
1977 January	2 170	194	78	52	23	34	210	109	86	67
February	1 897	182	83	55	24	40	181	107	76	72
March	2 389	238	115	62	31	60	251	132	93	112
April	2 443	206	118	52	33	119	181	108	82	158
May	2 820	310	129	80	30	100	294	134	103	195
June	3 164	368	162	92	44	108	331	148	144	221

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months										Tonnes
										Oil

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 used (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
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
1976		548.2	309.2	12.1	64.2	233.0	56.4	4 291.3	2 580.1	60.1
1975	1st quarter	439.3	241.6	10.8	63.2	167.7	55.0	3 315.6	1 868.7	56.4
	2nd quarter	496.6	264.9	10.4	63.2	191.3	53.3	3 783.0	2 142.2	56.6
	3rd quarter	568.9	333.6	10.6	64.4	258.3	58.7	4 438.7	2 926.4	66.0
	4th quarter	487.0	263.5	12.2	50.4	200.8	54.1	3 758.7	2 233.5	59.4
1976	1st quarter	491.2	265.3	11.4	63.6	190.3	54.0	3 778.3	2 119.9	56.1
	2nd quarter	568.6	311.7	11.5	65.8	234.3	54.8	4 470.4	2 603.2	58.2
	3rd quarter	601.5	362.0	11.3	62.9	287.8	60.2	4 778.6	3 197.2	66.9
	4th quarter	531.5	297.9	14.0	64.5	219.5	56.0	4 137.7	2 400.2	58.0
1977	1st quarter	496.7	281.9	12.0	64.7	205.2	56.8	3 805.0	2 244.3	59.0
	2nd quarter	571.0	314.6	12.8	68.0	233.9	55.1	4 457.1	2 563.7	57.5
1976	January	454.9	248.7	10.0	49.2	189.5	54.7	3 542.4	2 124.6	60.0
	February	441.6	228.2	10.2	57.8	160.2	51.7	3 405.7	1 776.6	52.2
	March	577.0	319.0	14.0	83.9	221.1	55.3	4 386.8	2 458.4	56.0
	April	531.8	285.3	11.5	63.5	210.4	53.7	4 156.7	2 360.1	56.8
	May	524.4	284.7	10.7	61.6	212.3	54.3	4 147.4	2 347.5	56.6
	June	649.7	365.0	12.2	72.4	280.3	56.2	5 107.0	3 101.9	60.7
1977	January	463.6	262.8	10.3	50.4	202.1	56.7	3 590.2	2 224.4	62.0
	February	469.1	256.4	12.0	64.7	179.7	54.7	3 573.8	1 958.7	54.8
	March	557.5	326.5	13.8	79.0	233.7	58.6	4 250.9	2 549.8	60.0
	April	489.1	256.0	11.7	55.6	188.8	52.3	3 782.9	2 072.9	54.8
	May	548.0	300.2	12.4	66.0	221.8	54.8	4 305.4	2 421.4	56.2
	June	675.9	387.7	14.3	82.3	291.1	57.4	5 283.0	3 196.9	60.5

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
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
1976	32.2	17.6	0.2	1.1	16.2	54.7	317.0	192.9	60.9
1975 1st quarter	21.7	11.7	0.2	1.2	10.2	53.9	202.8	121.4	59.9
2nd quarter	29.4	16.9	0.2	1.2	15.4	57.5	292.2	183.6	62.8
3rd quarter	35.1	21.9	0.2	1.2	20.4	62.4	352.9	242.7	68.8
4th quarter	26.9	14.8	0.2	1.0	13.5	55.0	265.9	160.6	60.4
1976 1st quarter	27.2	14.1	0.2	1.1	12.7	51.8	264.9	151.1	57.1
2nd quarter	33.8	18.5	0.2	1.2	17.1	54.7	334.1	202.6	60.7
3rd quarter	37.6	22.0	0.2	1.2	20.6	59.9	375.3	245.1	65.3
4th quarter	30.0	15.8	0.2	1.0	14.5	52.7	293.5	172.6	58.8
1977 1st quarter	28.3	14.9	0.2	1.0	13.6	52.5	275.3	161.8	58.8
2nd quarter	28.4	16.8	0.2	0.9	15.6	59.2	299.7	185.7	61.9
1976 January	27.3	13.9	0.2	1.1	12.6	51.0	263.7	149.0	56.5
February	25.8	12.9	0.2	1.1	11.6	50.0	251.0	137.7	54.9
March	28.6	15.5	0.2	1.2	14.0	54.3	279.9	166.7	59.6
April	31.3	16.7	0.2	1.2	15.4	53.6	310.6	182.5	58.7
May	34.8	18.9	0.2	1.2	17.4	54.2	342.5	207.0	60.4
June	35.3	19.8	0.2	1.2	18.4	56.0	349.3	218.4	62.5
1977 January	27.8	13.9	0.2	0.9	12.8	50.2	270.0	151.5	56.1
February	25.6	13.3	0.2	1.0	12.1	51.8	248.8	143.4	57.6
March	31.5	17.5	0.3	1.2	16.0	55.4	307.0	190.5	62.0
April	18.6	11.2	0.2	0.6	10.4	60.1	193.6	123.9	64.0
May	32.9	18.8	0.3	1.1	17.4	57.0	347.8	206.3	59.3
June	33.7	20.3	0.2	1.0	19.1	60.3	357.7	226.9	63.4

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
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
1976	516.1	291.6	11.9	63.1	216.8	56.5	3 974.3	2 387.3	60.1
1975 1st quarter	417.6	229.8	10.6	61.9	157.5	55.0	3 112.7	1 747.2	56.1
2nd quarter	467.2	248.0	10.1	62.0	175.9	53.1	3 490.9	1 958.5	56.1
3rd quarter	533.7	311.6	10.4	63.1	238.1	58.4	4 085.8	2 683.7	65.7
4th quarter	460.1	248.7	12.0	49.4	187.3	54.1	3 492.9	2 072.9	59.4
1976 1st quarter	463.9	251.2	11.2	62.5	177.5	54.2	3 513.4	1 968.7	56.0
2nd quarter	534.9	293.2	11.3	64.6	217.3	54.8	4 136.2	2 400.6	58.0
3rd quarter	563.9	340.0	11.1	61.7	267.2	60.3	4 403.3	2 952.1	67.0
4th quarter	501.5	282.1	13.8	63.4	205.0	56.3	3 844.2	2 227.6	57.9
1977 1st quarter	468.5	267.0	11.8	63.7	191.6	57.0	3 529.7	2 082.5	59.0
2nd quarter	542.6	297.9	12.6	67.1	218.3	54.9	4 157.4	2 378.1	57.2
1976 January	427.6	234.7	9.7	48.2	176.9	54.9	3 278.6	1 975.5	60.3
February	415.7	215.3	10.0	56.7	148.6	51.8	3 154.7	1 638.9	51.9
March	548.5	303.5	13.8	82.6	207.1	55.3	4 106.9	2 291.7	55.8
April	500.5	268.6	11.3	62.3	195.0	53.7	3 846.1	2 177.6	56.6
May	489.7	265.8	10.5	60.4	194.9	54.3	3 804.8	2 140.6	56.3
June	614.4	345.2	12.0	71.2	262.0	56.2	4 757.7	2 883.5	60.6
1977 January	435.9	248.9	10.0	49.6	189.3	57.1	3 320.3	2 072.9	62.4
February	443.5	243.2	11.8	63.7	167.7	54.8	3 325.0	1 815.3	54.6
March	526.0	309.0	13.5	77.8	217.7	58.7	3 943.9	2 359.3	59.8
April	470.5	244.8	11.5	55.0	178.4	52.0	3 589.3	1 949.0	54.3
May	515.1	281.5	12.2	64.9	204.4	54.6	3 957.6	2 215.1	56.0
June	642.1	367.4	14.0	81.3	272.0	57.2	4 925.3	2 970.1	60.3

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
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
1976	259.4	32.1	95.3	11.8	52.2	6.5	111.6	13.8
1975 1st quarter	175.4	28.5	48.9	7.9	23.8	3.8	102.7	16.8
2nd quarter	245.7	33.1	95.8	12.9	48.7	6.6	101.3	13.6
3rd quarter	329.1	36.7	128.1	14.3	88.5	9.9	112.5	12.5
4th quarter	230.4	32.1	70.8	9.9	31.0	4.3	128.5	17.9
1976 1st quarter	183.5	27.2	54.2	8.0	20.4	3.0	109.0	16.2
2nd quarter	267.7	32.0	111.0	13.3	55.6	6.7	100.1	12.1
3rd quarter	342.7	36.2	142.0	15.0	92.0	9.7	108.7	11.5
4th quarter	243.5	31.1	74.1	9.6	40.8	5.3	128.7	16.6
1977 1st quarter	222.7	31.0	60.4	8.4	27.5	3.8	134.7	18.7
2nd quarter	308.5	35.1	104.2	11.8	71.6	8.1	132.6	15.1
1976 January	192.6	29.9	53.1	8.2	27.3	4.2	112.2	17.4
February	160.8	26.7	50.4	8.4	13.7	2.3	96.7	16.1
March	197.2	25.5	59.0	7.6	20.1	2.6	118.1	15.3
April	235.8	30.7	89.4	11.6	39.9	5.2	106.5	13.9
May	262.6	33.3	111.7	14.2	46.7	5.9	142.2	13.2
June	304.7	31.9	131.9	13.8	80.1	8.4	92.7	9.7
1977 January	215.8	31.8	60.1	8.8	33.8	5.0	121.9	17.9
February	198.9	29.8	54.4	8.1	19.7	2.9	124.8	18.7
March	253.4	31.3	66.8	8.2	29.1	3.6	157.5	19.4
April	277.3	36.2	92.4	12.1	47.3	6.2	137.6	18.0
May	296.0	35.1	98.5	11.7	64.2	7.6	133.3	15.8
June	352.1	34.3	121.8	11.8	103.4	10.1	126.9	12.3

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)
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
1976	1 086.0	889.4	81.9	564.1	5 402	8 250	1 527	1 577
1975 1st quarter	559.8	486.7	86.9	328.8	3 048	4 376	1 436	1 480
2nd quarter	1 088.5	908.8	83.5	622.4	5 809	8 367	1 440	1 460
3rd quarter	1 466.5	1 325.2	90.4	868.0	7 649	11 281	1 475	1 527
4th quarter	809.2	656.4	81.1	414.1	4 125	6 323	1 533	1 585
1976 1st quarter	615.9	520.6	84.5	338.5	3 234	4 806	1 486	1 538
2nd quarter	1 262.3	998.5	79.1	639.9	6 276	9 496	1 513	1 560
3rd quarter	1 622.7	1 388.3	85.6	864.4	7 948	12 284	1 546	1 606
4th quarter	842.9	650.2	77.1	413.7	4 149	6 413	1 546	1 572
1977 1st quarter	681.1	599.5	88.0	368.6	3 545	5 174	1 460	1 626
2nd quarter	1 193.0	952.7	79.9	614.4	6 104	9 059	1 484	1 551
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	3 024	4 449	1 471	1 530
March	671.5	586.5	87.3	376.2	3 479	5 216	1 499	1 559
April	1 011.4	852.8	84.3	560.4	5 158	7 604	1 474	1 522
May	1 269.3	946.0	74.5	610.5	6 351	9 533	1 501	1 549
June	1 506.3	1 196.7	79.4	748.9	7 319	11 352	1 551	1 598
1977 January	675.8	527.4	78.0	344.5	3 506	5 132	1 464	1 531
February	614.6	520.3	84.6	345.6	3 259	4 659	1 430	1 505
March	753.0	750.7	86.4	415.7	3 869	5 732	1 482	1 806
April	1 051.5	878.7	83.6	569.0	5 416	7 968	1 471	1 544
May	1 131.1	843.9	75.1	552.6	5 821	8 577	1 474	1 536
June	1 396.3	1 135.4	81.3	721.7	7 075	10 632	1 503	1 573

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)
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
1976		532.8	430.7	80.8	122.7	1 627	2 876	1 768	3 510
1975	1st quarter	241.7	198.8	82.3	59.4	1 026	1 442	1 406	3 347
	2nd quarter	446.9	355.6	76.2	108.6	1 558	2 505	1 608	3 274
	3rd quarter	853.3	679.0	79.6	212.6	2 550	4 606	1 806	3 194
	4th quarter	323.6	248.0	76.6	69.0	1 163	1 869	1 607	3 594
1976	1st quarter	217.8	174.9	80.3	54.0	1 007	1 397	1 387	3 239
	2nd quarter	564.6	425.0	75.3	126.7	1 790	3 013	1 683	3 354
	3rd quarter	933.6	783.0	83.9	220.1	2 469	4 924	1 994	3 557
	4th quarter	415.3	339.8	81.8	90.1	1 241	2 170	1 749	3 771
1977	1st quarter	290.8	237.9	81.8	68.0	1 165	1 734	1 488	3 499
	2nd quarter	739.3	597.1	80.8	152.6	1 512	3 776	2 497	3 912
1976	January	291.8	234.2	80.3	67.4	1 146	1 828	1 595	3 475
	February	147.3	115.5	78.4	34.1	807	992	1 229	3 387
	March	214.2	174.9	81.7	56.5	1 067	1 371	1 285	3 096
	April	412.9	319.3	77.3	105.4	1 551	2 355	1 513	3 029
	May	474.3	367.9	77.6	109.3	1 693	2 510	1 483	3 366
	June	806.5	587.7	72.9	165.4	2 127	4 174	1 962	3 553
1977	January	351.6	295.6	84.1	78.1	1 171	1 973	1 685	3 785
	February	209.7	161.5	77.0	50.4	989	1 346	1 361	3 204
	March	311.0	256.5	82.5	75.6	1 334	1 882	1 411	3 393
	April	495.3	383.8	77.5	123.0	1 407	2 899	2 060	3 120
	May	654.2	511.7	78.2	130.3	1 398	3 350	2 396	3 927
	June	1 068.4	895.8	83.8	204.6	1 732	5 080	2 933	4 378

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation Monthly Averages

Analysis by Countries of Landing and of Embarkation												Soviet Union and Eastern Europe						
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)		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	
1976	1 842	71	47	242	206	74	162	107	153	43	25	43	389	35	98	35	113	
1975 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	1 261	58	36	196	177	24	100	77	119	28	16	29	216	22	82	9	74	
2nd quarter	1 978	76	46	258	216	86	175	99	164	43	25	43	443	38	103	44	119	
3rd quarter	2 521	77	56	292	242	134	258	147	171	56	35	67	605	41	117	63	160	
4th quarter	1 609	73	51	220	189	50	114	107	158	47	22	34	291	40	93	22	100	
Feb-Apr	1 462	63	37	217	190	38	123	82	137	31	20	32	276	25	89	13	88	
1977 1st quarter	1 436	65	47	209	201	29	116	103	136	42	20	29	218	34	97	8	82	
2nd quarter	2 024	76	52	263	235	79	178	130	173	52	35	33	409	48	117	27	117	
Rest of World	Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)							
1968	270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9							
1969	327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6							
1970	392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8							
1971	433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8							
1972	512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8							
1973	560.3	17.3	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2							
1974	551.1	21.4	21.5	108.6	11.5	23.2	10.5	19.3	243.8	11.3	80.0							
1975	600.8	27.3	23.0	117.2	12.5	28.9	15.1	24.1	244.9	13.1	94.6							
1976	685.8	31.2	24.7	120.7	13.5	32.3	14.3	27.5	293.1	17.2	111.3							
1975 3rd quarter	843.5	35.5	28.0	203.8	16.7	29.7	19.4	27.6	348.6	18.8	115.3							
4th quarter	548.4	29.7	23.6	23.0	12.0	32.8	14.7	26.2	215.0	13.1	99.4							
1976 1st quarter	480.6	28.3	20.8	56.7	13.0	31.5	15.6	28.1	171.6	12.6	102.4							
2nd quarter	679.5	29.9	24.4	122.6	11.2	27.8	11.3	24.9	314.4	14.2	98.8							
3rd quarter	966.0	35.9	30.2	217.8	17.5	33.3	15.9	29.9	427.3	23.9	134.4							
4th quarter	617.2	30.6	23.6	85.6	12.4	36.8	14.2	27.1	259.3	18.1	109.4							
Feb-Apr	487.2	25.8	20.2	60.6	12.3	29.5	14.9	25.2	186.9	12.3	99.6							
1977 1st quarter	539.4	31.0	19.9	59.1	12.3	37.0	16.2	25.7	203.4	22.9	111.9							
2nd quarter	782.7	29.9	20.6	143.2	9.4	31.6	16.2	25.8	369.2	26.4	110.4							

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.

	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	10 604	8 167	—	783	—	257	24	—	1 311	—	62
+ Heathrow	25 424	23 315	—	54	—	103	252	—	1 562	19	119
+ Luton	5 485	2 019	176	325	28	111	40	1 065	1 699	—	22
+ Southend	5 882	1 369	30	—	—	321	—	2 323	1 830	9	—
+ Stansted	1 943	398	—	92	—	610	2	2	712	117	10
Total (London Area)	49 338	35 268	206	1 254	28	1 402	318	3 390	7 114	145	213
Westland Heliport (Battersea)	977	276	2	274	—	—	—	—	297	—	128
Other UK Airports											
+ Leeds/Bradford	4 444	1 000	2	37	35	258	58	2 149	887	9	9
+ Liverpool	5 934	913	48	144	40	152	6	3 485	1 073	11	62
+ Manchester	7 285	4 707	49	274	27	66	265	1 126	743	8	20
+ Birmingham	6 590	2 182	—	106	14	142	36	2 898	1 172	—	40
+ Coventry	5 012	10	2	8	—	454	2	3 751	785	—	—
+ East Midlands	4 776	1 165	—	232	35	339	50	1 837	1 050	6	62
+ Newcastle	2 864	1 423	42	26	526	14	—	471	290	—	72
+ Tees-side	3 747	746	—	147	72	126	42	1 737	787	2	88
+ Bristol	2 364	695	—	32	1	2	15	1 027	590	—	2
+ Glamorgan	2 993	642	—	25	—	132	—	1 920	260	—	14
Swansea	804	69	—	33	49	—	6	429	218	—	—
+ Blackpool	8 826	527	386	37	2	1 237	—	5 457	1 137	—	43
+ Bournemouth	4 477	725	42	151	—	694	—	1 068	1 714	1	82
+ Cambridge	3 619	77	—	26	7	196	3	1 858	475	—	967
+ Exeter	2 417	310	—	9	177	44	—	816	605	6	450
Gloucester/Cheltenham	3 280	97	—	—	72	248	—	2 282	569	—	12
Hawarden	1 357	—	—	—	—	58	—	1 072	177	—	50
Isles of Scilly	657	593	—	1	6	—	—	—	45	—	12
+ Lydd	3 977	379	—	4	—	4	—	2 142	1 350	—	98
+ Manston	438	112	—	6	154	68	—	—	98	—	—
+ Norwich	1 943	879	14	39	110	121	341	—	437	—	2
Penzance Heliport	454	441	—	1	10	2	—	—	—	—	—
+ Southampton	4 385	1 125	—	87	141	2 238	—	270	512	—	12
+ Edinburgh	5 676	1 989	—	28	—	80	52	1 465	889	6	1 167
+ Glasgow	5 995	3 488	—	74	—	65	138	1 158	928	11	133
+ Prestwick	4 586	868	164	37	—	2 040	27	757	269	—	424
+ Aberdeen	7 557	4 321	—	607	—	622	19	1 348	579	6	55
Benbecula	320	218	—	—	—	—	34	—	4	—	64
Inverness	2 011	740	—	23	454	271	—	447	64	6	6
Islay	199	128	—	—	26	4	—	—	33	8	—
+ Kirkwall	1 338	888	—	67	103	2	—	203	61	—	14
Stornoway	417	290	—	28	18	6	2	27	28	—	18
+ Sumburgh	3 431	2 126	—	158	728	318	—	79	—	—	22
Tiree	67	58	—	—	2	—	—	—	5	—	2
Wick	456	374	—	8	—	—	1	49	11	6	7
+ Belfast	6 945	2 107	—	97	67	—	—	1 281	399	6	2 988
+ Isle of Man	3 366	1 253	8	154	255	362	—	1 069	85	10	170
Total (Incl. London Area)	175 322	73 209	965	4 234	3 159	11 767	1 415	47 078	25 740	239	7 516
Channel Islands Airports											
Alderney	857	857	—	—	—	—	—	—	—	—	—
Guernsey	3 069	3 069	—	—	—	—	—	—	—	—	—
Jersey	5 534	5 534	—	—	—	—	—	—	—	—	—
Total (Channel Islands Airports)	9 460	9 460	—	—	—	—	—	—	—	—	—

Air Transport Movements by Type and Nationality of Operator June 1977

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	8 167	94	3 253	361	457	3 183	819
+Heathrow	23 315	10 811	868	11 219	184	12	221
+Luton	2 019	2	77	6	—	1 649	285
+Southend	1 369	—	947	—	—	415	7
+Stansted	398	36	7	2	—	95	258
TOTAL (London Area)	35 268	10 943	5 152	11 588	641	5 354	1 590
Westland Heliport (Battersea)	276	—	—	—	—	276	—
Other UK Airports							
+Leeds/Bradford	1 000	366	470	24	—	140	—
+Liverpool	913	526	—	68	1	290	28
+Manchester	4 707	1 744	408	897	129	1 361	168
+Birmingham	2 182	741	701	142	—	579	19
+Coventry	10	—	7	—	—	3	—
+East Midlands	1 165	—	739	—	—	367	59
+Newcastle	1 423	349	738	6	—	254	76
+Tees-side	746	—	560	—	—	169	17
Bristol	695	293	132	58	—	144	68
Glamorgan	642	280	257	1	—	67	37
Swansea	69	—	—	—	—	69	—
+Blackpool	527	—	469	—	—	58	—
+Bournemouth	725	14	506	—	—	202	3
+Cambridge	77	—	51	—	—	23	3
Exeter	310	—	292	—	—	2	16
Gloucester/Cheltenham	97	—	72	—	—	25	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	593	440	152	—	1	—	—
+Lydd	379	—	379	—	—	—	—
Manston	112	—	—	—	—	71	41
Norwich	879	—	692	—	—	143	44
Penzance Heliport	441	440	—	—	1	—	—
+Southampton	1 125	141	908	—	—	63	13
+Edinburgh	1 989	964	804	60	10	103	48
+Glasgow	3 488	1 457	1 040	393	52	445	101
+Prestwick	868	471	22	134	5	102	134
+Aberdeen	4 321	906	448	—	579	2 290	98
Benbecula	218	52	166	—	—	—	—
Inverness	740	317	191	—	87	121	24
Islay	128	—	106	—	—	22	—
+Kirkwall	888	195	508	—	40	145	—
Stornoway	290	105	139	—	—	46	—
+Sumburgh	2 126	274	69	—	619	1 134	30
Tiree	58	—	52	—	—	6	—
Wick	374	107	255	—	—	9	3
+Belfast	2 107	1 387	441	43	—	155	81
+Isle of Man	1 253	517	729	—	—	—	7
TOTAL (Incl. London Area)	73 209	23 029	17 655	13 414	2 165	14 238	2 708
Channel Islands Airports							
Alderney	857	—	823	—	—	34	—
Guernsey	3 069	268	2 392	80	—	300	29
Jersey	5 534	872	3 894	85	—	452	231
TOTAL (Channel Islands Airports)	9 460	1 140	7 109	165	—	786	260

Air Transport Movements June 1977

Table 13

Comparison with a Year Earlier

	International			Domestic			June 77			June 76			Percentage Change	
	Passenger	Scheduled Aircraft	Cargo	Passenger	Charter Aircraft	Cargo	Passenger	Scheduled Aircraft	Cargo	Passenger	Total Aircraft	Cargo	Passenger	Aircraft
London Area Airports														
+ Gatwick	1 895		124	4 129		246	1 490		199	49	35	7 563	604	4.1
+ Heathrow	17 013		1 221	389		22	4 612		52	6	—	22 020	1 295	5.3
+ Luton	2		5	1 817		35	77		1	71	11	1 967	52	-2.7
+ Southend	947		—	138		—	—		—	284	—	1 369	—	18.1
+ Stansted	20		—	253		91	25		—	7	2	305	93	25.0
TOTAL (London Area)	19 877		1 350	6 726		394	6 204		252	417	48	33 224	2 044	5.1
Westland Heliport (Battersea)	—		—	—		—	—		—	276	—	276	—	-11.5
Other UK Airports														
+ Leeds/Bradford	159		—	45		1	701		—	94	—	999	1	3.5
+ Liverpool	130		—	70		28	436		28	157	64	793	120	-14.3
+ Manchester	1 256		323	1 508		7	1 470		—	111	32	4 345	362	3.0
+ Birmingham	471		—	522		—	1 112		1	75	1	2 180	2	2.5
+ Coventry	—		—	1		—	7		—	1	1	9	1	—
+ East Midlands	239		3	268		18	461		36	123	17	1 091	74	-0.6
+ Newcastle	313		—	283		—	780		—	47	—	1 423	—	10.1
+ Tees-side	75		—	63		1	485		—	132	—	745	1	34.7
+ Bristol	153		—	184		—	329		1	28	—	694	1	-5.4
+ Glamorgan	163		—	98		—	375		—	6	—	642	—	15.1
+ Swansea	—		—	3		—	—		—	66	—	69	—	-26.6
+ Blackpool	78		—	6		—	341		50	50	3	474	53	-13.8
+ Bournemouth	15		—	161		—	366		139	43	1	585	140	-18.9
+ Cambridge	1		—	8		—	50		—	18	—	77	—	6.9
+ Exeter	38		—	18		—	254		—	—	—	310	—	-4.0
+ Gloucester/Cheltenham	—		—	—		—	72		—	25	—	97	—	40.6
+ Hawarden	—		—	—		—	—		—	—	—	—	—	—
+ Isles of Scilly	—		—	—		—	592		—	11	—	593	—	7.2
+ Lydd	203		176	—		—	—		—	—	—	203	176	-4.7
+ Manston	—		—	112		—	—		—	—	—	112	—	-8.2
+ Norwich	254		—	123		—	437		1	64	—	878	1	52.7
+ Penzance Heliport	—		—	—		—	440		—	1	—	441	—	7.3
+ Southampton	99		—	34		—	945		5	41	1	1 119	6	1.2
+ Edinburgh	307		—	146		—	1 478		43	15	—	1 946	43	4.5
+ Glasgow	441		115	383		1	2 248		86	214	—	3 286	202	2.0
+ Prestwick	193		83	184		2	314		37	54	1	745	123	-14.7
+ Aberdeen	210		1	1 783		46	1 143		—	1 088	50	4 224	97	11.1
+ Benbecula	—		—	—		—	216		2	—	—	216	2	-6.5
+ Inverness	—		—	50		—	508		—	182	—	740	—	19.2
+ Islay	—		—	—		—	106		—	22	—	128	—	93.9
+ Kirkwall	—		—	4		—	695		8	181	—	880	8	6.3
+ Stornoway	—		—	—		—	242		2	46	—	288	2	1.4
+ Sumburgh	—		—	1 041		21	342		1	689	32	2 072	54	62.8
+ Tiree	—		—	—		—	49		3	6	—	55	3	-5.2
+ Wick	—		—	1		3	360		2	8	—	369	5	2.1
+ Belfast	62		2	95		—	1 702		105	57	84	1 916	191	6.1
+ Isle of Man	77		—	7		—	1 135		34	—	—	1 219	34	-0.8
TOTAL (Incl. London Area)	24 814		2 053	13 916		522	26 395		836	4 338	335	69 463	3 746	6.0
Channel Islands Airports														
Alderney	—		—	—		—	—		—	—	—	857	—	-2.6
Guernsey	—		—	—		—	—		—	—	—	3 069	—	1.7
Jersey	—		—	—		—	—		—	—	—	5 634	—	-0.8
TOTAL (Channel Islands Airports)	—		—	—		—	—		—	—	—	9 460	—	-0.2

Air Transport Landings Diverted from/to UK Reporting Airports June 1977

Table 14

Airport of intended landing	Total number of diversions	Airport of actual arrival																															
		Date of diversions																															
Gatwick	3																																
Heathrow	8		1Em	1He																													
Luton	20								1Ga																								
Manchester	2																																
Coventry	1																																
Tees-side	2																																
Bristol	5																																
Southampton	1																																
Sumburgh	11																																
Belfast	1																																
Other Internal	23																																
Overseas	9																																
All Aerodromes	86	—	10	1	—	14	4	3	1	1	2	1	—	11	10	8	1	4	1	2	1	—	—	3	2	3	1	—	—	2	—	—	

Aerodrome of actual landing: letter code

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

2 Air Passengers by Type and Nationality of Operator June 1977

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		Terminal	Transit	United Kingdom operators		Overseas operators		Terminal	Transit
				British Airways	Others	British Airways	Others			British Airways	Others	British Airways	Others		
				Terminal	Transit	Terminal	Transit			Terminal	Transit	Terminal	Transit		
London Area Airports															
+ Gatwick	701 160	693 937	7 223	3 091	100	147 841	—	4 577	—	74 608	—	329 324	2 423	134 496	4 700
+ Heathrow	2 278 720	2 237 493	41 227	1 036 174	—	24 050	—	1 121 778	40 497	23 331	—	155	—	32 005	730
+ Luton	185 635	185 016	619	—	57	3 969	143	—	—	—	—	158 373	399	22 674	20
+ Southend	23 260	23 260	—	—	—	22 733	—	—	—	—	—	504	—	23	—
+ Stansted	26 430	24 745	1 685	—	1 482	135	33	307	—	—	—	446	60	23 857	110
TOTAL (London Area)	3 215 205	3 164 451	50 754	1 039 265	1 639	198 728	176	1 126 662	40 497	97 939	—	488 802	2 882	213 055	5 560
Westland Heliport (Battersea)	654	654	—	—	—	—	—	—	—	—	—	654	—	—	—
Other UK Airports															
+ Leeds/Bradford	33 440	30 959	2 481	16 473	27	8 502	2 431	1 298	—	—	—	4 686	23	—	—
+ Liverpool	30 285	29 887	398	22 564	36	—	—	2 916	237	4	—	4 336	14	67	111
+ Manchester	317 708	307 061	10 647	106 556	601	9 038	1 668	31 952	2 766	15 541	—	125 673	3 105	18 301	2 507
+ Birmingham	114 939	110 077	4 862	34 512	468	17 809	3 024	9 012	417	—	—	47 776	953	968	—
+ Coventry	47	47	—	—	—	33	—	—	—	—	—	14	—	—	—
+ East Midlands	52 425	51 947	478	—	—	24 985	164	—	—	—	—	21 269	314	5 693	—
+ Newcastle	75 505	71 543	3 962	23 842	—	18 304	3 932	477	30	—	—	21 873	—	7 047	—
+ Tees-side	21 568	20 115	1 453	—	—	17 723	1 398	—	—	—	—	1 735	7	657	48
+ Bristol	27 177	23 741	3 436	4 174	2 341	2 276	418	2 551	35	—	—	9 053	642	5 687	—
+ Glamorgan	22 102	19 377	2 725	6 911	720	2 879	1 818	70	—	—	—	6 333	187	3 184	—
+ Swansea	960	960	—	—	—	—	—	—	—	—	—	960	—	—	—
+ Blackpool	13 527	13 525	2	—	—	13 351	2	—	—	—	—	174	—	—	—
+ Bournemouth	12 577	10 101	2 476	—	435	8 109	1 555	—	—	—	—	1 960	444	32	42
+ Cambridge	3 184	3 184	—	—	—	3 099	—	—	—	—	—	72	—	13	—
+ Exeter	7 732	6 909	823	—	—	6 107	720	—	—	—	—	117	—	685	103
+ Gloucester/Cheltenham	2 240	2 240	—	—	—	2 160	—	—	—	—	—	80	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Isles of Scilly	11 770	11 770	—	10 909	—	858	—	—	—	3	—	—	—	—	—
+ Lydd	7 049	7 049	—	—	—	7 049	—	—	—	—	—	—	—	—	—
+ Manston	450	450	—	—	—	—	—	—	—	—	—	196	—	254	—
+ Norwich	15 052	15 052	—	—	—	13 174	—	—	—	—	—	817	—	1 061	—
+ Penzance Heliport	10 912	10 912	—	10 909	—	—	—	—	—	3	—	—	—	—	—
+ Southampton	27 085	26 649	436	5 272	351	21 078	85	—	—	—	—	224	—	76	—
+ Edinburgh	106 275	103 540	2 735	63 245	1 134	24 558	1 358	4 286	91	207	34	7 822	3	3 422	115
+ Glasgow	181 438	179 218	2 220	89 632	44	33 218	—	16 666	2 027	2 853	—	29 236	77	7 613	72
+ Prestwick	69 495	47 948	21 547	19 801	8 918	637	—	5 445	2 563	192	178	10 484	4 177	11 389	5 711
+ Aberdeen	83 648	82 676	972	36 133	913	11 717	—	—	—	6 456	—	25 876	59	2 494	—
+ Benbecula	2 165	2 106	59	1 315	—	791	59	—	—	—	—	—	—	—	—
+ Inverness	14 653	13 351	1 302	9 967	1 302	1 341	—	—	—	643	—	745	—	655	—
+ Islay	920	920	—	—	—	884	—	—	—	—	—	36	—	—	—
+ Kirkwall	10 172	9 069	1 103	4 897	938	2 384	—	—	—	1 285	36	503	129	—	—
+ Stornoway	4 059	4 059	—	3 164	—	729	—	—	—	—	—	166	—	—	—
+ Sumburgh	33 547	33 257	290	7 635	—	251	—	—	—	7 934	15	16 984	275	453	—
+ Tiree	332	332	—	—	—	316	—	—	—	—	—	16	—	—	—
+ Wick	3 645	2 400	1 245	1 216	1 227	1 137	15	—	—	—	—	47	3	—	—
+ Belfast	96 753	96 325	428	72 444	—	13 682	12	1 725	—	—	—	1 846	411	6 628	5
+ Isle of Man	48 522	47 484	1 038	22 408	392	24 211	646	—	—	—	—	—	—	865	—
TOTAL (Incl. London Area)	4 679 217	4 561 345	117 872	1 613 244	21 486	491 118	19 481	1 203 060	48 663	133 060	263	830 565	13 705	290 298	14 274
Channel Islands Airports															
+ Alderney	7 385	7 382	3	—	—	7 264	3	—	—	—	—	118	—	—	—
+ Guernsey	57 938	55 345	2 593	13 247	—	38 778	2 072	320	2	—	—	2 141	420	859	99
+ Jersey	159 819	158 093	1 726	49 266	140	97 819	1 579	3 677	—	—	—	1 103	3	6 228	4
TOTAL (Channel Island Airports)	225 142	220 820	4 322	62 513	140	143 861	3 654	3 997	2	—	—	3 362	423	7 087	103

Terminal Air Passengers for June 1977

Table 16

Comparison with a Year Earlier

	June 1977	June 1976	Percentage change
London Area Airports			
+ Gatwick	693 937	603 191	15.0
+ Heathrow	2 237 493	2 085 782	7.3
+ Luton	185 016	189 661	-2.4
+ Southend	23 260	22 355	4.0
+ Stansted	24 745	25 267	-2.1
TOTAL (London Area)	3 164 451	2 926 256	8.1
Westland Heliport (Battersea)	654	821	-20.3
Other UK Airports			
+ Leeds/Bradford	30 959	28 579	8.3
+ Liverpool	29 887	37 008	-19.2
+ Manchester	307 061	298 376	2.9
+ Birmingham	110 077	110 536	-0.4
+ Coventry	47	120	-60.8
+ East Midlands	51 947	51 045	1.8
+ Newcastle	71 543	66 609	7.4
+ Tees-side	20 115	20 338	-1.1
+ Bristol	23 741	24 259	-2.1
+ Glamorgan	19 377	17 479	10.9
Swansea	960	703	36.6
+ Blackpool	13 525	14 633	-7.6
+ Bournemouth	10 101	10 016	0.8
+ Cambridge	3 184	1 175	—
+ Exeter	6 909	7 168	-3.6
Gloucester/Cheltenham	2 240	1 047	—
Hawarden	—	—	—
Isles of Scilly	11 770	11 824	-0.5
+ Lydd	7 049	5 265	33.9
+ Manston	450	204	—
+ Norwich	15 052	12 628	19.2
Penzance Heliport	10 912	10 950	-0.3
+ Southampton	26 649	27 153	-1.9
+ Edinburgh	103 540	98 709	4.9
+ Glasgow	179 218	178 461	0.4
+ Prestwick	47 948	42 149	13.8
+ Aberdeen	82 676	75 147	10.0
Benbecula	2 106	2 088	0.9
Inverness	13 351	12 357	8.0
Islay	920	907	1.4
+ Kirkwall	9 069	9 369	-3.2
Stornoway	4 059	3 909	3.8
+ Sumburgh	33 257	21 725	53.1
Tiree	332	273	21.6
Wick	2 400	2 123	13.0
+ Belfast	96 325	95 707	0.6
+ Isle of Man	47 484	47 861	-0.8
TOTAL (Incl. London Area)	4 561 345	4 274 977	6.7
Channel Islands Airports			
Alderney	7 382	7 849	-5.9
Guernsey	55 345	56 197	-1.5
Jersey	158 093	150 919	4.8
TOTAL (Channel Islands Airports)	220 820	214 965	2.7

International and Domestic Passenger Traffic June 1977

Table 17

Terminal Passengers

Comparison with a Year Earlier

	Total	International			Domestic		
	1977	1977	1976	Per- centage change	1977	1976	Per- centage change
London Area Airports							
+ Gatwick	693 937	616 748	541 200	14	77 189	61 991	25
+ Heathrow	2 237 493	930 044	1 768 936	9	307 449	316 846	-3
+ Luton	185 016	179 888	185 579	-3	5 128	4 082	26
+ Southend	23 260	22 879	21 933	4	381	422	-10
+ Stansted	24 745	24 467	25 102	-3	278	165	68
TOTAL (London Area)	3 164 451	2 774 026	2 542 750	9	390 425	383 506	2
Westland Heliport (Battersea)	654	2	—	—	652	821	-21
Other UK Airports							
+ Leeds/Bradford	30 959	9 215	4 786	93	21 744	23 793	-9
+ Liverpool	29 887	9 465	13 302	-29	20 422	23 706	-14
+ Manchester	307 061	227 762	221 182	3	79 299	77 194	3
+ Birmingham	110 006	72 090	74 720	-4	37 916	35 816	6
+ Coventry	47	7	120	-94	40	—	—
+ East Midlands	51 947	31 957	31 989	—	19 990	19 056	5
+ Newcastle	71 543	36 630	31 716	15	34 913	34 893	—
+ Tees-side	20 115	3 452	5 130	-33	16 663	15 208	10
+ Bristol	23 741	19 387	19 388	—	4 354	4 871	-11
+ Glamorgan	19 377	12 556	10 752	17	6 821	6 727	1
Swansea	960	6	83	-93	954	620	54
+ Blackpool	13 525	672	841	-20	12 853	13 792	-7
+ Bournemouth	10 101	1 930	2 942	-34	8 171	7 074	16
+ Cambridge	3 184	37	118	-69	3 147	1 057	—
+ Exeter	6 980	1 511	1 873	-19	5 469	5 295	3
Gloucester/Cheltenham	2 240	—	—	—	2 240	1 047	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	11 770	—	—	—	11 770	11 824	—
+ Lydd	7 049	7 049	5 265	34	—	—	—
+ Manston	450	450	204	—	—	—	—
+ Norwich	15 052	7 366	6 432	15	7 686	6 196	24
Penzance	10 912	—	—	—	10 912	10 950	—
+ Southampton	26 649	1 246	479	—	25 403	26 674	-5
+ Edinburgh	103 540	19 219	15 632	23	84 321	83 077	1
+ Glasgow	179 218	54 592	54 901	-1	124 626	123 560	1
+ Prestwick	47 948	42 809	36 990	16	5 139	5 159	—
+ Aberdeen	82 676	25 764	24 001	7	56 912	51 146	11
Benbecula	2 106	—	—	—	2 106	2 088	1
Inverness	13 351	1 073	783	37	12 278	11 574	6
Islay	920	—	—	—	920	907	1
+ Kirkwall	9 069	41	82	-50	9 028	9 287	-3
Stornoway	4 059	—	10	—	4 059	3 899	4
+ Sumburgh	33 257	13 739	6 901	99	19 518	14 824	32
Tiree	332	—	—	—	332	273	22
Wick	2 400	1	—	—	2 399	2 123	13
+ Belfast	96 325	9 758	10 759	-9	86 567	84 948	2
+ Isle of Man	47 484	3 311	2 121	56	44 173	45 740	-3
TOTAL (Incl. London Area)	4 561 345	3 387 123	3 126 252	8	1 174 222	1 148 725	2

(a) Includes Channel Islands Traffic.

NOTE: The figures for total terminal passengers include passengers carried on aircraft chartered by Government Departments.

International Air Passenger Traffic to and from Airports June 1977

Table 18

Comparison with a Year Earlier

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	18 975	12 089	6 886	15 755	10 361	5 394	20
London – Vienna	15 176	11 048	4 128	12 282	9 714	2 568	24
Other Routes	3 799	1 041	2 758	3 473	647	2 826	9
Belgium	76 894	75 504	1 390	78 411	75 227	3 184	–2
London – Brussels	52 363	52 217	146	51 665	50 701	964	1
Other S.E. England – Belgium	18 226	17 962	264	20 586	19 906	680	–11
Other Routes	6 305	5 325	980	6 160	4 620	1 540	2
Denmark	56 921	40 910	16 011	51 672	38 914	12 758	10
London – Copenhagen	41 881	33 994	7 887	41 775	32 927	8 848	—
Other Routes	15 040	6 916	8 124	9 897	5 987	3 910	52
Finland	17 210	12 847	4 363	15 759	10 817	4 942	9
France	273 579	255 817	17 762	249 617	227 968	21 649	10
London – Nice	18 172	18 019	153	19 850	18 529	1 321	–8
– Paris	181 759	177 598	4 161	163 089	157 413	5 676	11
– N. France (a)	9 115	8 697	418	10 057	8 463	1 594	–9
– Other France	26 262	22 424	3 838	23 531	20 564	2 967	12
Manchester – Paris	7 463	7 461	2	6 590	6 553	37	13
Other UK – Paris	10 506	8 543	1 963	10 737	7 555	3 182	–2
Luton – Other France	2 792	—	2 792	1 887	—	1 887	48
Other S.E. England – France	11 433	11 388	45	7 874	7 770	104	45
Other Routes	6 077	1 687	4 390	6 002	1 121	4 881	1
Germany (Fed. Republic)	225 236	170 725	54 511	197 895	151 295	46 600	14
London – Dusseldorf	38 998	34 195	4 803	28 861	26 315	2 546	35
– Frankfurt	57 268	50 390	6 878	54 469	48 455	6 014	5
– Hamburg	25 976	22 015	3 961	22 966	21 173	1 793	13
– Munich	26 052	16 438	9 614	26 453	14 607	11 846	–2
– Other Germany	42 011	37 543	4 468	34 888	31 810	3 078	20
Luton – Germany	18 090	—	18 090	15 208	—	15 208	19
Manchester – Germany	10 983	7 788	3 195	9 648	6 337	3 311	14
Other Routes	5 858	2 356	3 502	5 402	2 598	2 804	8
Gibraltar	6 302	4 835	1 467	6 322	6 157	165	—
Greece	98 812	33 387	65 425	108 039	31 998	76 041	–9
Iceland	4 433	4 433	—	3 436	3 428	8	29
London – Reykjavik	2 694	2 694	—	2 060	2 058	2	31
Glasgow – Reykjavik	1 739	1 739	—	1 370	1 370	—	27
Other Routes	—	—	—	6	—	6	—

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	163 081	161 816	1 265	152 358	149 955	2 403	7
London – Cork	14 448	14 448	—	12 959	12 954	5	11
– Dublin	74 279	73 739	540	69 944	68 959	985	6
– Shannon	13 102	13 102	—	11 383	11 134	249	15
Manchester – Dublin	12 572	12 545	27	12 014	12 000	14	5
Birmingham – Dublin	10 581	10 565	16	10 374	10 368	6	2
Glasgow – Dublin	8 968	8 968	—	8 111	8 111	—	11
Liverpool – Dublin	5 746	5 745	1	6 497	6 497	—	-12
Leeds/Bradford – Dublin	2 895	2 882	13	3 002	3 002	—	-4
Edinburgh – Dublin	4 229	4 229	—	3 674	3 674	—	15
Bristol – Dublin	2 578	2 551	27	2 420	2 420	—	7
Other Routes	13 683	13 042	641	11 980	10 836	1 144	14
Italy	202 000	83 081	118 919	200 035	71 459	128 576	1
London – Genoa (g)	1 971	—	1 971	2 301	—	2 301	-14
– Milan	42 393	28 607	13 786	40 707	24 703	16 004	4
– Rimini (g)	7 817	—	7 817	9 943	—	9 943	-21
– Rome	37 288	29 478	7 810	31 782	23 565	8 217	17
– Venice	12 798	5 216	7 582	12 967	4 920	8 047	-1
– Other Italy	35 989	16 747	19 242	35 457	15 644	19 813	2
Luton – Rimini	4 838	—	4 838	6 787	136	6 651	-29
– Other Italy	27 773	—	27 773	32 029	—	32 029	-13
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	15 214	—	15 214	13 068	—	13 068	16
Other Routes	15 919	3 033	12 886	14 994	2 491	12 503	6
Luxembourg	5 555	5 419	136	5 155	5 140	15	8
London – Luxembourg	5 545	5 419	126	5 140	5 140	—	8
Other Routes	10	—	10	15	—	15	-33
Netherlands	166 771	163 839	2 932	158 647	156 076	2 571	5
London – Amsterdam	100 900	99 662	1 238	97 906	96 675	1 231	3
– Rotterdam	17 311	17 301	10	17 849	17 849	—	-3
Other S.E. England – Netherlands	9 229	8 830	399	7 627	7 176	451	21
Manchester – Amsterdam	10 313	10 180	133	9 251	9 251	—	11
Other Routes	29 018	27 866	1 152	26 014	25 125	889	12
Norway	61 480	40 920	20 560	53 409	40 038	13 371	15
London – Oslo	29 375	21 346	8 029	28 627	20 205	8 422	3
Other Routes	32 105	19 574	12 531	24 782	19 833	4 949	30
Portugal	41 612	21 077	20 535	25 052	16 267	8 785	66
London – Lisbon	15 668	12 854	2 814	10 840	9 040	1 800	45
Other Routes	25 944	8 223	17 721	14 212	7 227	6 985	83
Soviet Union and Eastern Europe (b)	30 060	22 739	7 321	40 163	20 919	19 244	-25
London – Moscow	7 063	6 557	506	6 719	5 840	879	5
– Prague	2 739	2 739	—	2 546	2 546	—	8
Other Routes	20 258	13 443	6 815	30 898	12 533	18 365	-34

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	500 430	92 553	407 877	506 704	87 287	419 417	-1
London – Barcelona	22 749	15 144	7 605	17 706	14 050	3 656	28
– Ibiza	13 494	1 457	12 037	15 798	1 013	14 785	-15
– Madrid	33 151	29 149	4 002	28 853	25 248	3 605	15
– Malaga	26 663	13 461	13 202	24 302	13 107	11 195	10
– Palma	56 691	13 227	43 464	65 184	15 211	49 973	-13
– Other Spain	62 388	18 462	43 926	68 910	17 941	50 969	-9
Luton – Alicante	8 612	—	8 612	8 958	—	8 958	-4
– Barcelona	5 067	—	5 067	1 939	—	1 939	—
– Gerona	6 748	—	6 748	8 656	—	8 656	-22
– Ibiza	7 964	—	7 964	11 515	—	11 515	-31
– Palma	18 303	—	18 303	21 951	—	21 951	-17
– Other Spain	15 704	—	15 704	14 219	—	14 219	10
Other S.E. England – Spain	225	—	225	102	—	102	—
Manchester – Barcelona	6 527	—	6 527	6 305	—	6 305	4
– Palma	28 115	—	28 115	30 853	—	30 853	-9
Other N. England – Spain	80 248	1 217	79 031	70 530	203	70 327	14
Scotland – Spain	31 398	318	31 080	29 804	127	29 677	5
Other Routes	76 383	118	76 265	81 119	387	80 732	-6
 Sweden	 54 686	 26 419	 28 267	 46 973	 21 541	 25 432	 16
London – Stockholm	30 836	19 381	11 455	26 848	14 666	12 182	15
Other Routes	23 850	7 038	16 812	20 125	6 875	13 250	19
 Switzerland	 113 633	 82 243	 31 390	 104 932	 77 924	 27 008	 8
London – Basle	9 280	7 305	1 975	8 647	8 151	496	7
– Geneva	39 185	31 045	8 140	36 200	29 541	6 659	8
– Zurich	51 639	36 258	15 381	44 961	33 549	11 412	15
Luton – Switzerland	5 288	—	5 288	7 050	—	7 050	-25
Other Routes	8 241	7 635	606	8 074	6 683	1 391	2
 Yugoslavia	 37 519	 17 778	 19 741	 61 744	 20 172	 41 572	 -39
London – Dubrovnic	4 134	1 192	2 942	10 404	2 456	7 948	-60
– Ljubljana	2 048	2 048	—	4 140	2 630	1 510	-51
Luton – Yugoslavia	3 463	—	3 463	6 506	—	6 506	-47
Other Routes	27 874	14 538	13 336	40 694	15 086	25 608	-32
 Other Europe	 82 367	 52 151	 30 216	 81 064	 47 823	 33 241	 2
 WESTERN HEMISPHERE							
Canada	192 964	98 346	94 618	149 518	64 732	84 786	29
London – Montreal	21 375	18 532	2 843	13 894	11 101	2 793	54
– Toronto	64 115	33 515	30 600	53 627	25 333	28 294	20
– Other Canada	54 335	26 422	27 913	44 144	14 581	29 563	23
Other UK – Montreal	4 031	3 447	584	2 880	2 880	—	40
– Toronto	38 059	12 452	25 607	27 494	8 695	18 799	38
Other Routes	11 049	3 978	7 071	7 479	2 142	5 337	48

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	461 176	308 862	152 314	389 776	296 193	93 583	18
London – New York	167 234	113 281	53 953	118 799	88 867	29 932	41
– Other East Coast USA	103 515	87 601	15 914	90 345	81 129	9 216	15
– Chicago and Detroit	62 213	38 580	23 633	42 344	27 787	14 557	47
– West Coast USA	92 847	58 347	34 500	88 571	68 167	20 404	5
– Other USA	15 034	1 276	13 758	24 467	17 954	6 513	-39
Other UK – New York	16 451	9 777	6 674	16 442	8 955	7 487	—
Other Routes	3 882	—	3 882	8 808	3 334	5 474	-56
West Atlantic and Caribbean Islands	21 424	20 746	678	27 456	26 641	815	-22
Central and South America	9 438	9 438	—	8 726	8 308	418	8
REST OF THE WORLD							
Canary Islands	42 155	2 962	39 193	41 432	3 244	38 188	2
North Africa (c)	24 134	14 955	9 179	25 367	12 125	13 242	-5
East Africa (d)	10 271	9 611	660	11 352	10 130	1 222	-10
Central Africa (e)	6 721	6 721	—	5 429	5 247	182	24
West Africa (d)	26 848	26 836	12	14 605	13 902	703	84
South Africa	25 217	24 867	350	24 598	24 458	140	3
Middle East (f)	149 039	148 606	433	106 583	104 472	2 111	40
India	17 630	17 630	—	15 867	15 866	1	11
Pakistan	8 326	8 326	—	6 820	6 820	—	22
Far East	63 405	60 035	3 370	53 117	50 254	2 863	19
Australia and New Zealand	32 124	32 124	—	30 943	30 690	253	4
Other Routes n.e.i.	41 993	7 854	34 139	32 148	8 460	23 688	31
ALL ROUTES	3,370,421	2,178,501	1,191,920	3,106,879	1,952,308	1,154,571	8

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

These figures are based on the origin and destination of passengers as reported to UK Airport Authorities by UK and Foreign airlines. Operators are required to report in respect of each service operated the point of uplift and discharge of each passenger. The figures may not reflect a passenger's entire air journey; the point at which a passenger disembarks from a particular service may not represent their ultimate destination.

Although Operators are asked to report all passenger journeys, in some cases the actual point of uplift or discharge is not recorded. In such cases all passengers are allocated to the end point of the service, i.e. the aircraft's ultimate origin or destination. This has been the practice since the 1 January 1976—before this date missing information was replaced by estimates made by the Authority. The figures in this table include all passengers carried on scheduled and charter services excluding those carried on aircraft chartered by Government Departments.

Domestic Passengers by Main Routes June 1977

Table 19

COMPARISON WITH A YEAR EARLIER

Origin/Destination		1977	1976	Percentage change
London (a)	Aberdeen	21 117	20 501	3
	Belfast	44 027	39 849	10
	Birmingham	10 337	9 099	14
	Channel Islands	53 372	55 858	-4
	Edinburgh	65 375	65 532	—
	Glasgow	77 804	77 840	—
	Isle of Man	4 186	3 510	19
	Leeds/Bradford	10 747	11 821	-9
	Liverpool	8 078	8 685	-7
	Manchester	44 221	41 568	6
	Newcastle	24 724	25 871	-4
	Tees-side	12 456	11 940	4
	Other airports	8 472	6 928	22
Belfast	Birmingham	4 994	5 445	-8
	East Midlands	2 688	2 813	-4
	Edinburgh	1 682	1 605	5
	Glasgow	7 345	7 760	-5
	Isle of Man	4 401	4 403	—
	Leeds/Bradford	2 341	2 698	-13
	Liverpool	1 399	2 492	-44
	Manchester	9 548	9 729	-2
	Newcastle	1 299	1 481	-12
	Other airports	6 843	6 673	3
Channel Islands	Bournemouth	6 534	5 574	17
	Birmingham	12 000	11 045	9
	Bristol/Glamorgan	6 284	6 960	-10
	East Midlands	12 397	9 876	26
	Glasgow	954	2 397	-60
	Leeds/Bradford	1 863	3 360	-45
	Liverpool	1 102	2 046	-46
	Manchester	7 397	7 388	—
	Newcastle	1 921	1 579	22
	Southampton	24 285	24 749	-2
	Other airports	18 262	14 526	26
Edinburgh	Birmingham	2 702	2 840	-5
	Glasgow	7	—	—
	Manchester	3 951	3 611	9
	Other airports	10 604	9 489	12
Glasgow	Birmingham	4 609	4 903	-6
	East Midlands	3 358	3 798	-12
	Isle of Man	2 510	2 696	-7
	Leeds/Bradford	1 759	1 445	22
	Liverpool	—	10	—
	Manchester	5 105	5 415	-6
	Southampton	—	1 222	—
	Other Scottish airports	18 539	14 507	28
	Other airports	2 636	1 567	68
Isle of Man	Blackpool	7 628	10 416	-27
	Liverpool	9 458	9 886	-4
	Manchester	5 218	5 157	1
	Newcastle	1 284	1 394	-8
	Other airports	9 488	8 278	15
Penzance	Isles of Scilly	10 912	10 950	—
Other Routes		40 074	35 857	12
Total		660 297	647 042	2

(a) Heathrow, Gatwick and Stansted

Traffic counted in either direction

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

30 Cargo by Type and Nationality of Operator June 1977

Table 20

	Total	Scheduled Services						Charter Flights						Tonnes
		UK operators				Overseas operators		UK operators				Overseas operators		
		British Airways		Others				British Airways		Others				
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	
London Area Airports														
+Gatwick	6 846.7	—	—	459.6	1 552.6	26.6	33.3	—	—	1 043.8	3 408.1	100.6	222.1	
+Heathrow	34 989.1	5 199.5	6 196.8	70.0	363.7	9 615.4	13 075.0	118.0	12.9	127.6	89.9	38.4	81.9	
+Luton	586.6	—	—	—	—	52.3	1.5	—	—	126.1	129.7	141.6	135.4	
+Southend	385.0	—	—	202.0	163.0	—	—	—	—	10.0	10.0	—	—	
+Stansted	2 242.0	—	—	—	—	—	2.5	—	—	158.9	1 394.3	39.7	646.6	
TOTAL (London Area)	45 049.4	5 199.5	6 196.8	731.6	2 079.3	9 694.3	13 112.3	118.0	12.9	1 466.4	5 032.0	320.3	1 086.0	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+Leeds/Bradford	32.0	8.5	10.4	4.8	3.2	3.8	1.3	—	—	—	—	—	—	
+Liverpool	882.5	26.2	149.4	—	—	10.3	9.8	—	—	6.7	452.0	10.7	217.4	
+Manchester	2 909.9	291.6	352.3	10.2	12.3	793.7	1 318.3	—	1.0	23.7	62.7	—	44.1	
+Birmingham	219.5	74.1	56.3	13.7	2.2	42.4	27.4	—	—	—	3.4	—	—	
+Coventry	8.5	—	—	—	—	—	—	—	—	—	8.5	—	—	
+East Midlands	410.0	—	—	92.0	95.0	—	—	—	—	2.5	198.3	—	22.2	
Newcastle	61.9	12.5	13.9	17.2	18.0	—	—	—	—	0.2	—	0.1	—	
+Tees-side	27.0	—	—	8.9	17.7	—	—	—	—	—	0.4	—	—	
+Bristol	54.2	12.7	3.3	3.9	0.7	23.1	10.5	3.9	—	—	—	—	—	
+Glamorgan	23.2	3.6	15.8	2.6	1.2	—	—	—	—	—	—	—	—	
Swansea	1.9	—	—	—	—	—	—	—	—	—	—	—	—	
+Blackpool	55.7	—	—	4.2	41.3	—	—	—	—	0.3	1.6	—	—	
+Bournemouth	688.0	—	—	324.7	363.2	—	—	—	—	—	10.2	—	—	
+Cambridge	4.2	—	—	—	4.2	—	—	—	—	—	0.1	—	—	
+Exeter	31.6	—	—	8.0	23.6	—	—	—	—	—	—	—	—	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	7.3	7.0	0.3	—	—	—	—	—	—	—	—	—	—	
+Lydd	410.4	—	—	143.9	266.5	—	—	—	—	—	—	—	—	
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Norwich	40.5	—	—	17.4	22.4	—	—	—	—	0.3	0.3	0.1	—	
Penzance Heliport	7.3	0.3	7.0	—	—	—	—	—	—	—	—	—	—	
+Southampton	98.7	1.2	9.8	25.7	61.9	—	—	—	—	0.1	—	—	—	
+Edinburgh	121.7	26.8	30.9	28.7	24.0	5.3	3.3	—	—	—	2.5	0.2	—	
+Glasgow	1 611.2	641.0	224.8	53.1	42.9	271.5	370.3	—	0.5	0.1	7.0	—	—	
+Prestwick	1 346.3	533.4	281.5	—	—	343.4	135.7	—	—	8.8	15.2	—	28.3	
+Aberdeen	474.7	51.5	101.4	25.0	27.8	—	—	14.5	31.5	63.9	158.3	0.4	0.4	
Benbecula	16.4	11.5	3.8	1.0	0.1	—	—	—	—	—	—	—	—	
Inverness	30.5	5.7	24.7	—	—	—	—	—	0.1	—	—	—	—	
Islay	6.1	—	—	3.6	2.5	—	—	—	—	—	—	—	—	
+Kirkwall	44.3	31.7	9.1	0.9	1.6	—	—	0.3	0.1	—	0.6	—	—	
Stornoway	33.4	26.1	6.1	0.1	1.1	—	—	—	—	—	—	—	—	
+Sumburgh	169.0	53.1	12.0	—	—	—	—	7.8	18.3	38.8	38.9	—	0.1	
Tiree	1.4	—	—	1.3	0.1	—	—	—	—	—	—	—	—	
Wick	9.8	6.6	0.6	0.2	0.2	—	—	—	—	—	—	—	2.2	
+Belfast	1 093.8	90.6	272.1	102.1	31.9	6.0	3.6	—	—	586.9	0.6	—	—	
+Isle of Man	228.6	155.4	22.6	45.6	5.0	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	56 210.9	7 270.6	7 804.9	1 670.4	3 149.9	11 193.8	14 992.5	140.6	64.4	2 198.7	5 992.6	331.8	1 400.7	
Channel Islands Airports														
Alderney	25.5	—	—	21.6	3.3	—	—	—	—	0.4	0.2	—	—	
Guernsey	748.4	8.5	1.9	149.6	64.5	0.4	—	—	—	196.5	326.4	—	0.6	
Jersey	777.5	52.1	34.4	493.5	169.3	5.7	11.9	—	—	6.0	4.4	0.2	—	
TOTAL (Channel Islands Airports)	1 551.4	60.6	36.3	664.7	237.1	6.1	11.9	—	—	202.9	331.0	0.2	0.6	

Cargo June 1977

Table 21

Comparison with a Year Earlier

	International				Domestic				June 1977		June 1976		Percentage change	
	Scheduled Passenger	Cargo only (tonnes)	Charter Passenger	Cargo only (tonnes)	Scheduled Passenger	Cargo only (tonnes)	Charter Passenger	Cargo only (tonnes)	Total Passenger	Cargo only (tonnes)	Total Passenger	Cargo only (tonnes)	Passenger	Cargo only
London Area Airports														
+ Gatwick	765	714	56	4 539	301	292	—	180	1 122	5 725	873	5 190	28.5	10.3
+ Heathrow	19 621	13 934	46	423	444	521	—	—	20 111	14 878	18 929	15 002	6.2	-0.8
+ Luton	—	51	164	362	—	3	—	6	164	422	97	263	69.1	60.5
+ Southend	365	—	18	—	—	—	2	—	385	—	1 155	—	-66.7	—
+ Stansted	3	—	547	1 691	—	—	—	2	550	1 693	274	1 564	—	8.2
TOTAL (London Area)	20 754	14 699	831	7 015	745	816	2	188	22 332	22 718	21 328	22 019	4.7	3.2
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Leeds/Bradford	17	—	—	—	15	—	—	—	32	—	35	3	-8.6	—
+ Liverpool	21	—	—	250	55	118	—	436	76	804	171	856	-55.6	-6.1
+ Manchester	662	1 952	1	115	164	—	—	16	827	2 083	510	1 776	62.2	17.3
+ Birmingham	161	—	3	—	55	—	—	—	219	—	183	4	19.7	—
+ Coventry	—	—	—	—	—	—	—	8	—	8	1	—	—	—
+ East Midlands	48	1	—	213	42	96	—	9	90	319	65	541	38.6	-41.0
+ Newcastle	28	—	—	—	34	—	—	—	62	—	64	—	-3.1	—
+ Tees-side	3	—	—	—	24	—	—	—	27	—	18	—	50.0	—
+ Bristol	40	—	—	—	13	—	—	—	53	—	50	—	6.0	—
+ Glamorgan	15	—	—	—	8	—	—	—	23	—	19	1	21.1	—
Swansea	—	—	—	—	—	—	2	—	2	—	2	—	—	—
+ Blackpool	9	—	—	—	31	6	—	10	40	16	58	—	-31.0	—
+ Bournemouth	—	—	—	—	3	684	—	—	3	684	33	635	-90.9	7.7
+ Cambridge	4	—	—	—	—	—	—	—	4	—	58	—	-93.1	—
+ Exeter	1	—	—	—	31	—	—	—	32	—	20	—	60.0	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	—	—	—	—	7	—	—	—	7	—	9	—	-22.2	—
+ Lydd	1	409	—	—	—	—	—	—	1	409	—	363	—	12.7
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Norwich	24	—	—	—	16	—	—	—	40	—	38	—	5.3	—
Penzance Heliport	—	—	—	—	7	—	—	—	7	—	9	—	-22.2	—
+ Southampton	2	—	—	—	96	1	—	—	98	1	103	—	-4.9	—
+ Edinburgh	24	—	3	—	94	—	—	—	121	—	136	19	-11.0	—
+ Glasgow	194	540	—	6	285	585	2	—	481	1 131	519	1 105	-7.3	2.4
+ Prestwick	228	861	28	23	4	200	—	1	260	1 085	96	933	—	16.3
+ Aberdeen	38	—	170	17	168	—	42	39	418	56	402	51	4.0	9.8
Benbecula	—	—	—	—	17	—	—	—	17	—	24	—	-29.2	—
Inverness	—	—	—	—	31	—	—	—	31	—	32	—	-3.1	—
Islay	—	—	—	—	7	—	—	—	7	—	4	—	75.0	—
+ Kirkwall	—	—	—	—	43	—	1	—	44	—	40	—	10.0	—
Stornoway	—	—	—	—	33	—	—	—	33	—	38	—	-13.2	—
+ Sumburgh	—	—	52	8	65	—	10	35	127	43	129	—	-1.6	—
Tiree	—	—	—	—	1	—	—	—	1	—	2	—	-50.0	—
Wick	—	—	—	2	8	—	—	—	8	2	8	—	—	—
+ Belfast	11	1	—	—	450	45	—	588	461	634	474	544	-2.7	16.5
+ Isle of Man	2	—	—	—	102	126	—	—	104	126	112	122	-7.1	3.3
TOTAL (Incl. London Area)	22 287	18 463	1 088	7 649	2 654	2 677	59	1 330	26 088	30 119	24 790	28 972	5.2	4.0
Channel Islands Airports														
Alderney	—	—	—	—	—	—	—	—	26	—	24	—	8.3	—
Guernsey	—	—	—	—	—	—	—	—	748	—	905	—	-17.3	—
Jersey	—	—	—	—	—	—	—	—	777	—	978	—	-20.6	—
TOTAL (Channel Islands Airports)	—	—	—	—	—	—	—	—	1 551	—	1 907	—	-18.7	—

All Scheduled Services June 1977

Table 22.1

											Tonne-kilometres used				
	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)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available	
Passenger Services															
British Airways Long Haul Division	13 850	3 743	18 754	332 622	3 814 388	2 288 415	60.0	8 514	475 780	274 001	12 004	50 512	211 485	57.6	
British Airways Short Haul Division	8 574	14 962	18 071	1 010 335	1 030 156	678 164	65.8	4 266	105 207	63 180	1 159	2 663	59 359	60.1	
British Airways Helicopters	27	440	145	10 750	859	656	76.3	9	59	51	—	—	51	87.2	
British Caledonian Airways	2 236	2 461	3 885	111 244	298 291	154 402	51.8	1 240	36 520	17 234	528	2 849	13 856	47.2	
Air Anglia	667	1 774	1 917	27 429	26 788	12 984	48.5	84	2 729	1 341	—	43	1 298	49.1	
Aurigny Air Services	116	1 950	647	19 173	1 661	1 153	69.4	73	159	96	—	4	92	60.4	
British Air Ferries	153	713	601	13 947	5 014	2 694	53.7	363	606	341	—	96	245	56.2	
British Island Airways	442	2 163	1 756	63 681	22 118	12 784	57.8	198	2 025	1 124	—	37	1 088	55.5	
British Midland Airways	560	1 673	1 756	61 773	40 884	24 125	59.0	197	3 315	1 974	—	93	1 881	59.6	
Brymon Airways	111	539	505	5 510	2 533	1 344	53.1	1	245	115	—	—	114	46.8	
Dan-Air Services	555	1 703	1 761	44 198	34 347	16 541	48.2	—	2 800	1 346	—	—	1 346	48.0	
Haywards Aviation	15	68	68	172	75	38	50.6	1	8	3	—	—	3	36.6	
Intra Airways	84	370	343	10 396	4 506	2 854	63.3	—	368	230	—	—	230	62.5	
Loganair	127	1 506	625	7 531	1 394	781	56.0	—	127	71	—	—	71	55.9	
TOTAL Passenger Services	27 516	34 065	50 832	1 718 761	5 283 014	3 196 935	60.5	14 945	629 947	361 106	13 691	56 297	291 119	57.3	
Cargo Services															
British Airways Long Haul Division	1 199	339	1 118	—	—	—	—	3 289	36 390	23 097	467	22 628	—	63.5	
British Airways Short Haul Division	363	475	565	—	—	—	—	2 511	5 014	2 028	38	1 989	—	40.4	
British Caledonian Airways	111	33	150	—	—	—	—	237	3 860	1 077	48	1 029	—	27.9	
Air Freight	28	133	150	—	—	—	—	302	95	65	—	65	—	67.9	
Air-Bridge Carriers	6	40	24	—	—	—	—	294	73	47	—	47	—	64.4	
British Island Airways	83	251	297	—	—	—	—	526	377	188	20	168	—	49.9	
Intra Airways	28	146	149	—	—	—	—	342	106	78	—	78	—	73.2	
TOTAL Cargo Services	1 819	1 417	2 452	—	—	—	—	7 501	45 915	26 579	573	26 004	—	57.9	
GRAND TOTAL	29 335	35 482	53 284	1 718 761	5 283 014	3 196 935	60.5	22 447	675 862	387 685	14 264	82 302	291 119	57.4	

International Scheduled Services June 1977

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways Long Haul Division	13 850	3 743	18 754	332 622	3 814 388	2 288 415	60.0	8 514	475 780	274 001	12 004	50 512	211 485	57.6
British Airways Short Haul Division	6 052	7 942	11 413	624 780	785 605	521 782	66.4	3 206	82 784	49 535	1 092	2 344	46 101	59.8
British Caledonian Airways	1 796	1 508	2 883	62 256	260 990	131 177	50.3	841	32 659	15 056	397	2 772	11 887	46.1
Air Anglia	431	846	1 132	16 484	18 986	8 454	44.5	84	1 942	888	—	43	845	45.7
Aurigny Air Services	116	1 950	647	19 173	1 661	1 153	69.4	73	159	96	—	4	92	60.4
British Air Ferries	153	713	601	13 947	5 014	2 694	53.7	363	606	341	—	96	245	56.2
British Island Airways	149	635	592	22 238	7 432	3 686	49.6	46	684	321	—	7	313	46.9
British Midland Airways	118	328	380	6 834	8 633	3 439	39.8	52	682	293	—	25	268	42.9
Brymon Airways	33	142	155	662	399	172	43.2	—	34	15	—	—	15	43.4
Dan-Air Services	306	608	854	15 746	20 036	7 972	39.8	—	1 635	648	—	—	648	39.6
Intra Airways	40	236	175	5 310	2 133	1 119	52.5	—	174	86	—	—	86	49.3
TOTAL Passenger Services	23 044	18 651	37 585	1 120 052	4 925 274	2 970 063	60.3	13 179	597 138	341 278	13 493	55 803	271 985	57.2
Cargo Services														
British Airways Long Haul Division	1 199	339	1 118	—	—	—	—	3 289	36 390	23 097	467	22 628	—	63.5
British Airways Short Haul Division	331	396	478	—	—	—	—	1 899	4 451	1 737	37	1 698	—	39.0
British Caledonian Airways	111	33	150	—	—	—	—	237	3 860	1 077	48	1 029	—	27.9
Air Freight	28	133	150	—	—	—	—	302	95	65	—	65	—	67.9
British Island Airways	42	88	144	—	—	—	—	155	190	95	—	95	—	49.7
Intra Airways	—	1	1	—	—	—	—	3	—	—	—	—	—	83.8
TOTAL Cargo Services	1 712	990	2 041	—	—	—	—	5 885	44 986	26 069	552	25 516	—	57.9
GRAND TOTAL	24 755	19 641	39 626	1 120 052	4 925 274	2 970 063	60.3	19 064	642 124	367 348	14 045	81 319	271 985	57.2

Domestic Scheduled Services June 1977

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)	Tonnes-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways Short Haul Division	2 523	7 020	6 657	385 555	244 551	156 381	63.9	1 060	22 424	13 645	67	319	13 258	60.9
British Airways Helicopters	27	440	145	10 750	859	656	76.3	9	59	51	—	—	51	87.2
British Caledonian Airways	440	953	1 002	48 988	37 301	23 225	62.3	399	3 861	2 178	132	77	1 969	56.4
Air Anglia	235	928	785	10 945	7 802	4 531	58.1	—	787	453	—	—	453	57.6
British Island Airways	293	1 528	1 164	41 443	14 687	9 098	61.9	152	1 342	804	—	29	774	59.9
British Midland Airways	442	1 345	1 375	54 939	32 251	20 685	64.1	145	2 633	1 682	—	68	1 613	63.9
Brymon Airways	78	397	350	4 848	2 134	1 172	54.9	1	211	100	—	—	100	47.4
Dan-Air Services	249	1 095	907	28 452	14 312	8 569	59.9	—	1 166	698	—	—	698	59.8
Haywards Aviation	15	68	68	172	75	38	50.6	1	8	3	—	—	3	36.6
Intra Airways	44	134	168	5 086	2 373	1 735	73.1	—	194	144	—	—	144	74.3
Loganair	127	1 506	625	7 531	1 394	781	56.0	—	127	71	—	—	71	55.9
TOTAL Passenger Services	4 472	15 414	13 246	598 709	357 740	226 872	63.4	1 767	32 809	19 828	198	494	19 134	60.4
Cargo Services														
British Airways Short Haul Division	32	79	86	—	—	—	—	612	564	291	1	290	—	51.7
Air-Bridge Carriers	6	40	24	—	—	—	—	294	73	47	—	47	—	64.4
British Island Airways	41	163	153	—	—	—	—	371	187	93	20	74	—	50.0
Intra Airways	28	145	148	—	—	—	—	339	106	77	—	77	—	73.1
TOTAL Cargo Services	107	427	411	—	—	—	—	1 616	929	509	21	488	—	54.8
GRAND TOTAL	4 579	15 841	13 657	598 709	357 740	226 872	63.4	3 383	33 738	20 337	219	983	19 134	60.3

All Non-Scheduled Services June 1977

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)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Long Haul Division	772	135	1 016	21 879	178 228	142 554	80.0	—	19 199	13 411	—	13 411	69.9
British Airways Short Haul Division	434	431	809	23 018	40 044	27 897	69.7	834	5 870	3 425	981	2 446	58.3
British Airtours	1 560	690	2 231	102 308	294 872	228 248	77.4	—	27 163	20 001	—	20 001	73.6
British Airways Helicopters	398	2 691	1 991	24 935	8 183	3 923	47.9	16	795	474	4	470	59.6
British Caledonian Airways	2 330	975	3 357	81 160	312 699	267 568	85.6	1 987	47 756	36 311	12 477	23 834	76.0
Air Anglia	25	102	88	618	175	53	30.4	—	18	5	—	5	30.4
Air Freight	53	151	258	1 688	1 060	673	63.5	89	164	104	53	50	63.0
Air-Bridge Carriers	86	161	258	—	—	—	—	888	1 217	767	767	—	63.0
Alldair	87	329	311	9 867	4 695	2 458	52.4	—	366	211	—	211	57.7
Beecham Imperial	10	19	24	47	78	27	34.9	—	7	3	—	3	38.4
Bristow Helicopters	470	4 025	2 965	33 404	7 967	4 843	60.8	226	664	473	42	431	71.2
Britannia Airways	3 635	2 264	5 736	240 772	472 585	385 483	81.6	—	40 186	32 766	—	32 766	81.6
British Air Ferries	56	171	228	853	776	271	34.9	74	312	79	52	28	25.4
British Executive Air Services	114	5 868	711	24 038	1 596	467	29.3	30	148	47	1	46	31.8
British Island Airways	57	127	165	928	225	200	89.1	71	230	114	97	17	49.3
British Midland Airways	1 135	853	1 831	61 865	162 687	84 241	51.8	20	15 782	7 618	993	6 625	48.3
Dan-Air Services	5 290	3 932	9 119	328 566	659 120	537 797	81.6	295	53 093	43 320	248	43 071	81.6
Green Shield Stamp	32	47	61	126	258	108	41.7	—	26	8	—	8	32.0
International Aviation Service	935	305	1 448	—	—	—	—	3 200	32 654	21 891	21 891	—	67.0
Intra Airways	50	164	187	6 191	3 401	2 212	65.0	3	280	186	2	184	66.5
Invicta International Airlines	56	36	129	—	—	—	—	268	952	506	506	—	53.1
Laker Airways	2 617	1 033	3 733	126 101	576 495	469 933	81.5	—	57 855	46 408	—	46 408	80.2
Loganair	125	562	560	2 425	1 378	724	52.5	—	126	65	—	65	51.6
MAM Aviation	68	76	102	228	1 024	198	19.3	—	102	20	—	20	19.6
Management Aviation	14	137	68	493	125	61	48.8	63	16	10	5	5	62.5
McAlpine Aviation	227	500	357	1 008	1 795	727	40.5	—	145	60	—	60	41.4
Monarch Airlines	1 053	728	1 702	74 338	153 795	116 617	75.8	—	15 286	10 578	—	10 578	69.2
Redcoat Air Cargo	17	6	36	—	—	—	—	26	301	96	96	—	31.9
Tradewinds Airways	451	189	899	—	—	—	—	1 696	11 937	7 746	7 746	—	64.9
Trans-Meridian Air Cargo	667	216	1 529	—	—	—	—	1 674	19 483	11 158	11 158	—	57.3
TOTAL	22 825	26 923	41 908	1 166 856	2 883 264	2 277 285	79.0	11 468	352 133	257 860	57 117	200 744	73.2
Class 5A Licence TOTAL	570	496	1 039	25 966	72 994	53 712	73.6	.	9 700	6 945	2 269	4 676	71.6
TOTAL Excludes 5A Licence	22 255	26 427	40 869	1 140 890	2 810 270	2 223 573	79.1	11 468	342 433	250 915	54 848	196 068	73.3

*Does not include cargo carried under Class 5 Licences.

International Non-Scheduled Services June 1977

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	Cargos uplifted tonnes	Tonne-km available (000)	Tonnes-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Long Haul Division	772	135	1 016	21 879	178 228	142 554	80.0	—	19 199	13 411	—	13 411	69.9
British Airways Short Haul Division	422	378	769	21 496	39 285	27 402	77.4	833	5 809	3 381	980	2 402	58.2
British Airtours	1 560	690	2 231	102 308	294 872	228 248	77.4	—	27 163	20 001	—	20 001	73.6
British Airways Helicopters	379	2 495	1 895	24 694	8 062	3 894	48.3	16	785	471	4	467	60.0
British Caledonian Airways	2 330	975	3 357	81 160	312 699	267 568	85.6	1 987	47 756	36 311	12 477	23 834	76.0
Air Anglia	8	15	24	396	58	25	43.4	—	6	3	—	3	43.4
Air Freight	36	91	171	589	497	348	70.0	83	115	77	51	26	67.2
Air-Bridge Carriers	61	66	149	—	—	—	—	460	913	654	654	—	71.7
Alidair	57	230	209	6 519	3 019	1 399	46.3	—	264	130	—	130	49.3
Beecham Imperial	9	17	22	38	72	22	30.8	—	6	2	—	2	34.7
Bristow Helicopters	470	4 025	2 965	33 404	7 967	4 843	60.8	226	664	473	42	431	71.2
Britannia Airways	3 635	2 264	5 736	240 772	472 585	385 483	81.6	—	40 186	32 766	—	32 766	81.5
British Air Ferries	51	160	210	777	708	248	35.0	70	282	76	49	26	26.4
British Executive Air Services	114	5 868	711	24 038	1 596	467	29.3	30	148	47	1	46	31.8
British Island Airways	28	70	87	414	161	136	84.9	—	121	69	58	11	57.4
British Midland Airways	1 061	645	1 635	51 049	156 312	80 370	51.4	—	15 061	7 307	983	6 324	48.5
Dan-Air Services	5 109	3 441	8 493	317 828	652 059	533 943	81.9	142	52 342	42 922	163	42 758	82.0
Green Shield Stamp	26	27	47	76	202	79	39.3	—	20	6	—	6	30.2
International Aviation Service	935	305	1 448	—	—	—	—	3 200	32 654	21 891	21 891	—	67.0
Intra Airways	45	113	163	4 729	3 091	2 059	66.6	3	255	173	2	172	67.9
Invicta International Airlines	56	36	129	—	—	—	—	268	952	506	506	—	53.1
Laker Airways	2 617	1 033	3 733	126 101	576 495	469 933	81.5	—	57 855	46 408	—	46 408	80.2
MAM Aviation	48	46	71	123	713	126	17.7	—	71	13	—	13	18.3
Management Aviation	14	137	68	493	125	61	48.8	63	16	10	5	5	62.5
McAlpine Aviation	166	221	251	745	1 340	493	36.8	—	108	40	—	40	37.0
Monarch Airlines	1 053	728	1 702	74 338	153 795	116 617	75.8	—	15 286	10 578	—	10 578	69.2
Redcoat Air Cargo	17	6	36	—	—	—	—	26	301	96	96	—	31.9
Tradewinds Airways	451	189	899	—	—	—	—	1 696	11 937	7 746	7 746	—	64.9
Transmeridian Air Cargo	667	216	1 529	—	—	—	—	1 674	19 483	11 158	11 158	—	57.3
TOTAL	22 197	24 622	39 754	1 133 966	2 863 940	2 266 318	79.1	10 784	349 758	256 726	56 865	199 860	73.4
Class 5A Licence TOTAL	566	488	1 028	25 536	72 745	53 508	73.6	N/A	9 681	6 930	2 269	4 661	71.6
TOTAL Excludes 5A Licence	21 631	24 134	38 726	1 108 430	2 791 195	2 212 810	79.3	10 784	340 077	249 796	54 596	195 199	73.5

*Does not include cargo carried under Class 5 Licences.

Domestic Non-Scheduled Services June 1977

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			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Short Haul Division	12	53	41	1 522	759	495	65.2	—	61	44	—	44	71.8
British Airways Helicopters	19	196	96	241	121	29	24.0	—	10	3	—	3	30.0
Air Anglia	17	87	64	222	117	28	23.9	—	12	3	—	3	23.9
Air Freight	18	60	87	1 099	564	325	57.7	6	49	26	2	24	53.1
Air-Bridge Carriers	25	95	109	—	—	—	—	428	304	113	113	—	37.0
Alidair	30	99	102	3 348	1 676	1 059	63.2	—	102	81	—	81	79.6
Beecham Imperial	1	2	2	9	6	5	83.7	—	1	—	—	—	82.3
British Air Ferries	5	11	19	76	69	24	34.4	4	30	5	3	2	15.9
British Island Airways	29	57	78	514	64	64	99.5	71	110	44	39	5	40.3
British Midland Airways	74	208	196	10 816	6 376	3 871	60.7	20	721	311	10	301	43.2
Dan-Air Services	181	491	626	10 738	7 061	3 854	54.6	152	752	398	85	313	52.9
Green Shield Stamp	6	20	15	50	57	29	50.4	—	6	2	—	2	38.4
Intra Airways	5	51	24	1 462	310	154	49.6	—	24	13	—	13	51.7
Loganair	125	562	560	2 425	1 378	724	52.5	—	126	65	—	65	51.6
MAM Aviation	20	30	31	105	311	72	23.2	—	31	7	—	7	22.6
McAlpine Aviation	61	279	106	263	455	234	51.4	—	37	20	—	20	54.1
TOTAL	629	2 301	2 155	32 890	19 324	10 967	56.8	683	2 375	1 135	251	883	47.8
Class 5A Licence TOTAL	4	8	11	430	249	204	81.9	N/A	19	15	—	15	78.9
TOTAL Excludes 5A Licence	625	2 293	2 144	32 460	19 075	10 763	56.4	683	2 356	1 120	251	868	47.6

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations June 1977

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 Long Haul Division	604	98	787	19 066	—	142 246	114 579	80·6	16 080	10 823	67·3
British Airtours	276	62	361	6 883	—	52 080	35 015	67·2	4 740	2 942	62·1
British Caledonian Airways	1 003	205	1 283	29 477	—	222 735	195 961	88·0	20 992	17 643	84·0
Dan-Air Services	402	83	526	11 231	—	75 975	71 078	93·6	6 075	5 686	93·6
Laker Airways	1 206	228	1 585	43 626	10 321	376 886	327 866	87·0	38 333	32 766	85·5
TOTAL	3 490	676	4 543	110 283	10 321	869 921	744 499	85·6	86 219	69 860	81·0

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers June 1977

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Available (000)	Used (000)	Percentage of available	Number of passengers uplifted	
											Class 2	Class 4
International Services												
British Airways Short Haul Division	234	185	389	16 734	30 852	22 755	73.8	3 078	1 983	64.4	—	—
British Airtours	884	504	1 303	78 536	167 046	135 909	81.4	15 522	12 054	77.7	—	—
British Caledonian Airways	672	533	1 172	44 192	73 894	57 429	77.7	6 940	4 935	71.1	—	—
Britannia Airways	3 475	2 075	5 455	225 684	451 717	374 860	83.0	38 412	31 866	83.0	—	22
Dan-Air Services	3 760	2 107	6 374	248 510	449 852	367 273	81.6	36 011	29 380	81.6	—	1 346
Intra Airways	33	69	123	3 068	2 359	1 469	62.2	193	122	63.0	—	—
Laker Airways	808	439	1 215	46 356	106 075	87 007	82.0	10 457	8 405	80.4	—	—
Monarch Airlines	766	526	1 230	57 554	114 451	88 667	77.5	11 169	8 042	72.0	—	—
TOTAL International Services	10 630	7 041	17 260	720 634	1 396 246	1 135 367	81.3	121 782	96 787	79.5	—	1 368
Domestic Services												
Intra Airways	1	34	12	1 025	47	39	83.7	4	3	79.0	—	—
TOTAL Domestic Services	1	34	12	1 025	47	39	83.7	4	3	79.0	—	—
GRAND TOTAL	10 632	7 075	17 271	721 659	1 396 293	1 135 406	81.3	121 786	96 791	79.5	—	1 368

All Class 4 Licence Operations June 1977

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Long Haul Division	156	35	220	—	2 619	34 800	26 828	77.1	3 003	2 478	82.5
British Airways Short Haul Division	19	16	21	—	1 256	1 906	1 460	76.6	193	134	69.6
British Airtours	71	19	99	—	2 707	13 380	11 537	86.2	1 218	1 020	83.7
British Caledonian Airways	107	85	186	—	6 993	15 465	13 860	89.6	1 484	1 230	82.9
Britannia Airways	58	42	97	22	1 199	7 543	1 119	14.8	644	96	14.8
British Island Airways	1	6	5	—	298	64	64	99.5	6	5	90.8
British Midland Airways	21	10	17	—	729	1 567	1 548	98.8	131	121	91.9
Dan-Air Services	630	419	1 076	1 346	37 265	74 445	58 367	78.4	5 958	4 670	78.4
Intra Airways	10	33	31	—	1 545	596	514	86.3	50	44	86.7
Laker Airways	431	318	705	—	21 861	38 363	29 326	76.4	3 448	2 666	77.3
Monarch Airlines	86	73	149	—	6 164	10 339	6 670	64.5	1 016	606	59.6
TOTAL	1 590	1 056	2 606	1 368	82 636	198 467	151 293	76.2	17 151	13 069	76.2

International Class 4 Licence Operations June 1977

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Long Haul Division	156	35	220	—	2 619	34 800	26 828	77.1	3 003	2 478	82.5
British Airways Short Haul Division	19	16	21	—	1 256	1 906	1 460	76.6	193	134	69.6
British Airtours	71	19	99	—	2 707	13 380	11 537	86.2	1 218	1 020	83.7
British Caledonian Airways	107	85	186	—	6 993	15 465	13 860	89.6	1 484	1 230	82.9
Britannia Airways	58	42	97	22	1 199	7 543	1 119	14.8	644	96	14.8
British Midland Airways	21	8	15	—	577	1 529	1 511	98.8	128	118	91.8
Dan-Air Services	630	419	1 076	1 346	37 265	74 445	58 367	78.4	5 958	4 670	78.4
Intra Airways	9	29	28	—	1 495	562	505	89.9	48	43	90.2
Laker Airways	431	318	705	—	21 861	38 363	29 326	76.4	3 448	2 666	77.3
Monarch Airlines	86	73	149	—	6 164	10 339	6 670	64.5	1 016	606	59.6
TOTAL	1 588	1 044	2 596	1 368	82 136	198 331	151 182	76.2	17 139	13 059	76.2

Domestic Class 4 Licence Operations June 1977

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Island Airways	1	6	5	—	298	64	64	99.5	6	5	90.8
British Midland Airways	1	2	2	—	152	38	38	100.0	3	3	96.6
Intra Airways	1	4	3	—	50	34	9	27.3	3	1	26.0
TOTAL	2	12	10	—	500	136	111	81.5	12	9	76.9

All Class 6 Licence Operations June 1977

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways Short Haul Division	2	4	5	72	34	32	94.6
British Caledonian Airways	444	123	580	1 765	15 143	10 217	67.5
Air Freight	6	28	34	67	20	15	71.5
Air-Bridge Carriers	74	137	229	889	1 156	738	63.8
British Air Ferries	5	20	26	27	45	14	29.7
Dan-Air Services	52	121	175	292	273	128	46.8
International Aviation Service	229	61	314	664	8 936	5 958	66.7
Redcoat Air Cargo	17	6	36	27	301	96	31.9
Tradewinds Airways	241	112	477	1 306	6 391	3 620	56.7
Trans-Meridian Air Cargo	200	82	433	694	6 007	5 061	84.3
TOTAL	1 271	694	2 308	5 802	38 305	25 879	67.6

International Class 6 Licence Operations June 1977

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways Short Haul Division	2	4	5	72	34	32	94.6
British Caledonian Airways	444	123	580	1 765	15 143	10 217	67.5
Air Freight	6	28	34	67	20	15	71.5
Air-Bridge Carriers	49	42	120	461	852	625	73.4
British Air Ferries	5	20	26	27	45	14	29.7
Dan-Air Services	19	61	75	142	98	44	44.7
International Aviation Service	229	61	314	664	8 936	5 958	66.7
Redcoat Air Cargo	17	6	36	27	301	96	31.9
Tradewinds Airways	241	112	477	1 306	6 391	3 620	56.7
Trans-Meridian Air Cargo	200	82	433	694	6 007	5 061	84.3
TOTAL	1 213	539	2 099	5 225	37 826	25 682	67.9

Domestic Class 6 Licence Operations June 1977

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Air-Bridge Carriers	25	95	109	428	304	113	37.0
Dan-Air Services	34	60	100	150	175	84	48.0
TOTAL	59	155	209	578	479	197	41.0

All Class 7 Licence Operations June 1977

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)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	398	2 691	1 991	24 935	8 183	3 923	47.9	16	795	474	4	470	59.6
Bristow Helicopters	470	4 025	2 965	33 404	7 967	4 843	60.8	226	664	473	42	431	71.2
British Executive Air Services	114	5 868	711	24 038	1 596	467	29.3	30	148	47	1	46	31.8
Management Aviation	14	137	68	493	125	61	48.8	63	16	10	5	5	62.5
TOTAL	996	12 721	5 735	82 870	17 871	9 294	52.0	336	1 623	1 004	52	952	61.9

International Class 7 Licence Operations June 1977

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)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	379	2 495	1 895	24 694	8 062	3 894	48.3	16	785	471	4	467	60.0
Bristow Helicopters	470	4 025	2 965	33 404	7 967	4 843	60.8	226	664	473	42	431	71.2
British Executive Air Services	114	5 868	711	24 038	1 596	467	29.3	30	148	47	1	46	31.8
Management Aviation	14	137	68	493	125	61	48.8	63	16	10	5	5	62.5
TOTAL	977	12 525	5 639	82 629	17 750	9 265	52.2	335	1 613	1 001	52	949	62.1

Domestic Class 7 Licence Operations June 1977

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)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	19	196	96	241	121	29	24.0	—	10	3	—	3	30.0
TOTAL	19	196	96	241	121	29	24.0	—	10	3	—	3	30.0

All Exempt Operations June 1977

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)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Long Haul Division	12	2	8	194	1 182	1 146	97.0	—	117	110	—	110	93.9
British Airways Short Haul Division	179	226	395	5 028	7 286	3 683	50.5	764	2 565	1 276	948	328	49.7
British Caledonian Airways	62	18	80	332	279	80	28.5	222	1 946	1 650	1 643	7	84.8
Air Anglia	25	102	88	618	175	53	30.4	—	18	5	—	5	30.4
Air Freight	36	93	170	1 688	1 060	673	63.5	23	103	60	10	60	58.2
Aldeair	50	146	166	4 363	2 701	1 470	54.4	—	176	110	—	110	62.6
Beecham Imperial	10	19	24	47	78	27	34.9	—	7	3	—	3	38.4
Britannia Airways	92	137	166	12 798	11 951	8 390	70.2	—	1 017	713	—	713	70.2
British Air Ferries	42	83	162	617	675	229	34.0	48	261	63	42	21	24.1
British Island Airways	30	55	79	397	83	74	90.0	72	111	45	39	6	40.5
British Midland Airways	135	248	299	13 255	11 852	7 517	63.4	20	1 174	597	10	586	50.8
Dan-Air Services	180	458	594	12 477	10 858	6 199	57.1	4	881	502	3	500	57.0
Green Shield Stamp	32	47	61	126	258	108	41.7	—	26	8	—	8	32.0
International Aviation Service	680	235	1 101	—	—	—	—	2 537	22 731	15 015	15 015	—	66.1
Intra Airways	7	28	21	553	399	191	47.7	3	33	18	2	16	54.1
Invicta International Airlines	56	36	129	—	—	—	—	269	952	506	506	—	53.1
Laker Airways	172	48	228	3 937	55 172	25 734	46.6	—	5 616	2 571	—	2 571	45.8
Loganair	125	562	560	2 425	1 378	724	52.5	—	126	65	—	65	51.6
MAM Aviation	68	76	102	228	1 024	198	19.3	—	102	20	—	20	19.6
McAlpine Aviation	227	500	357	1 008	1 795	727	40.5	—	145	60	—	60	41.4
Monarch Airlines	9	8	15	417	1 327	657	49.5	—	129	60	—	60	46.0
Tradewinds Airways	114	40	230	—	—	—	—	391	3 013	2 114	2 114	—	70.2
Trans-Meridian Air Cargo	429	113	1 016	—	—	—	—	980	12 410	5 321	5 321	—	42.9
TOTAL	2 773	3 280	6 051	60 508	109 533	57 882	52.8	5 331	53 658	30 890	25 651	5 239	57.6

International Exempt Operations June 1977

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)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Long Haul Division	12	2	8	194	1 182	1 146	97.0	—	117	110	—	110	93.9
British Airways Short Haul Division	167	173	354	3 506	6 527	3 188	48.8	763	2 504	1 232	948	284	49.2
British Caledonian Airways	62	18	80	332	279	80	28.5	222	1 946	1 650	1 643	7	84.8
Air Anglia	8	15	24	396	58	25	43.4	—	6	3	—	3	43.4
Air Freight	19	33	83	589	497	348	70.0	16	54	34	8	26	62.9
Alldair	20	47	64	1 015	1 025	411	40.1	—	74	29	—	29	39.4
Beecham Imperial	9	17	22	38	72	22	30.8	—	6	2	—	2	34.7
Britannia Airways	92	137	166	12 798	11 951	8 390	70.2	—	1 017	713	—	713	70.2
British Air Ferries	38	72	144	541	606	206	33.9	43	231	58	40	19	25.2
British Island Airways	2	4	6	181	83	74	90.0	—	8	6	—	6	82.2
British Midland Airways	66	50	117	3 021	5 763	3 888	67.5	—	475	303	—	303	63.8
Dan-Air Services	32	27	68	1 739	3 797	2 345	61.8	1	304	188	2	186	61.8
Green Shield Stamp	26	27	47	76	202	79	39.3	—	20	6	—	6	30.2
International Aviation Service	680	235	1 101	—	—	—	—	2 537	22 731	15 015	15 015	—	66.1
Intra Airways	3	15	12	166	170	85	50.1	3	15	9	2	7	59.3
Invicta International Airlines	66	36	129	—	—	—	—	269	952	506	506	—	53.1
Laker Airways	172	48	228	3 937	55 172	25 734	46.6	—	5 616	2 571	—	2 571	45.8
MAM Aviation	48	46	71	123	713	126	17.7	—	71	13	—	13	18.3
McAlpine Aviation	166	221	251	745	1 340	493	36.8	—	108	40	—	40	37.0
Monarch Airlines	9	8	15	417	1 327	657	49.5	—	129	60	—	60	46.0
Tradewinds Airways	114	40	230	—	—	—	—	391	3 013	2 114	2 114	—	70.2
Trans-Meridian Air Cargo	429	113	1 016	—	—	—	—	980	12 410	5 321	5 321	—	42.9
TOTAL	2 230	1 384	4 234	29 814	90 762	47 298	52.1	5 225	51 807	29 982	25 597	4 386	57.9

Domestic Exempt Operations June 1977

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)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Short Haul Division	12	53	41	1 522	759	495	65.2	1	61	44	—	44	71.8
Air Anglia	17	87	64	222	117	28	23.9	—	12	3	—	3	23.9
Air Freight	18	60	87	1 099	564	325	57.7	6	49	26	2	24	53.1
Alidair	30	99	102	3 348	1 676	1 059	63.2	—	102	81	—	81	79.6
Beecham Imperial	1	2	2	9	6	5	83.7	—	1	—	—	—	82.3
British Air Ferries	5	11	19	76	69	24	34.4	4	30	5	3	2	15.9
British Island Airways	28	51	73	216	—	—	—	72	104	39	39	—	37.5
British Midland Airways	70	198	183	10 234	6 089	3 629	59.6	20	699	293	10	283	42.0
Dan-Air Services	148	431	526	10 738	7 061	3 854	54.6	3	577	314	1	313	54.5
Green Shield Stamp	6	20	15	50	57	29	50.4	—	6	2	—	2	38.4
Intra Airways	3	13	10	387	229	105	46.0	—	18	9	—	9	49.7
Loganair	125	562	560	2 425	1 378	724	52.5	—	126	65	—	65	51.6
MAM Aviation	20	30	31	105	311	72	23.2	—	31	7	—	7	22.6
McAlpine Aviation	61	279	106	263	455	234	51.4	—	37	20	—	20	54.1
TOTAL	543	1 896	1 817	30 694	18 771	10 584	56.4	106	1 851	908	55	853	49.1

Class 5 Operations for UK Operators June 1977

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			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airtours	318	101	449	13 832	60 138	44 755	74.4	..	5 481	3 895	—	—	3 895	71.1
British Caledonian Airways	3	2	5	166	326	238	73.0	..	31	20	—	—	20	64.5
Alldair	37	183	146	5 504	1 994	988	49.5	..	190	101	—	—	101	53.2
Britannia Airways	7	7	14	696	979	736	75.2	..	81	60	—	—	60	74.1
British Air Ferries	8	68	40	168	52	19	36.5	..	6	3	—	—	3	50.0
British Island Airways	2	6	6	233	78	62	79.5	..	7	5	—	—	5	71.4
British Midland Airways	4	8	11	430	249	204	81.9	..	19	15	—	—	15	78.9
Dan-Air Services	36	14	53	1 157	3 927	2 932	74.7	..	310	234	—	—	234	75.5
Monarch Airlines	40	52	80	3 780	5 251	3 778	71.9	..	514	343	—	—	343	66.7
Tradewinds Airways	96	37	192	—	—	—	—	..	2 533	2 011	—	2 011	—	79.4
Trans-Meridian Air Cargo	19	18	44	—	—	—	—	..	528	258	—	258	—	48.9
TOTAL	570	496	1 039	25 966	72 994	35 712	73.6	..	9 700	6 945	—	2 269	4 676	71.6

Class 5 Operations for Non-UK Operators June 1977

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			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airtours	12	4	19	350	2 229	1 032	46.3	..	203	90	—	—	90	44.3
British Caledonian Airways	40	9	52	—	—	—	—	..	1 220	617	—	617	—	50.6
Air Freight	11	30	55	—	—	—	—	..	41	29	—	29	—	70.7
Air-Bridge Carriers	12	24	29	—	—	—	—	..	61	29	—	29	—	47.5
Britannia Airways	3	3	5	373	395	378	95.7	..	33	31	—	—	31	93.9
British Island Airways	24	60	75	—	—	—	—	..	106	58	—	58	—	54.7
British Midland Airways	974	587	1 503	47 451	149 020	74 971	50.3	..	14 457	6 886	—	983	5 903	47.6
Dan-Air Services	230	127	321	16 580	44 063	31 949	72.5	..	3 585	2 720	—	118	2 602	75.9
International Aviation Service	26	9	33	—	—	—	—	..	988	918	—	918	—	92.9
Monarch Airlines	152	69	227	6 423	22 428	16 845	75.1	..	2 458	1 528	—	—	1 528	62.2
Trans-Meridian Air Cargo	19	3	36	—	—	—	—	..	538	518	—	518	—	96.3
TOTAL	1 503	925	2 355	71 177	218 135	125 175	57.4	..	23 690	13 424	—	3 270	10 154	56.7

Aircraft Type and Utilisation—All Airlines June 1977

Table 31.1

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1977	Daily utilisation per aircraft (hrs) Quarter ended June 1977
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	29	35	20	91	26	83	38	2	3.1
Aviation Traders Merchantman	414	—	477	66	703	—	—	6	3.5
AW650 Argosy	49	—	168	—	184	—	—	3	2.5
BAC 111-200	773	1 520	—	1 715	—	70 526	39 429	9	5.8
BAC 111-300/400	2 184	2 533	—	4 038	—	138 286	136 511	17	7.0
BAC 111-500	4 438	6 324	—	8 662	—	423 925	328 988	36	7.2
BAC/Aerospatiale Concorde	299	52	—	210	—	3 763	21 789	4	1.8
Bell 206 Jetranger	17	185	—	84	—	188	17	1	2.4
Bell 212 Twin	124	6 137	—	765	—	25 800	532	8	3.3
Boeing 707-120/120B	511	183	—	674	—	22 944	63 392	2	10.7
Boeing 707-320C/336	5 969	1 239	515	6 091	1 975	99 347	479 635	32	7.9
Boeing 707-420	1 676	719	—	2 640	—	104 007	248 787	9	8.0
Boeing 720/720B	613	370	—	937	—	45 323	78 730	3	9.6
Boeing 727-100	1 212	687	—	1 856	—	75 076	139 626	6	8.8
Boeing 737-200	3 635	2 264	—	5 736	—	240 772	385 483	16	10.9
Boeing 747-100	6 889	1 696	2	8 969	—	211 326	1 610 128	19	12.7
Boeing 747-200	—	—	—	—	—	—	—	2	—
Bristol Britannia 300	181	—	84	—	395	—	—	3	4.9
Britten-Norman Islander	160	1 770	—	776	—	6 754	582	11	2.1
Britten-Norman Trislander	242	2 482	—	1 239	—	23 727	2 200	13	3.0
Canadair CL 44	1 076	—	393	—	2 372	—	—	13	6.0
Cessna 401/402/411/414/421	8	31	—	22	—	32	15	1	0.5
DC3 Dakota/Pionair	154	386	345	389	404	8 303	1 649	11	2.5
DH 106 Comet 48/C	1 394	1 024	—	2 394	—	94 705	132 674	18	4.1
DHC 6 Twin-Otter	48	219	—	210	—	2 017	497	2	3.7
Fokker Friendship 100/600	544	1 322	—	1 509	—	24 232	11 828	8	5.8
Hawker Siddley 121 Trident 1C	483	872	—	975	—	54 760	30 792	11	2.7
Hawker Siddley 121 Trident 1E	274	522	—	607	—	41 540	21 856	3	5.3
Hawker Siddley 121 Trident 2E	1 614	1 544	—	2 784	—	110 764	115 932	16	5.2
Hawker Siddley 121 Trident 3B	2 580	3 362	—	4 925	—	312 095	241 406	25	5.4
HP Herald 100/200	782	3 026	362	2 556	444	81 299	16 616	21	6.6
HS 125	329	611	—	522	—	1 377	1 045	19	1.0
HS 748	644	1 990	122	2 105	175	44 851	15 649	18	5.2
Lockheed L1011 Tristar	1 484	848	—	2 232	—	114 507	222 388	9	6.9
McDonnell Douglas DC10-10	1 197	258	—	1 600	—	62 708	344 441	4	13.4
McDonnell Douglas DC8-54F/55F	469	—	135	—	634	—	—	3	9.8
McDonnell Douglas DC9-10 to 40	121	226	—	260	—	11 903	6 632	1	8.3
McDonnell Douglas DC10-30	1 228	220	3	1 541	—	33 641	246 742	4	11.9
Piper PA23 Aztec (and Apache)	15	68	—	68	—	172	38	3	0.7
Piper PA31 Navajo (All Series)	100	450	—	361	—	1635	369	5	2.3
Sikorsky 58T	107	847	64	639	24	7 157	840	9	2.1
Sikorsky S61N	708	4 068	—	3 892	—	50 793	8 212	34	3.4
Vickers VC10 Standard	—	—	—	—	—	—	—	1	—
Vickers Super VC10	4 079	1 169	—	5 535	—	67 796	363 373	15	9.7
Vickers Viscount 700	87	316	13	296	15	9 867	2 458	4	2.9
Vickers Viscount 700D/800/810	1 462	4 886	28	4 734	16	186 768	62 949	31	4.5
Westland Wessex	67	1 860	—	477	—	9 682	349	6	3.1
TOTAL	50 470	58 321	2 731	85 182	7 367	2 824 451	5 384 615	497	5.7

Aircraft Type and Utilisation—Individual Airlines Table 31.2

June 1977

	Aircraft—km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended June 1977	Daily utilisation per aircraft (hrs) Quarter ended June 1977
British Airways Long Haul Division									
McDonnell Douglas DC10-30	623	70	3	762	—	14 005	122 586	2	13.4
Vickers VC10 Standard	—	—	—	—	—	—	—	1	—
Vickers Super VC10	4 079	1 169	—	5 535	—	67 796	363 373	15	9.7
Lockheed L1011 Tristar	940	407	—	1 331	—	24 192	116 665	4	8.7
Boeing 707-320C/336	2 876	445	334	2 789	1 118	31 720	175 889	11	9.7
Boeing 747-100	6 889	1 696	2	8 969	—	211 326	1 610 128	19	12.7
Boeing 747-200	—	—	—	—	—	—	—	2	—
BAC/Aerospatiale Concorde	299	52	—	210	—	3 763	21 789	4	1.8
TOTAL	15 706	3 849	339	19 605	1 118	352 802	2 410 430	58	10.2
British Airways Short Haul Division									
Hawker Siddeley 748	85	328	—	297	—	7 448	2 282	2	4.9
Vickers Viscount 700D/800/810	801	3 038	28	2 734	16	115 953	33 216	18	4.2
BAC 111-300/400	575	1 405	—	1 325	—	65 812	28 411	7	5.5
BAC 111-500	1 737	3 678	—	3 731	—	225 271	103 179	18	6.1
Hawker Siddeley 121 Trident 2E	1 614	1 544	—	2 784	—	110 764	115 932	16	5.2
Aviation Traders Merchantman	371	—	444	66	605	—	—	5	3.5
Hawker Siddeley 121 Trident 1C	483	872	—	975	—	54 760	30 792	11	2.7
Hawker Siddeley 121 Trident 3B	2 580	3 362	—	4 925	—	312 095	241 406	25	5.4
Hawker Siddeley 121 Trident 1E	274	522	—	607	—	41 540	21 856	3	5.3
Lockheed L1011 Tristar	544	441	—	901	—	90 315	105 723	5	5.3
TOTAL	9 064	15 190	472	18 345	621	1 023 958	682 797	110	4.9
British Airtours									
Boeing 707-420	1 675	719	—	2 640	—	104 007	248 787	9	8.0
British Airways Helicopters									
Sikorsky S61N	374	2 498	—	1 865	—	32 595	4 341	16	3.5
Bell 206 Jetranger	17	185	—	84	—	188	17	1	2.4
Sikorsky 58T	24	179	—	133	—	1 140	156	2	2.1
Bell 212 Twin	10	269	—	54	—	1 762	65	1	2.1
TOTAL	425	3 131	—	2 136	—	35 685	4 579	20	3.2
British Caledonian Airways									
BAC 111-200	555	1 237	—	1 289	—	54 205	26 662	7	5.8
BAC 111-500	1 192	1 434	—	2 255	—	88 992	83 381	9	7.7
Boeing 707-320C/336	2 325	467	181	2 212	857	29 571	187 770	10	9.7
McDonnell Douglas DC10-30	605	150	—	779	—	19 636	124 156	2	10.5
TOTAL	4 677	3 288	181	6 535	857	192 404	421 969	28	8.1
Air Anglia									
Fokker Friendship 100/600	544	1 322	—	1 509	—	24 232	11 828	8	5.8
Piper PA31 Navajo (All Series)	100	450	—	361	—	1 635	369	5	2.3
TOTAL	644	1 772	—	1 870	—	25 867	12 197	13	4.4

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 June 1977	Daily utilisation per aircraft (hrs) Quarter ended June 1977
Air Freight									
DC3 Dakota/Pionair	81	86	198	155	253	1 688	673	6	2.1
Air-Bridge Carriers									
AW650 Argosy	49	—	168	—	184	—	—	3	2.5
Aviation Traders Merchantman	43	—	33	—	98	—	—	1	3.4
Vickers Viscount 700D/800/810	—	—	—	—	—	—	—	1	0.9
TOTAL	92	—	201	—	282	—	—	5	2.4
Alidair									
Vickers Viscount 700	87	316	13	296	15	9 867	2 458	4	2.9
Vickers Viscount 700D/800/810	—	—	—	—	—	—	—	1	—
TOTAL	87	316	13	296	15	9 867	2 458	5	2.9
Aurigny Air Services									
Britten-Norman Trislander	111	1 854	—	616	—	18 704	1 127	6	3.3
Britten-Norman Islander	6	96	—	31	—	469	26	2	0.4
TOTAL	116	1 950	—	647	—	19 173	1 153	8	2.6
Beecham Imperial									
HS 125	10	19	—	24	—	47	27	1	0.3
Bristow Helicopters									
Sikorsky S61N	334	1 570	—	2 027	—	18 198	3 871	18	3.4
Westland Wessex	67	1 860	—	477	—	9 682	349	6	3.1
Sikorsky 58T	69	595	—	461	—	5 524	623	6	1.9
Bell 212 Twin	—	—	—	—	—	—	—	1	1.6
TOTAL	470	4 025	—	2 965	—	33 404	4 843	31	3.0
Britannia Airways									
Boeing 737-200	3 635	2 264	—	5 736	—	240 772	385 483	16	10.9
British Air Ferries									
HP Herald 100/200	172	761	—	672	—	14 549	2 908	8	3.1
Aviation Traders Carvair	29	35	20	91	26	83	38	2	3.1
TOTAL	201	796	20	763	26	14 632	2 947	10	3.1
British Executive Air Services									
Bell 212 Twin	114	5 868	—	711	—	24 038	467	6	3.9
British Island Airways									
HP Herald 100/200	581	2 179	362	1 773	444	64 609	12 984	12	6.4
British Midland Airways									
Vickers Viscount 700D/800/810	600	1 713	—	1 824	—	64 284	26 762	10	5.4
McDonnell-Douglas DC9-10 to 40	121	226	—	260	—	11 903	6 632	1	8.3
Boeing 707-320C/336	133	107	—	229	—	10 109	12 497	7	2.0
TOTAL	854	2 046	—	2 313	—	86 296	45 891	18	4.3
Brymon Airways									
Britten-Norman Islander	46	227	—	235	—	1 688	215	2	3.5
HP Herald 100/200	29	86	—	111	—	2 141	724	1	1.6
DHC 6 Twin-Otter	36	176	—	158	—	1 681	406	1	4.9
TOTAL	111	539	—	504	—	5 510	1 344	4	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 June 1977	Daily utilisation per aircraft (hrs) Quarter ended June 1977
Dan-Air Services									
HS 748	559	1 662	122	1 808	175	37 403	13 367	16	5.5
BAC 111-200	218	283	—	426	—	16 321	12 767	2	5.9
BAC 111-300/400	700	536	—	1 255	—	32 025	45 999	5	7.1
BAC 111-500	1 069	854	—	1 912	—	80 647	104 540	6	9.3
DH 106 Comet 4B/C	1 394	1 024	—	2 394	—	94 705	132 674	18	4.1
Boeing 727-100	1 212	687	—	1 856	—	75 076	139 626	6	8.8
Boeing 707-320C/336	635	210	—	852	—	27 947	103 479	4	6.6
TOTAL	5 788	5 256	122	10 503	175	364 124	552 452	57	6.2
Green Shield Stamp									
HS 125	32	47	—	61	—	126	108	1	2.2
Haywards Aviation									
Piper PA23 Aztec (and Apache)	15	68	—	68	—	172	38	2	0.8
International Aviation Service									
Bristol Britannia 300	108	—	42	—	230	—	—	1	7.3
McDonnell-Douglas DC8-54F/55F	427	—	123	—	578	—	—	2	9.9
TOTAL	535	—	165	—	808	—	—	3	9.0
Intra Airways									
DC3 Dakota/Pionair	73	300	147	234	151	6 615	976	5	3.1
Vickers Viscount 700D/800/810	62	135	—	176	—	6 531	2 971	1	5.2
TOTAL	135	435	147	410	151	13 146	3 947	6	3.5
Invicta International Airlines									
Bristol Britannia 300	56	—	36	—	129	—	—	1	4.1
Laker Airways									
BAC 111-300/400	908	592	—	1 458	—	40 449	62 100	5	9.0
McDonnell-Douglas DC10-10	1 197	258	—	1 600	—	62 708	344 442	4	13.4
Boeing 707-120/120B	511	183	—	674	—	22 944	63 392	2	10.7
TOTAL	2 617	1 033	—	3 732	—	126 101	469 933	11	10.6
Loganair									
Britten-Norman Trislander	132	628	—	623	—	5 023	1 073	7	2.8
Britten-Norman Islander	108	1 397	—	510	—	4 597	341	7	2.2
DHC 6 Twin Otter	12	43	—	52	—	336	91	1	2.2
TOTAL	252	2 068	—	1 185	—	9 956	1 505	15	2.5
MAM Aviation									
HS 125	68	76	—	102	—	228	198	2	2.4
Management Aviation									
Sikorsky 58T	14	73	64	45	24	493	61	1	2.9
MacAlpine Aviation									
Cessna 401/402/411/414/421	8	31	—	22	—	32	15	1	0.5
HS 125	219	469	—	335	—	976	712	15	0.8
Piper PA23 Aztec (and Apache)	—	—	—	—	—	—	—	1	0.6
TOTAL	227	500	—	357	—	1 008	727	17	0.8

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1977	Daily utilisation per aircraft (hrs) Quarter ended June 1977
Monarch Airlines									
BAC 111-500	440	358	—	764	—	29 015	37 887	3	8.9
Boeing 720/720B	613	370	—	937	—	45 323	78 730	3	9.6
TOTAL	1 053	728	—	1 701	—	74 338	116 617	6	9.2
Redcoat Air Cargo									
Bristol Britannia 300	17	—	6	—	36	—	—	1	1.2
Tradewinds Airways									
Canadair CL 44	451	—	189	—	899	—	—	5	6.2
Transmeridian Air Cargo									
Canadair CL 44	625	—	204	—	1 473	—	—	8	5.0
McDonnell-Douglas DC8-54F/55F	42	—	12	—	56	—	—	1	7.8
TOTAL	667	—	216	—	1 529	—	—	9	5.8
GRAND TOTAL	50 470	58 321	2 731	85 182	7 367	2 824 451	5 384 615	497	5.7

Operations Subject to Variable Charge by Type of Licence June 1977

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	669 469	384 214	95 666	288 553	57.4
Class 2	86 219	69 860	—	69 860	81.0
Class 3	121 770	96 779	—	96 779	79.4
Class 4	17 119	13 038	—	13 038	76.1
Class 5A	9 694	6 942	2 269	4 673	71.6
Class 6	38 305	25 879	25 875	4	67.5
Class 7	1 447	941	51	890	65.0
TOTAL	944 024	597 653	123 860	473 797	63.3
Non-chargeable Operations					
A/C hired from Foreign Operators	22 668	12 184	7 049	5 135	53.7
Exempt Services	39 697	21 601	16 381	5 220	54.4
Class 5B	11 221	7 621	2 395	5 226	67.9
Small Aircraft Operations	620	313	5	308	50.4
TOTAL	74 206	41 720	25 831	15 889	56.2
GRAND TOTAL	1 018 231	639 373	149 691	489 686	62.7

Output by Type of Licence and Aircraft Ownership June 1977

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	669 914	4 257	1 691	675 862
Class 2	86 219	—	—	86 219
Class 3	121 770	16	—	121 786
Class 4	17 119	32	—	17 151
Class 6	38 305	—	—	38 305
Class 7	1 623	—	—	1 623
Exempt Services	39 697	5 453	8 509	53 658
TOTAL	974 647	9 759	10 199	994 605
Class 5A	9 694	6	—	9 700
Class 5B	11 221	—	12 469	23 690
TOTAL	20 915	6	12 469	33 390
GRAND TOTAL	995 562	9 765	22 668	1 027 995

Passenger Analysis by Type of Licence and Fare Category June 1977

Table 34.1

SCHEDULED

		Fare categories								Total	
		First Class	Normal Economy	Individual travel – only fares				Other facilities	IT & FLY-D	Other Travellers	Passengers
				Excursion	Apex/Ipex	Youth Student	Other	Special Facilities			
Class 1	All	48 083	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 718 761
	International	48 083	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 120 052
	Domestic	—	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	598 709

NON-SCHEDULED

Table 34.2

Licence Class		Fare Categories				Total Passengers
		ABC	TGC	IT	Other	
Class 2	All	110 283	10 321	—	—	120 604
	International	110 283	10 321	—	—	120 604
	Domestic	—	—	—	—	—
Class 3	All	—	—	721 659	—	721 659
	International	—	—	720 634	—	720 634
	Domestic	—	—	1 025	—	1 025
Class 4	All	—	—	1 368	82 636	84 004
	International	—	—	1 368	82 136	83 504
	Domestic	—	—	—	500	500
Class 7	All	—	—	—	82 870	82 870
	International	—	—	—	82 629	82 629
	Domestic	—	—	—	241	241
Exempt	All	—	—	—	60 508	60 508
	International	—	—	—	29 814	29 814
	Domestic	—	—	—	30 694	30 694
TOTAL	All	110 283	10 321	723 027	226 014	1 069 645
	International	110 283	10 321	722 002	194 579	1 037 185
	Domestic	—	—	1 025	31 435	32 460

(a) Under revision.

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 flights;

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

Class 7 authorises sole-use charter flights (except exempted operations);

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 and include all sole-use charter flights other than those made to or from vessels or installations used in connection with oil or gas exploration or production under the sea. Other examples are ambulance flights, aircrew training and test flights, Government charters, helicopters carrying externally suspended loads, etc.

Cargo

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

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

Appendix B Measures and their Computation

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

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

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

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