

Mr. Esdaile

Civil Aviation Authority



CAA Monthly Statistics
(up to and including November 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.
- 1.4 Tables 3–7 have been revised with effect from July 1977. Figures given in the Tables are now actuals for each quarter or year instead of a monthly average of three months or twelve months.

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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Room T410
Space House
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London WC2B 6TE
Tel. 01 379 7311 Ext. 2475

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

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—November 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
-------------------	---------------------------------------	-----------

Civil Aviation Statistics—November 1977

Activity at UK Airports

Air transport movements during the month of November 1977 reached a level of 59 000 (9.7 per cent growth against November 1976) the proportion of all-freight movements rose marginally to stand at 6.8 per cent of the total. London area movements accounted for 28 000 (6.6 per cent growth as compared with the previous year). All airports in the area reported growth. Heathrow reported 476 additional movements (2.5 per cent growth), Gatwick 775 additional movements (15.2 per cent growth), Luton 119 additional movements (10.5 per cent growth), Southend 356 additional movements (39.3 per cent growth) and Stansted 13 additional movements (4.4 per cent growth). Outside the London area 12.6 per cent total growth was reported (31 000 movements). Sumburgh reported the greatest increase in actual movements (975 additional movements; 65.0 per cent growth), followed by Aberdeen with 675 additional movements (17.4 per cent growth). Liverpool, Isles of Scilly and Penzance reported the heaviest falls in movements (426 fewer movements, 53.1 per cent decline, 55 fewer movements; 34.6 per cent decline and 54 fewer movements; 34.2 per cent decline respectively). Scheduled movements increased by 5.8 per cent and charter movements by 23.2 per cent. The UK operators' share of scheduled movements rose 1.9 percentage points to stand at 75.8 per cent of the total and their share of charter movements rose 2.1 percentage points to 89.9 per cent.

The number of terminal passengers reported by UK airports in November 1977 was 3.1 million, a growth of 4.6 per cent as compared with the same month in the previous year. London area passengers accounted for 2.2 million (4.7 per cent growth). With the exception of Stansted, all airports reported growth. Heathrow reported 18 703 additional passengers (1.1 per cent growth), Gatwick 70 899 additional passengers (23.4 per cent growth), Luton 9756 additional passengers (10.2 per cent growth) and Southend 1263 additional passengers (7.9 per cent growth); Stansted reported 593 fewer passengers (3.0 per cent decline). Outside the London area, 0.9 million passengers used UK airports (4.5 per cent growth as compared with November 1976). Sumburgh and Aberdeen reported the greatest increases in passengers handled with 23 734 additional passengers; more than one fold growth and 17 282 additional passengers; 24.9 per cent growth respectively. Glasgow and Liverpool reported the heaviest falls in passengers handled with 15 195 fewer passengers; 11.3 per cent decline and 12 305 fewer passengers; 55.2 per cent decline respectively. Passengers travelling on scheduled services rose by 3.6 per cent and those travelling on charter services rose by 9.1 per cent. The UK operators' share of scheduled traffic rose marginally to 65.1 per cent of the total and their share of charter traffic rose 2.4 percentage points to stand at 83.2 per cent.

Almost 2.3 million passengers travelled on international services in November 1977 (7.1 per cent growth as compared with November 1976) and 0.9 million on domestic services (1.5 per cent decline). International scheduled services carried 8.0 per cent more passengers and international charter services 4.3 per cent more. The most heavily used scheduled routes were those to USA with 13.5 per cent of the total (24.0 per cent growth), followed by those to France and the Netherlands with 11.9 per cent of the total (3.6 per cent growth) and 9.0 per cent of the total (2.5 per cent growth) respectively. Services to Spain carried 29.3 per cent of total charter passengers (10.4 per cent decline), services to Italy carried 9.6 per cent (45.1 per cent growth) and those to the Canary Islands 7.6 per cent of the total (6.7 per cent growth). Of the passengers travelling on the domestic routes, those to the Channel Islands, Edinburgh and Glasgow increased (9.1 per cent, 5.4 per cent and 6.0 per cent respectively). Traffic carried on routes to London, Belfast and the Isle of Man declined (−7.6 per cent, −0.5 per cent and −19.0 per cent respectively).

During November 1977, air freight handled at UK airports amounted to 65 000 tonnes (14.7 per cent growth as compared with November 1976); 36 000 tonnes of this travelled on all-freight flights. In the London area, total tonnage increased 15.2 per cent to 53 000 tonnes. Only Southend reported a fall in tonnage (191 fewer tonnes; 23.6 per cent decline). Stansted reported 27.9 per cent growth (527 additional tonnes), Luton 17.4 per cent growth (80 additional tonnes), Heathrow reported 15.4 per cent growth (5512 additional tonnes) and Gatwick 15.2 per cent growth (1119 additional tonnes). Over the rest of the UK total tonnage rose by 12.4 per cent. Prestwick and Manchester reported the greatest increases in tonnage handled (568 additional tonnes; 40.1 per cent growth and 381 additional tonnes; 13.4 per cent growth respectively). Liverpool reported the heaviest fall in tonnage handled (838 fewer tonnes; 84.2 per cent decline). Freight carried on scheduled services rose 19.2 per cent as compared with the previous year, whilst that carried on charter services fell 1.7 per cent. The UK operators' share of tonnage carried on scheduled services rose 2.9 percentage points to stand at 44.5 per cent and their share on charter services rose 10.0 percentage points to 88.5 per cent.

Output of UK Airlines

The output of UK airlines for all services in November, 1977 was 832 million available tonne-kilometres, an increase of 19.2 per cent on November, 1976.

The scheduled service output of 570 million available tonne-kilometres was 19.0 per cent higher than a year earlier. The overall load factor was 58.4 per cent

compared with 56·1 the previous year. Seat kilometres used were 56·3 per cent of those available. Seat factors on domestic and international scheduled services were 57·1 and 56·3 per cent respectively compared with 57·5 and 56·9 per cent a year earlier.

The non-scheduled output of 262 million available tonne-kilometres was 19·6 per cent higher than in November, 1976. Advance Booking charters and Inclusive Tour charters accounted for 18·7 and 58·7

million available tonne-kilometres respectively compared with 14·3 and 58·8 million a year earlier.

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

Size Structure of UK

Table 1

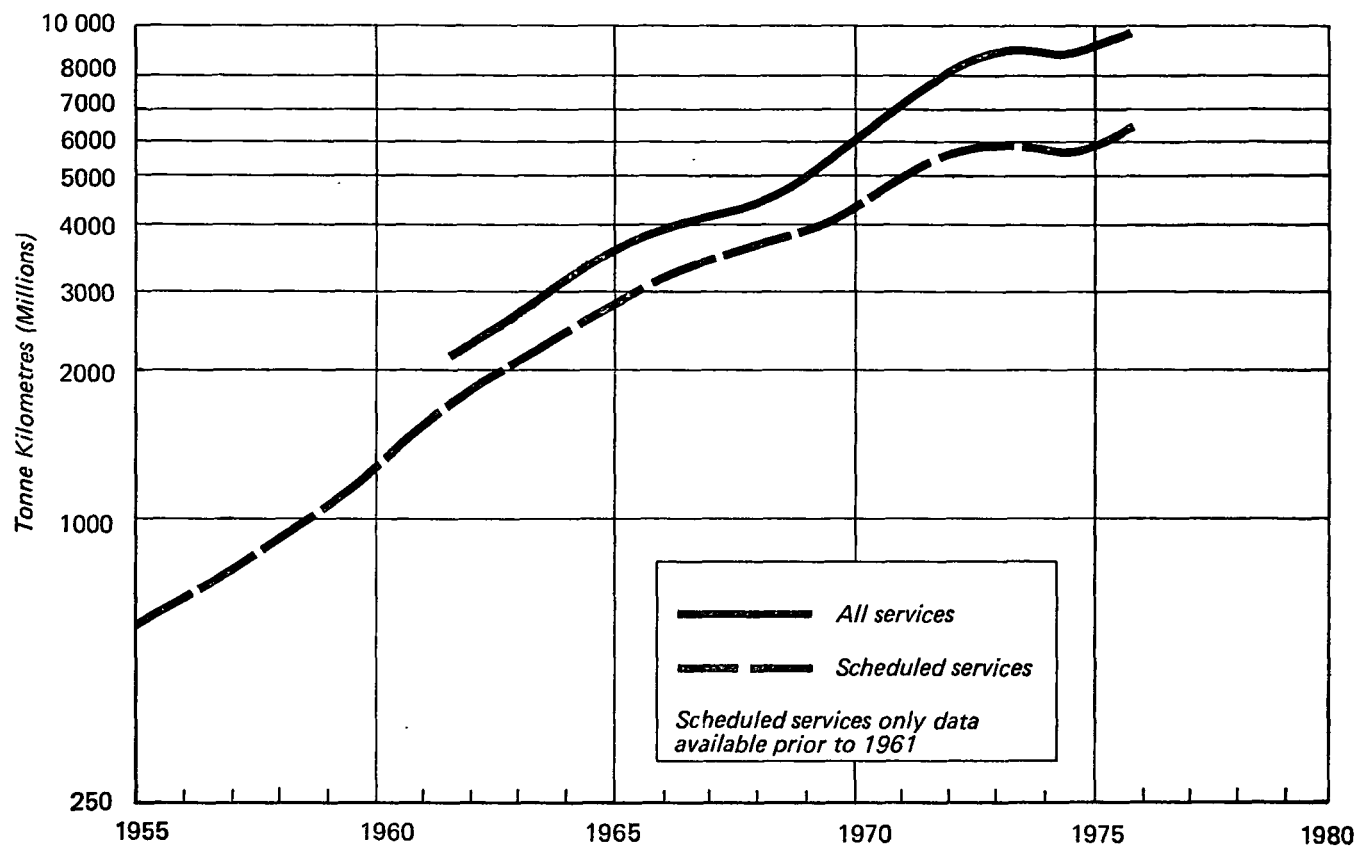
Airports and Airlines Year ended 30 September 1977

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	23 536	51.43	100	100.00
Gatwick	6 388	13.96	98	48.57
Manchester	2 746	6.00	95	34.61
Luton	1 891	4.13	93	28.61
Glasgow	1 807	3.95	91	24.48
Birmingham	1 086	2.37	88	20.53
Edinburgh	1 035	2.26	86	18.16
Belfast	1 028	2.25	84	15.90
Aberdeen	911	1.99	81	13.65
Newcastle	645	1.41	79	11.66
East Midlands	472	1.03	77	10.25
Prestwick	391	0.85	74	9.22
Sumburgh	338	0.74	72	8.36
Isle of Man	327	0.71	70	7.62
Liverpool	312	0.68	67	6.91
Stansted	301	0.66	65	6.23
Leeds/Bradford	293	0.64	63	5.57
Southampton	287	0.63	60	4.93
Southend	240	0.52	58	4.30
Bristol	218	0.48	56	3.78
Tees-side	206	0.45	53	3.30
Glamorgan	204	0.45	51	2.85
Others (21 reporting airports)	1 102	2.41	49	2.41

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	5 056	49.85	100	100.00
British Airways Short Haul Division	1 225	12.08	97	50.15
British Caledonian Airways	899	8.86	94	38.07
Dan-Air Services	581	5.73	91	29.20
Laker Airways	460	4.54	88	23.48
International Aviation Services	427	4.21	85	18.94
Britannia Airways	385	3.80	82	14.73
Trans-Meridian Air Cargo	245	2.42	79	10.93
British Airtours	231	2.28	76	8.52
Monarch Airlines	173	1.71	74	6.24
British Midland Airways	160	1.58	71	4.54
Tradewinds Airways	158	1.56	68	2.96
Air Anglia	30	0.30	65	1.40
British Island Airways	24	0.24	62	1.10
British Air Ferries	12	0.12	59	0.87
Alidair	12	0.12	56	0.75
Others (18 airlines)	64	0.63	53	0.63

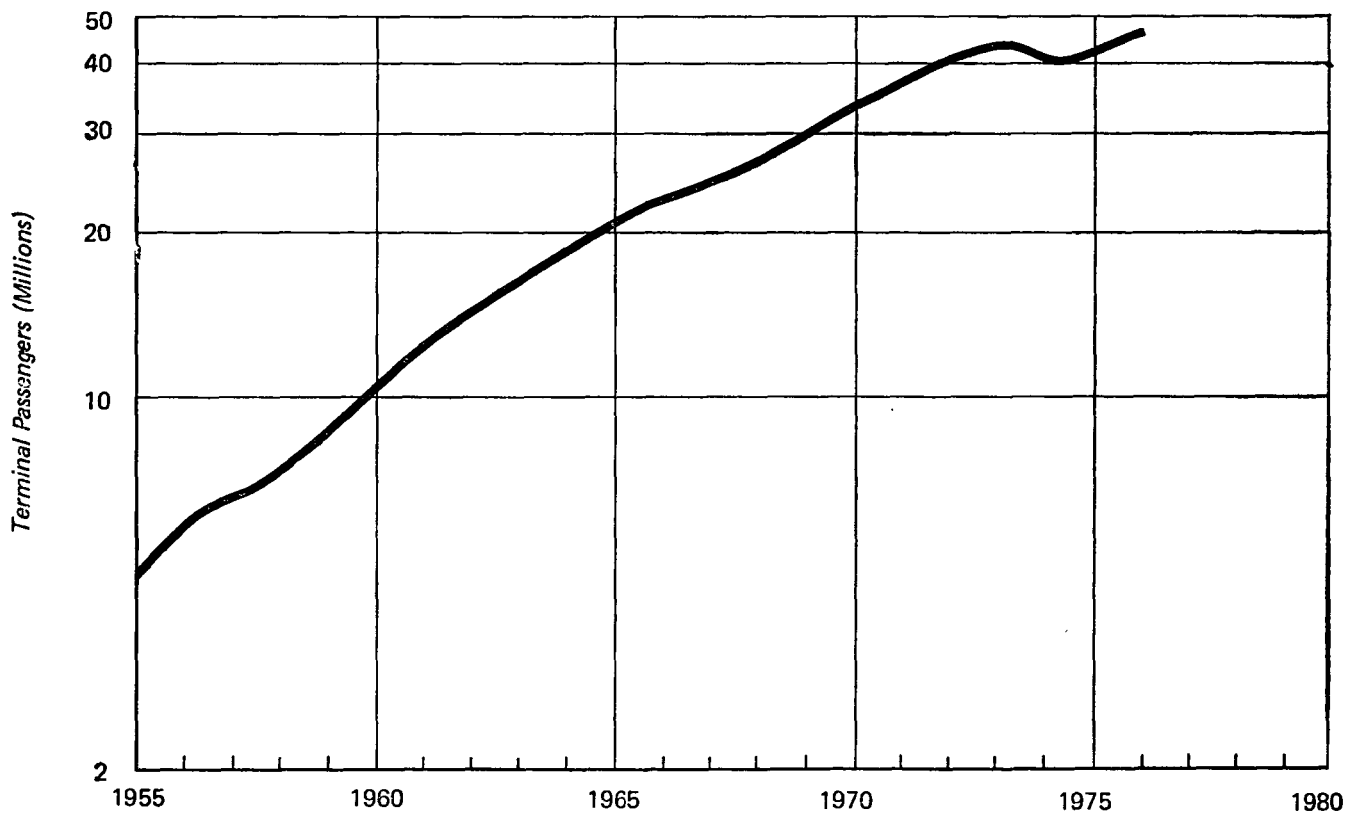
Output of UK Airlines

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						
Nov. 1976	1 907	737	44 425	9 622	6 520	3 102
Nov. 1977	1 892	755	45 798	10 353	6 765	3 588
Latest year's growth (percentages)						
	-0.8	2.4	3.1	7.6	3.8	15.7
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

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1967	565.8	24 002.6	380.4	14 907.4	49.4	2 770.5	124.2	5 520.8	11.8	803.8
1968	560.3	24 845.1	361.3	14 699.1	56.7	3 329.3	131.0	5 994.1	11.3	822.7
1969	591.4	28 064.0	366.6	15 558.5	72.4	4 678.1	138.0	6 647.6	14.4	1 179.8
1970	606.7	31 606.5	360.4	16 265.7	87.9	6 215.6	142.2	7 841.3	16.3	1 283.8
1971	629.9	34 933.5	361.5	16 850.9	106.6	8 357.7	144.6	8 244.5	17.2	1 480.4
1972	669.3	39 125.4	384.7	18 788.5	119.2	9 495.8	144.9	9 144.0	20.5	1 697.0
1973	718.5	43 124.5	419.9	21 021.6	130.2	10 197.3	145.8	9 929.5	22.6	1 976.1
1974	710.1	40 082.4	420.9	20 391.1	122.7	7 996.8	148.6	10 125.0	17.9	1 569.5
1975	700.5	41 845.8	398.1	20 654.3	135.6	8 538.4	146.9	10 802.1	19.9	1 851.0
1976	739.9	44 665.8	412.9	21 721.8	153.0	8 902.2	150.0	11 865.2	23.9	2 176.6
1975 1st quarter	145.4	7 595.5	85.2	4 012.9	24.4	1 293.5	33.2	2 110.6	2.6	178.4
2nd quarter	184.8	10 834.5	105.8	5 289.0	35.8	2 289.6	37.9	2 761.6	5.4	494.2
3rd quarter	209.4	14 297.0	115.9	6 626.6	44.4	3 331.4	41.2	3 470.3	7.9	868.8
4th quarter	160.9	9 118.8	91.2	4 725.8	31.1	1 623.8	34.6	2 459.5	3.9	309.6
1976 1st quarter	152.9	8 116.9	88.7	4 354.6	27.4	1 328.6	34.0	2 253.5	2.7	180.2
2nd quarter	195.4	11 717.1	109.3	5 660.2	41.5	2 477.2	38.2	2 981.2	6.4	598.5
3rd quarter	221.4	14 950.5	119.2	6 706.6	49.9	3 430.8	42.5	3 820.3	9.7	992.8
4th quarter	170.3	9 881.3	95.7	5 000.4	34.2	1 665.6	35.3	2 810.1	5.1	405.1
1977 1st quarter	159.7	8 971.6	90.9	4 705.1	32.5	1 490.0	33.1	2 540.4	3.2	236.1
2nd quarter	198.7	11 900.7	108.5	5 308.5	44.5	2 448.6	38.9	3 487.3	6.7	656.4
3rd quarter	224.2	15 008.5	117.8	6 278.4	55.8	3 533.9	40.6	4 109.5	9.9	1 086.8
1976 April	60.2	3 536.0	34.2	1 748.2	12.3	732.4	12.2	931.7	1.5	123.8
May	65.9	3 906.1	36.8	1 896.0	13.8	796.1	13.1	995.1	2.2	218.9
June	69.2	4 275.0	38.2	2 016.1	15.4	948.6	12.9	1 054.5	2.7	255.8
July	75.6	5 054.0	40.6	2 276.6	17.2	1 150.8	14.4	1 281.9	3.3	344.7
August	74.6	5 138.7	40.1	2 248.7	16.7	1 232.9	14.4	1 305.5	3.3	351.5
September	71.2	4 757.8	38.5	2 181.2	15.9	1 047.1	13.7	1 232.9	3.1	296.5
October	64.4	3 982.8	35.3	1 925.6	13.5	762.9	13.3	1 085.5	2.4	208.8
November	53.7	2 983.8	30.8	1 568.4	10.5	456.3	10.9	850.3	1.5	108.8
1977 April	56.8	3 340.9	28.6	1 256.1	13.9	752.6	12.5	1 175.9	1.8	156.4
May	68.6	3 998.4	39.3	1 948.0	14.2	732.4	13.0	1 108.3	2.2	209.7
June	73.2	4 561.3	40.7	2 104.4	16.4	963.6	13.4	1 203.1	2.7	290.3
July	80.0	5 451.9	43.1	2 404.4	18.5	1 199.5	14.6	1 436.6	3.7	411.4
August	75.6	5 039.9	40.0	2 070.8	18.8	1 230.6	13.6	1 366.9	3.2	371.7
September	68.6	4 516.7	34.7	1 803.2	18.5	1 103.8	12.4	1 306.0	3.0	303.7
October	61.6	3 880.3	31.9	1 671.0	15.6	835.9	11.7	1 145.6	2.4	227.8
November	58.9	3 122.2	33.5	1 632.3	13.3	512.6	10.7	873.4	1.5	103.9

Movements at UK Airports by Purpose

Table 4

	Total		Commercial			Non-commercial		
	(000)	Total	Air transport	Other	Total	Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1967	1 213.3	598.3	565.8	32.5	615.0	383.3	116.1	115.6
1968	1 279.4	595.9	560.3	35.7	683.5	433.8	148.7	101.0
1969	1 399.1	638.8	591.4	47.5	760.3	510.1	160.9	89.4
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1975 1st quarter	402.6	160.4	145.4	15.0	242.2	165.3	53.7	23.2
2nd quarter	534.0	206.4	184.8	21.6	327.6	244.8	53.6	29.2
3rd quarter	557.1	235.5	209.4	26.0	321.7	253.8	45.5	22.4
4th quarter	416.8	178.3	160.9	17.5	238.5	177.8	34.5	26.1
1976 1st quarter	390.7	167.7	152.9	14.9	222.9	155.3	40.4	27.2
2nd quarter	543.5	219.2	195.4	23.9	324.2	247.9	47.4	28.9
3rd quarter	558.7	246.7	221.4	25.4	312.0	250.3	35.4	26.2
4th quarter	403.0	187.2	170.3	16.8	215.8	152.4	36.7	26.8
1977 1st quarter	411.6	175.0	159.7	15.3	236.6	161.4	44.1	31.2
2nd quarter	523.0	223.5	198.7	24.8	299.6	226.3	42.1	31.2
3rd quarter	555.4	250.3	224.2	26.2	305.0	234.0	43.3	27.8
1976 April	179.7	67.2	60.2	7.0	112.5	84.5	18.5	9.5
May	179.5	74.0	65.9	8.1	105.4	79.3	16.9	9.3
June	184.3	78.0	69.2	8.8	106.3	84.1	12.1	10.1
July	197.5	84.7	75.6	9.1	112.9	90.9	13.6	8.5
August	195.6	83.2	74.6	8.7	112.4	92.0	11.7	8.7
September	165.5	78.8	71.2	7.6	86.7	67.4	10.2	9.1
October	151.7	71.3	64.4	6.8	80.4	57.3	12.9	10.2
November	141.0	59.1	53.7	5.4	81.9	57.7	14.2	10.1
1977 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
July	200.1	88.4	80.0	8.4	111.7	86.6	15.6	9.5
August	182.7	84.7	75.6	9.2	97.9	77.3	13.3	7.3
September	172.6	77.2	68.6	8.6	95.4	70.1	14.4	11.0
October	148.3	70.0	61.6	8.5	78.3	57.8	10.9	9.5
November	143.3	65.6	58.9	6.7	77.7	52.4	16.5	8.8

Air Transport Movements by Airports

Table 5

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Liverpool Manchester Birmingham Coventry Blackpool (000)	Glamorgan Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1967	293.8	32.7	8.7	19.2	60.8	12.7	77.3	8.1	16.3	36.2	50.3
1968	299.0	22.6	9.3	19.8	60.7	13.8	78.1	7.1	15.4	34.4	57.2
1969	328.8	28.8	8.5	22.6	62.2	14.9	72.5	5.2	15.0	33.0	79.0
1970	347.6	26.2	7.6	17.3	62.0	17.3	73.4	5.9	15.9	33.5	88.1
1971	369.3	19.0	6.9	18.0	65.1	18.6	76.7	6.2	16.4	33.8	90.3
1972	381.0	20.8	9.6	21.1	70.4	20.5	85.5	6.3	18.5	35.6	91.6
1973	394.9	20.8	16.4	25.4	78.4	22.8	90.3	7.5	24.7	37.5	105.3
1974	376.4	17.0	16.0	26.3	86.9	33.1	86.0	7.5	25.0	35.8	95.4
1975	363.5	16.8	18.3	26.4	94.4	34.2	83.0	6.8	24.7	32.3	96.1
1976	372.5	16.4	19.6	29.6	111.1	43.2	84.4	6.8	24.8	31.7	94.9
1975 1st quarter	78.7	3.2	3.4	5.4	17.6	7.7	17.0	1.6	4.2	6.6	17.6
2nd quarter	94.9	4.7	5.1	7.2	24.4	8.4	22.0	1.9	7.6	8.6	26.8
3rd quarter	107.3	5.4	5.5	7.7	27.9	9.2	25.5	2.0	8.6	10.5	32.2
4th quarter	82.6	3.5	4.4	6.1	24.4	9.0	18.5	1.3	4.3	6.7	19.5
1976 1st quarter	79.3	3.0	3.9	6.2	23.2	8.9	16.7	1.4	3.7	6.4	16.5
2nd quarter	97.6	4.6	5.2	7.8	28.6	11.3	22.5	1.8	7.6	8.5	27.6
3rd quarter	109.6	5.4	5.7	8.7	32.4	11.7	26.4	2.0	8.7	10.6	32.1
4th quarter	85.9	3.4	4.8	7.0	26.9	11.2	18.7	1.5	4.8	6.2	18.7
1977 1st quarter	81.1	2.8	4.1	6.6	25.1	11.0	17.1	1.5	4.4	5.9	15.2
2nd quarter	97.4	4.8	5.9	8.3	28.6	13.5	21.8	1.8	8.3	8.3	27.3
3rd quarter	105.4	5.4	6.5	10.4	34.0	15.2	25.3	2.2	9.2	10.8	32.1
1976 April	30.8	1.5	1.6	2.3	8.7	3.7	6.4	0.5	2.2	2.4	8.3
May	32.9	1.5	1.8	2.7	9.7	3.8	7.7	0.6	2.6	2.8	9.8
June	34.0	1.6	1.8	2.8	10.2	3.7	8.4	0.7	2.7	3.2	9.5
July	37.4	1.8	2.0	3.0	11.2	3.8	9.0	0.7	3.0	3.7	10.5
August	37.1	1.9	1.9	3.0	10.8	3.8	9.0	0.7	2.9	3.6	11.7
September	35.2	1.7	1.9	2.8	10.4	4.1	8.5	0.7	2.8	3.3	9.9
October	32.3	1.4	1.8	2.5	9.9	4.0	7.5	0.6	2.1	2.4	8.1
November	26.6	1.0	1.6	2.4	8.7	3.7	5.8	0.5	1.4	1.9	5.5
1977 April	27.9	1.8	1.8	2.1	8.1	4.0	5.8	0.5	2.6	2.1	8.5
May	33.9	1.4	2.0	3.0	9.8	4.6	7.7	0.6	2.8	2.8	9.4
June	35.5	1.6	2.1	3.2	10.7	4.8	8.3	0.7	2.9	3.4	9.5
July	39.2	1.7	2.2	3.8	11.8	4.8	8.9	0.7	3.1	3.9	10.5
August	35.2	2.0	2.2	3.5	11.6	5.1	8.6	0.8	3.1	3.6	11.5
September	31.0	1.7	2.1	3.1	10.6	5.3	7.8	0.7	3.0	3.3	10.1
October	29.3	1.4	2.1	2.6	9.3	4.6	7.0	0.6	2.2	2.5	8.8
November	28.4	1.1	1.9	3.2	9.7	5.1	5.7	0.5	1.3	2.1	5.5

Terminal Passengers by Airports

Table 6

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	E. Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Liverpool Manchester Birmingham Coventry Blackpool (000)	Glamorgan Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Isle of Man (000)	Belfast (000)	Channel Islands (000)
1967	15 498·4	461·2	204·6	671·1	2 527·6	235·3	2 606·6	145·1	269·1	1 383·7	1 505·5	
1968	16 545·0	334·1	203·5	685·3	2 463·0	226·1	2 612·3	132·9	283·2	1 359·7	1 462·2	
1969	19 188·2	540·3	206·0	722·6	2 632·4	273·2	2 692·0	116·8	306·3	1 386·2	1 519·6	
1970	21 977·1	495·0	231·3	752·5	2 810·4	292·3	3 035·5	172·0	342·0	1 498·2	1 560·2	
1971	24 452·9	432·4	340·4	811·9	2 887·3	311·4	3 565·6	213·7	412·0	1 505·8	1 650·9	
1972	27 330·6	483·1	414·5	930·6	3 278·6	364·4	3 955·6	240·6	504·4	1 623·0	1 808·6	
1973	29 799·8	459·2	587·8	1 088·6	3 666·1	406·6	4 413·3	285·9	639·5	1 777·8	1 997·1	
1974	27 677·6	396·4	541·9	1 051·7	3 515·8	485·3	3 973·8	235·1	549·2	1 655·6	1 961·5	
1975	28 951·5	414·2	669·9	1 053·1	3 677·2	506·5	4 224·4	212·3	558·1	1 578·5	2 012·8	
1976	31 255·1	354·7	628·8	1 133·8	4 187·0	588·2	4 332·1	196·8	562·8	1 426·4	1 950·1	
1975 1st quarter	5 429·5	63·4	98·7	195·8	617·6	105·2	685·3	46·4	69·5	284·0	265·7	
2nd quarter	7 408·6	119·8	191·2	283·2	944·0	123·8	1 133·6	57·9	168·0	404·4	576·4	
3rd quarter	9 752·7	144·3	237·5	352·0	1 252·3	151·2	1 519·4	70·1	226·1	591·4	801·9	
4th quarter	6 360·6	86·7	142·6	222·2	863·2	126·3	886·0	38·0	94·5	298·7	368·8	
1976 1st quarter	5 743·3	58·2	104·9	204·8	792·1	120·2	720·0	43·1	64·8	265·5	247·7	
2nd quarter	8 113·6	100·7	179·6	304·7	1 088·1	149·9	1 182·9	52·2	175·4	370·0	579·4	
3rd quarter	10 321·7	125·9	212·2	381·7	1 371·9	171·5	1 549·6	63·6	229·4	522·9	765·2	
4th quarter	7 076·5	69·9	132·2	242·7	935·0	146·5	879·6	37·8	93·2	268·0	357·8	
1977 1st quarter	6 456·7	54·5	107·5	231·4	849·1	141·1	760·8	46·8	68·7	255·0	251·1	
2nd quarter	8 429·7	113·3	185·6	299·7	1 023·7	170·9	1 100·7	50·7	187·9	328·6	573·7	
3rd quarter	10 397·8	133·1	225·8	381·6	1 335·8	223·4	1 492·6	74·3	241·1	503·1	759·5	
1976 April	2 506·6	35·0	52·7	85·6	306·1	47·8	323·5	16·1	49·8	112·8	157·4	
May	2 680·0	33·0	62·0	103·6	387·5	49·3	398·7	17·9	60·3	113·7	207·1	
June	2 927·1	32·6	64·8	115·5	394·5	52·8	460·7	18·2	65·3	143·6	215·0	
July	3 461·3	40·2	72·5	131·0	485·9	57·1	520·8	22·2	75·1	188·0	251·1	
August	3 552·8	46·8	74·2	131·5	454·1	57·6	534·5	23·1	82·0	182·2	284·2	
September	3 307·7	38·9	65·5	119·2	431·8	56·8	494·4	18·3	72·3	152·8	229·9	
October	2 811·7	32·5	61·4	96·3	371·5	54·5	386·2	16·5	48·8	103·4	180·5	
November	2 129·6	20·5	40·8	78·7	290·9	46·9	261·3	11·8	26·3	77·2	91·3	
1977 April	2 444·0	49·4	57·0	69·0	242·6	46·2	272·9	16·5	61·8	81·6	158·1	
May	2 820·6	29·7	58·4	108·1	367·8	59·3	377·2	13·9	60·4	103·2	194·8	
June	3 165·1	34·1	70·2	122·6	413·4	65·5	460·6	20·3	65·7	143·8	220·8	
July	3 793·9	39·1	76·4	146·3	514·5	69·5	524·7	23·3	73·3	190·9	258·2	
August	3 465·7	56·7	76·5	130·7	439·8	76·9	508·1	28·3	87·6	169·7	276·8	
September	3 138·2	37·3	72·9	104·6	381·5	77·0	459·8	22·7	80·2	142·5	224·5	
October	2 745·6	34·5	67·1	76·8	317·6	67·8	386·1	21·8	60·4	102·6	194·2	
November	2 229·7	24·4	43·7	84·7	296·8	72·3	253·8	10·8	25·7	80·4	95·9	

Cargo Taken Up and Set Down by Airports

Table 7

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	(000) E. Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Liverpool Manchester Birmingham Coventry Blackpool (000)	Glamorgan Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isle of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1967	318.4	60.7	3.0	4.3	23.6	1.4	50.2	0.4	2.2	24.1	16.9
1968	361.8	35.3	3.4	4.8	29.6	1.5	57.0	0.3	2.0	28.8	13.5
1969	416.2	32.5	2.3	4.5	38.2	1.7	59.3	0.7	1.5	28.6	13.5
1970	417.8	23.7	3.2	3.9	34.1	2.3	66.6	0.3	2.0	25.8	13.1
1971	410.0	5.6	2.5	2.7	29.6	2.3	56.8	0.2	2.0	20.6	13.2
1972	491.3	11.8	5.9	3.9	35.9	2.5	65.1	0.3	5.6	26.3	26.5
1973	540.7	10.5	8.3	3.3	43.6	2.3	64.5	0.3	4.2	21.7	25.7
1974	560.9	9.3	9.3	3.0	44.8	2.9	62.2	0.3	6.7	21.3	22.5
1975	513.2	7.4	8.4	2.0	34.6	2.8	49.3	0.2	5.7	14.2	19.9
1976	531.2	5.3	9.0	1.7	37.3	3.3	48.8	0.4	7.2	15.2	20.2
1975 1st quarter	135.1	2.1	1.8	0.6	7.7	0.5	13.3	0.1	1.6	3.7	5.5
2nd quarter	129.1	2.1	2.2	0.5	8.7	0.8	12.1	—	1.5	3.6	5.1
3rd quarter	122.9	1.6	2.1	0.5	8.5	0.7	11.0	—	1.4	3.5	5.2
4th quarter	126.1	1.5	2.3	0.4	9.6	0.8	12.9	0.1	1.2	3.4	4.2
1976 1st quarter	126.4	1.2	1.9	0.4	8.9	0.7	12.3	—	1.8	3.5	5.0
2nd quarter	130.7	1.3	2.0	0.4	9.6	0.9	12.2	0.1	2.2	3.7	6.0
3rd quarter	133.1	1.4	2.7	0.4	9.0	0.8	11.7	0.2	1.7	4.4	5.1
4th quarter	141.0	1.4	2.4	0.4	9.7	0.9	12.6	0.2	1.5	3.6	4.2
1977 1st quarter	140.0	1.4	1.0	0.4	9.6	0.8	12.3	0.1	2.5	3.5	4.9
2nd quarter	138.8	1.3	1.2	0.4	10.1	0.9	12.3	0.1	2.6	3.8	5.0
3rd quarter	134.5	1.3	2.1	0.4	10.2	0.9	11.4	—	2.5	3.7	5.0
1976 April	42.6	0.4	0.7	0.1	3.0	0.3	4.2	—	0.8	1.1	2.1
May	44.8	0.4	0.6	0.2	3.3	0.3	4.5	—	0.6	1.3	1.9
June	43.3	0.5	0.7	0.1	3.3	0.3	3.6	—	0.8	1.3	1.9
July	46.0	0.5	0.7	0.1	3.0	0.3	4.0	—	0.6	1.2	1.8
August	41.1	0.3	0.7	0.1	2.8	0.3	3.4	0.1	0.6	1.2	1.7
September	46.1	0.6	1.2	0.2	3.3	0.3	4.3	0.1	0.5	2.0	1.6
October	47.7	0.6	0.9	0.2	3.4	0.3	4.7	—	0.6	1.4	1.5
November	46.2	0.4	0.8	0.1	3.2	0.3	4.2	0.1	0.5	1.2	1.4
1977 April	45.4	0.4	0.4	0.1	3.1	0.3	3.9	—	0.9	1.0	1.6
May	48.4	0.4	0.4	0.2	3.5	0.3	4.3	—	0.9	1.5	1.8
June	45.0	0.5	0.5	0.1	3.6	0.3	4.1	—	0.8	1.3	1.6
July	48.0	0.4	0.6	0.1	3.4	0.3	3.8	—	0.8	1.2	1.7
August	42.1	0.4	0.7	0.1	3.2	0.3	3.5	—	0.9	1.2	1.7
September	44.4	0.5	0.8	0.2	3.6	0.3	4.1	—	0.8	1.3	1.6
October	54.7	0.5	0.8	0.1	3.8	0.3	4.2	—	0.8	1.5	1.5
November	53.3	0.6	0.7	0.2	4.0	0.3	4.0	—	0.8	1.3	1.6

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
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
3rd quarter	611.6	363.9	12.7	67.9	283.3	59.5	4 798.6	3 137.3	65.4
1976 April	531.8	285.3	11.5	63.5	210.4	53.7	4 156.7	2 360.1	56.8
May	524.4	284.7	10.7	61.6	212.3	54.3	4 147.4	2 347.5	56.6
June	649.7	365.0	12.2	72.4	280.3	56.2	5 107.0	3 101.9	60.7
July	563.4	333.9	10.4	58.5	265.1	59.3	4 493.4	2 960.7	65.9
August	573.6	345.5	10.6	57.1	277.8	60.2	4 583.0	3 104.7	67.7
September	667.4	406.7	12.9	73.2	320.6	60.9	5 259.5	3 526.3	67.0
October	542.0	296.9	11.7	60.0	225.2	54.8	4 305.0	2 453.3	57.0
November	479.2	268.8	12.4	62.3	194.1	56.1	3 721.6	2 119.4	56.9
1977 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
July	575.4	351.6	11.8	62.2	277.6	61.0	4 590.4	3 086.7	67.3
August	580.0	344.2	11.7	62.7	269.8	59.3	4 544.2	3 003.9	66.1
September	679.6	395.8	14.6	78.8	302.4	58.2	5 261.3	3 321.4	63.1
October	583.2	335.5	13.0	83.2	239.4	57.5	4 549.3	2 590.6	56.9
November	570.1	332.8	14.3	88.5	230.0	58.4	4 425.9	2 493.7	56.3

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
1957	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1958	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1959	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
3rd quarter	29.6	18.8	0.2	0.9	17.7	63.5	311.5	209.1	69.4
1976 April	31.3	16.7	0.2	1.2	15.4	53.6	310.6	182.5	58.7
May	34.8	18.9	0.2	1.2	17.4	54.2	342.5	207.0	60.4
June	35.3	19.8	0.2	1.2	18.4	56.0	349.3	218.4	62.5
July	38.6	22.8	0.2	1.2	21.4	59.2	386.2	254.7	66.0
August	37.9	21.9	0.2	1.1	20.5	57.7	379.5	244.4	64.4
September	36.2	21.3	0.2	1.2	19.9	58.9	360.3	236.3	65.6
October	34.1	18.6	0.2	1.2	17.2	54.7	334.3	204.9	61.3
November	29.0	14.9	0.2	1.0	13.6	51.4	281.8	162.0	57.5
1977 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
July	36.6	23.1	0.2	1.0	22.0	63.3	389.5	259.8	66.7
August	30.0	18.6	0.2	0.9	17.4	61.9	315.5	207.8	65.8
September	22.1	14.7	0.2	0.9	13.6	66.7	229.5	159.8	69.6
October	20.5	13.1	0.2	0.9	11.9	63.8	213.2	140.6	65.9
November	24.8	13.6	0.2	0.9	12.4	54.8	256.2	146.3	57.1

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
	3rd quarter	582.1	345.1	12.5	67.0	265.6	59.3	4 487.1	2 928.2	65.1
1976	April	500.5	268.6	11.3	62.3	195.0	53.7	3 846.1	2 177.6	56.6
	May	489.7	265.8	10.5	60.4	194.9	54.3	3 804.8	2 140.6	56.3
	June	614.4	345.2	12.0	71.2	262.0	56.2	4 757.7	2 883.5	60.6
	July	524.8	311.1	10.2	57.3	243.7	59.3	4 107.3	2 706.0	65.9
	August	535.7	323.6	10.4	55.9	257.3	60.4	4 203.5	2 860.3	68.0
	September	631.2	385.4	12.7	72.0	300.7	61.1	4 899.2	3 290.0	67.2
	October	507.9	278.2	11.5	58.8	207.9	54.8	3 970.7	2 248.4	56.6
	November	450.2	253.9	12.2	61.2	180.5	56.4	3 439.8	1 957.4	56.9
1977	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
	July	538.8	328.5	11.6	61.3	255.6	60.9	4 200.9	2 826.9	67.4
	August	550.0	325.6	11.5	61.8	252.3	59.2	4 228.7	2 796.1	66.1
	September	657.5	381.1	14.4	77.9	288.8	58.0	5 031.8	3 161.6	62.8
	October	562.8	322.5	12.8	82.3	227.4	57.3	4 336.1	2 450.1	56.5
	November	545.3	319.2	14.1	87.5	217.6	58.5	4 169.7	2 347.3	56.3

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
	3rd quarter	398.7	39.5	135.8	13.4	116.3	11.5	146.6	14.5
1976	April	235.8	30.7	89.4	11.6	39.9	5.2	106.5	13.9
	May	262.6	33.3	111.7	14.2	46.7	5.9	104.2	13.2
	June	304.7	31.9	131.9	13.8	80.1	8.4	92.7	9.7
	July	346.2	38.1	146.8	16.1	93.8	10.3	105.6	11.6
	August	354.3	38.2	148.1	16.0	95.6	10.3	110.6	11.9
	September	327.5	32.9	131.2	13.2	86.5	8.7	109.8	11.0
	October	285.9	34.5	107.0	12.9	51.6	6.2	127.3	15.4
	November	219.1	31.4	58.8	8.4	29.3	4.2	131.1	18.8
1977	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
	July	407.4	41.5	141.8	14.1	121.5	12.4	144.1	14.7
	August	410.1	41.4	137.6	13.9	121.1	12.2	151.4	15.3
	September	378.5	35.8	127.9	12.1	106.4	10.1	144.2	13.6
	October	332.4	36.3	104.7	11.4	59.6	6.5	168.1	18.4
	November	262.0	31.5	58.7	7.1	36.8	4.4	166.5	20.0

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	566.1	83.1	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
3rd quarter	1 559.1	1 381.9	88.6	864.9	7 706	11 743	1 524	1 598
1976 April	1 011.4	852.8	84.3	560.4	5 158	7 604	1 474	1 522
May	1 269.3	946.0	74.5	610.5	6 351	9 533	1 501	1 549
June	1 506.3	1 196.7	79.4	748.9	7 319	11 352	1 551	1 598
July	1 678.2	1 378.0	82.1	869.3	8 351	12 781	1 530	1 585
August	1 691.2	1 496.7	88.5	926.5	8 195	12 744	1 555	1 615
September	1 498.6	1 290.2	86.1	797.4	7 297	11 327	1 552	1 618
October	1 216.8	973.1	80.0	602.0	5 837	9 117	1 562	1 616
November	671.0	549.7	81.9	335.8	3 318	5 185	1 563	1 637
1977 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
July	1 628.3	1 385.1	85.1	883.3	8 083	12 238	1 514	1 568
August	1 580.1	1 435.9	90.9	886.5	7 798	11 947	1 532	1 620
September	1 468.8	1 324.8	90.2	825.0	7 236	11 045	1 526	1 606
October	1 200.6	1 029.7	85.8	634.3	5 826	9 057	1 555	1 623
November	679.3	569.5	83.8	338.1	3 408	5 362	1 573	1 684

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
3rd quarter	1 198.1	1 026.1	85.6	253.6	2 218	5 804	2 617	4 046
1976 April	412.9	319.3	77.3	105.4	1 551	2 355	1 513	3 029
May	474.3	367.9	77.6	109.3	1 693	2 510	1 483	3 366
June	806.5	587.7	72.9	165.4	2 127	4 174	1 962	3 553
July	950.1	779.6	82.1	235.7	2 637	5 136	1 948	3 308
August	972.8	832.2	85.5	235.2	2 573	5 125	1 992	3 538
September	877.9	737.3	84.0	189.3	2 197	4 512	2 053	3 895
October	523.2	409.9	78.3	101.0	1 391	2 653	1 907	4 058
November	296.0	250.5	84.6	70.3	1 009	1 532	1 518	3 563
1977 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
July	1 248.0	1 071.2	85.8	267.2	2 367	6 198	2 619	4 009
August	1 239.9	1 079.7	87.1	271.4	2 335	6 047	2 590	3 978
September	1 106.3	927.3	83.8	222.1	1 951	5 168	2 649	4 175
October	617.2	510.2	82.7	129.7	1 248	3 141	2 517	3 934
November	380.8	320.2	84.1	81.8	754	1 970	2 612	3 914

UK Passenger Movement by Air^(a) for November 1977

Table 10

Analysis by Countries of Landing and of Embarkation

Comparison with a Year Earlier

Comparison with a Year Earlier																	
	European continent and Mediterranean Sea area	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East(b) (000)	Netherlands (000)	North Africa(c) (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe(d) (000)	Spain (000)	Sweden (000)	Switzerland (000)
1968		10 955	732	288	1 884	1 176	168	948	324	1 032	131	144	168	131	2 256	144	780
1969		13 064	732	336	2 160	1 404	228	1 128	355	1 164	145	168	216	188	3 060	156	876
1970		15 288	818	383	2 365	1 874	289	1 430	427	1 306	154	189	295	204	3 472	184	1 053
1971		17 965	831	425	2 499	2 033	481	1 669	535	1 435	177	209	385	230	4 726	188	1 105
1972		20 417	832	447	2 805	2 438	625	1 900	594	1 508	406	244	483	284	5 493	236	1 130
1973		22 450	934	474	2 928	2 525	747	2 032	718	1 734	440	279	578	334	6 974	275	1 181
1974		19 759	859	479	2 678	2 247	543	1 771	794	1 619	313	275	429	347	4 842	281	1 032
1975		20 981	788	486	2 740	2 277	691	1 860	975	1 634	353	351	309	410	5 298	336	1 093
1976		22 072	850	567	2 901	2 470	882	1 941	1 259	1 835	415	522	296	395	4 667	423	1 181
1975 4th quarter		4 375	189	118	603	492	128	349	232	401	93	84	54	69	990	73	231
1976 1st quarter		3 780	174	108	588	530	72	300	224	357	82	85	48	63	651	66	245
2nd quarter		5 923	227	138	775	648	258	525	288	491	102	129	75	102	1 329	114	308
3rd quarter		7 551	230	168	877	726	401	773	437	513	129	168	106	159	1 815	124	350
4th quarter		4 818	219	153	661	566	151	343	310	474	102	140	67	71	872	119	278
November		1 454	76	53	209	177	32	93	91	154	33	49	18	20	241	41	80
1977 1st quarter		4 299	196	141	627	603	87	347	305	407	84	127	60	60	653	103	292
2nd quarter		6 054	227	157	786	706	236	533	376	519	98	157	104	74	1 226	144	350
3rd quarter		7 781	220	185	840	757	407	762	587	533	131	178	141	132	1 831	161	362
November		1 522	78	48	227	170	30	124	119	158	36	43	29	21	225	39	82
	Rest of World			Australia and New Zealand (000)	Canada (000)	Caribbean(f) (000)	Central Africa(g) (000)	East Africa(h) (000)	Far East(i) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa(k) (000)	South America(l) (000)	United States of America (000)	West Africa(m) (000)	Others (000)	
1968	Yugoslavia (000)	Others(e) (000)	Total (000)														
1968	96	553	3 256	70	641	133	28	120	105	152	19	104	37	1 639	66	142	
1969	132	616	3 941	92	796	175	35	122	102	161	32	122	53	2 020	74	157	
1970	192	653	4 721	113	904	160	40	144	129	162	45	155	50	2 511	87	221	
1971	291	746	5 210	108	933	174	44	156	162	141	71	163	54	2 814	91	299	
1972	291	701	6 157	146	1 102	222	49	190	302	169	80	179	67	3 203	94	354	
1973	394	903	6 735	207	1 289	246	53	171	336	227	114	198	75	3 320	117	382	
1974	323	927	6 628	257	1 303	259	59	162	344	278	126	248	62	2 926	135	469	
1975	410	970	7 235	328	1 407	276	71	189	382	346	181	307	89	2 939	173	547	
1976	414	1 054	8 271	374	1 448	297	69	218	465	388	171	342	89	3 518	221	671	
1975 4th quarter	61	208	1 652	89	246	71	15	43	96	98	44	82	23	645	39	161	
1976 1st quarter	27	160	1 450	85	170	62	15	50	102	94	47	86	22	515	38	164	
2nd quarter	132	282	2 049	90	368	73	14	48	106	83	34	78	18	943	42	152	
3rd quarter	189	386	2 910	107	653	91	22	69	144	100	48	94	28	1 282	72	200	
4th quarter	66	226	1 862	92	257	71	13	51	113	111	42	84	21	778	54	175	
November	17	70	540	31	55	23	3	15	37	34	18	22	6	222	16	58	
1977 1st quarter	24	183	1 626	93	177	60	15	49	111	111	48	80	24	610	68	180	
2nd quarter	80	279	2 360	90	430	61	17	42	120	95	49	80	22	1 107	79	168	
3rd quarter	128	426	3 132	109	662	84	23	63	157	109	52	92	27	1 435	112	207	
November	14	79	603	39	47	26	4	13	34	35	23	20	8	268	21	64	

The above figures are derived from airport statistics.

(a) Excluding passengers to and from the Irish Republic, and oil rigs.

The following countries are included in the groups below:—

(b) Turkey, Israel, Jordan, Syria, Lebanon, Iraq, Kuwait, Saudi Arabia, Republic of South Yemen, Iran, Persian Gulf States, United Arab Emirates.

(c) Tunisia, Algeria, Morocco, Egypt, Libya.

(d) German Dem. Republic, Poland, Czechoslovakia, Hungary, Romania, Albania, Bulgaria.

(e) Gibraltar, Luxembourg, Austria, Faros, Finland, Iceland, Cyprus, Malta.

(f) Bermuda, British West Indies, Curacao, Jamaica, Barbados, Trinidad and Tobago, Guadeloupe, Martinique.

(g) Zambia, Malawi, Zaire, Angola, Central African Republic, Chad, Niger.

(h) Kenya, Uganda, Tanzania, Rwanda, Burundi, Sudan, Somali Republic, Ethiopia, Djibouti.

(i) Hong Kong, Singapore, Malaysia, Afghanistan, Nepal, Burma, Thailand, Laos, South Vietnam, North Vietnam, Cambodia, China, Taiwan, Korea, Indonesia.

(k) Rhodesia, South African Republic, Namibia, Botswana, Mozambique.

(l) Guyana, Venezuela, Colombia, Ecuador, Peru, Bolivia, Brazil, Paraguay, Uruguay, Argentina, Chile.

(m) Ghana, Nigeria, Sierra Leone, Gambia, Togoland, Spanish Sahara, Portuguese Guinea, Liberia, Equatorial Guinea, Mali, Guinea, Cameroon, Congo, Dahomey, Gabon, Ivory Coast, Mauritania, Senegal, Upper Volta.

Table 11

	Total	Commercial Movements				Non-commercial Movements					
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	7 895	5 871	—	558	—	147	22	—	1 253	—	44
+ Heathrow	21 347	19 537	—	60	—	84	293	—	1 273	16	84
+ Luton	4 378	1 248	—	287	34	353	16	726	1 691	—	23
+ Southend	4 496	1 261	2	—	—	214	—	1 839	1 167	13	—
+ Stansted	2 449	306	—	103	—	1 115	11	6	780	120	8
Total (London Area)	40 565	28 223	2	1 008	34	1 913	342	2 571	6 164	149	159
Westland Heliport (Battersea)	611	175	—	175	—	—	—	—	149	—	112
Other UK Airports											
+ Aberdeen	7 719	4 559	—	653	—	1 061	26	1 048	349	7	16
+ Belfast	5 262	1 675	—	102	51	32	—	872	229	—	2 301
Benbecula	270	206	—	4	26	—	14	—	—	—	20
+ Birmingham	5 179	1 728	60	92	8	144	20	2 142	934	—	51
+ Blackpool	5 900	325	—	62	59	886	2	3 771	765	—	30
+ Bournemouth	3 657	491	2	102	2	700	—	1 509	787	14	50
+ Bristol	2 429	463	2	44	—	21	25	1 360	506	—	8
+ Cambridge	3 463	79	—	33	10	52	4	1 016	495	—	1 774
+ Coventry	4 826	24	1	23	—	456	—	3 787	524	2	9
+ East Midlands	2 955	829	6	183	11	229	18	721	899	3	56
+ Edinburgh	4 782	1 681	—	17	—	134	29	837	761	10	1 313
+ Exeter	2 003	106	—	2	156	22	—	1 114	404	—	199
+ Glamorgan	2 193	478	—	38	—	160	—	1 241	258	—	18
+ Glasgow	4 996	2 686	—	92	—	180	87	1 153	754	8	36
Gloucester/Cheltenham	2 786	28	—	—	98	1 094	—	1 106	416	—	44
Hawarden	1 371	—	—	—	—	64	—	1 118	177	—	12
Humberside	1 921	408	—	—	165	1 126	—	—	218	4	—
Inverness	1 767	699	—	3	272	402	—	294	89	2	6
Islay	160	104	—	6	44	—	—	—	4	—	—
+ Isle of Man	1 835	473	—	28	239	604	—	354	125	2	10
Isles of Scilly	112	104	—	—	—	—	—	—	8	—	—
+ Kirkwall	1 060	907	—	50	51	2	—	15	31	—	4
+ Leeds/Bradford	2 954	872	2	48	40	72	44	1 185	665	6	20
+ Liverpool	2 449	376	—	113	21	16	37	1 283	548	6	49
+ Lydd	1 997	366	—	1	—	39	—	892	649	—	50
+ Manchester	5 708	3 235	—	309	23	89	381	875	682	59	55
+ Manston	254	82	—	3	107	10	—	—	52	—	—
+ Newcastle	2 490	1 138	13	24	513	96	—	473	180	5	48
+ Norwich	2 458	952	—	44	82	763	375	—	241	—	1
Penzance Heliport	142	104	—	—	14	24	—	—	—	—	—
+ Prestwick	5 463	745	—	10	—	3 557	24	495	227	—	405
+ Southampton	2 891	630	—	56	33	1 747	5	55	353	—	12
Stornoway	387	277	—	4	14	—	4	66	—	6	16
+ Sumburgh	3 669	2 476	—	886	83	220	—	1	1	—	2
Swansea	631	30	—	6	71	—	—	315	189	—	20
+ Tees-side	3 554	797	—	128	18	557	6	1 042	836	—	170
Tiree	36	32	—	—	—	—	—	2	2	—	—
Wick	392	367	—	9	—	—	—	6	2	—	8
Total (Incl. London Area)	143 297	58 930	88	4 358	2 245	16 472	1 443	32 719	19 673	285	7 084
Channel Islands Airports											
Alderney	423	423	—	—	—	—	—	—	—	—	—
Guernsey	1 964	1 964	—	—	—	—	—	—	—	—	—
Jersey	3 112	3 112	—	—	—	—	—	—	—	—	—
Total (Channel Islands Airports)	5499	5499	—	—	—	—	—	—	—	—	—

Air Transport Movements by Type and Nationality of Operator November 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	5 871	93	3 123	254	123	1 916	362
+ Heathrow	19 537	9 548	878	8 879	79	6	147
+ Luton	1 248	—	1	—	—	1 081	166
+ Southend	1 261	—	741	—	—	470	50
+ Stansted	306	—	1	—	—	98	207
TOTAL (London Area)	28 223	9 641	4 744	9 133	202	3 571	932
Westland Heliport (Battersea)	175	—	—	—	—	175	—
Other UK Airports							
+ Aberdeen	4 559	866	505	—	542	2 527	119
+ Belfast	1 675	1 021	454	24	—	165	11
Benbecula	206	52	154	—	—	—	—
+ Birmingham	1 728	745	579	108	—	261	35
+ Blackpool	325	—	164	—	—	159	2
+ Bournemouth	491	—	392	—	—	97	2
Bristol	463	177	141	42	—	95	8
+ Cambridge	79	—	—	—	—	32	47
+ Coventry	24	—	—	—	—	22	2
+ East Midlands	829	2	498	—	—	307	22
+ Edinburgh	1 681	838	769	30	—	30	14
Exeter	106	—	104	—	—	2	—
Glamorgan	478	107	266	30	—	52	23
+ Glasgow	2 686	1 142	797	246	11	459	31
Gloucester/Cheltenham	28	—	16	—	—	12	—
Hawarden	—	—	—	—	—	—	—
Humberside	408	—	305	—	—	98	5
Inverness	699	302	190	—	28	167	12
Islay	104	—	90	—	—	14	—
+ Isle of Man	473	297	176	—	—	—	—
Isles of Scilly	104	104	—	—	—	—	—
+ Kirkwall	907	196	511	—	28	169	3
+ Leeds/Bradford	872	271	438	25	3	117	18
+ Liverpool	376	219	—	20	1	122	14
+ Lydd	366	—	366	—	—	—	—
+ Manchester	3 235	1 265	347	793	6	795	29
Manston	82	—	—	—	—	76	6
+ Newcastle	1 138	293	742	—	—	89	14
Norwich	952	—	719	—	—	205	28
Penzance Heliport	104	104	—	—	—	—	—
+ Prestwick	745	351	103	235	—	26	30
+ Southampton	630	110	433	—	—	67	20
Stornoway	277	106	127	—	—	42	2
+ Sumburgh	2 476	240	12	—	894	1 279	51
Swansea	30	—	—	—	—	30	—
+ Tees-side	797	2	478	—	39	266	12
Tiree	32	—	28	—	—	4	—
Wick	367	108	244	—	—	11	4
TOTAL (Incl. London Area)	58 930	18 559	14 892	10 686	1 754	11 543	1 496
Channel Islands Airports							
Alderney	423	—	378	—	—	45	—
Guernsey	1 964	126	1 625	26	—	187	—
Jersey	3 112	504	2 227	24	2	321	34
TOTAL (Channel Islands Airports)	5 499	630	4 230	50	2	553	34

Air Transport Movements for November 1977

Table 13

Total Compared with One Year Earlier

	International				Domestic				1977 Total		1976 Total		Percentage Change	
	Scheduled Passenger	Scheduled Aircraft	Charter Passenger	Charter Aircraft	Scheduled Passenger	Scheduled Aircraft	Charter Passenger	Charter Aircraft	Passenger	Aircraft	Passenger	Aircraft	Passenger	Aircraft
London Area Airports														
+ Gatwick	1 840	131	2 082	235	1 330	169	57	27	5 309	562	4 532	564	17.1	-0.4
+ Heathrow	13 966	1 289	211	21	3 965	85	—	—	18 142	1 395	17 633	1 428	2.9	-2.3
+ Luton	1	—	1 125	39	—	—	71	12	1 197	51	1 084	45	10.4	13.3
+ Southend	741	—	279	—	—	—	241	—	1 261	—	905	—	39.3	—
+ Stansted	1	—	197	106	—	—	1	1	199	107	193	100	3.1	7.0
TOTAL (London Area)	16 549	1 420	3 894	401	5 295	254	370	40	26 108	2 115	24 347	2 137	7.2	-1.0
Westland Heliport (Battersea)	—	—	—	—	—	—	175	—	175	—	130	—	34.6	—
Other UK Airports														
+ Aberdeen	217	—	1 901	36	1 153	1	1 217	34	4 488	71	3 806	78	17.9	-9.0
+ Belfast	24	—	11	11	1 344	131	72	82	1 451	224	1 341	98	8.2	—
+ Benbecula	—	—	—	—	206	—	—	—	206	—	219	1	-5.9	—
+ Birmingham	453	15	235	2	964	—	59	—	1 711	17	1 660	—	3.1	—
+ Blackpool	28	—	24	—	93	43	74	63	219	106	223	—	-1.8	—
+ Bournemouth	—	—	71	3	237	155	25	—	333	158	341	110	-2.3	43.6
+ Bristol	154	—	73	1	205	1	29	—	461	2	442	—	4.3	—
+ Cambridge	—	—	63	—	—	—	16	—	79	—	120	—	-34.2	—
+ Coventry	—	—	13	3	—	—	7	1	20	4	6	—	—	—
+ East Midlands	216	36	176	24	234	14	107	22	733	96	741	92	-1.1	4.3
+ Edinburgh	235	—	35	2	1 360	42	7	—	1 637	44	1 535	43	6.6	2.3
+ Exeter	16	—	—	—	87	1	2	—	105	1	113	—	-7.1	—
+ Glamorgan	134	—	72	1	269	—	1	1	476	2	501	8	-5.0	-75.0
+ Glasgow	319	73	142	3	1 708	85	343	13	2 512	174	2 556	137	-1.7	27.0
+ Gloucester/Cheltenham	—	—	—	—	16	—	12	—	28	—	47	—	-40.4	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	45	—	47	5	260	—	51	—	403	5	—	—	—	—
+ Inverness	—	—	55	—	492	—	152	—	699	—	542	—	29.0	—
+ Islay	—	—	—	—	90	—	14	—	104	—	68	—	52.9	—
+ Isle of Man	27	—	—	—	400	46	—	—	427	46	476	31	-10.3	48.4
+ Isles of Scilly	—	—	—	—	104	—	—	—	104	—	159	—	-34.6	—
+ Kirkwall	—	—	43	3	697	10	152	2	892	15	712	—	25.3	—
+ Leeds/Bradford	147	—	51	1	587	—	86	—	871	1	847	2	2.8	-50.0
+ Liverpool	41	—	25	7	184	14	85	20	335	41	669	133	-49.9	-69.2
+ Lydd	188	178	—	—	—	—	—	—	188	178	202	161	-6.9	10.6
+ Manchester	1 005	304	648	15	1 094	2	87	80	2 834	401	2 794	354	1.4	13.3
+ Manston	—	—	82	—	—	—	—	—	82	—	108	—	-24.1	—
+ Newcastle	318	1	98	1	716	—	4	—	1 136	2	1 044	—	8.8	—
+ Norwich	254	—	92	1	465	1	138	1	949	3	633	—	49.9	—
+ Penzance Heliport	—	—	—	—	104	—	—	—	104	—	158	—	-34.2	—
+ Prestwick	214	134	40	7	300	41	9	—	563	182	399	179	41.1	1.7
+ Southampton	51	3	18	40	486	3	25	4	580	50	574	—	1.0	—
+ Stornoway	—	—	—	—	233	—	42	2	275	2	280	2	-1.8	—
+ Sumburgh	—	—	1 404	33	252	—	763	24	2 419	57	1 501	—	61.2	—
+ Swansea	—	—	—	—	—	—	30	—	30	—	35	—	-14.3	—
+ Tees-side	44	—	105	1	436	—	211	—	796	1	457	1	74.2	—
+ Tiree	—	—	—	—	28	—	4	—	32	—	66	—	-51.5	—
+ Wick	—	—	2	2	351	1	11	—	364	3	324	—	12.3	—
TOTAL (Incl. London Area)	20 679	2 164	9 420	603	20 450	845	4 380	389	54 929	4 001	50 176	3 567	9.5	12.2
Channel Islands Airports														
+ Alderney	—	—	—	—	—	—	—	—	423	—	417	—	1.4	—
+ Guernsey	—	—	—	—	—	—	—	—	1 964	—	1 959	—	0.3	—
+ Jersey	—	—	—	—	—	—	—	—	3 112	—	3 113	—	—	—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	5 499	—	5 489	—	0.2	—

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

Airport of intended landing	Total number of diversions	Date of diversions																														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Gatwick	1								1St																							
Heathrow	5		1Ma										1Pr				1Sh					1Ga		1Sh								
Luton	5																															2Em
Stansted	1																															3Bi
Aberdeen	6													1Ed		1Wi					2Ed		1Wi									1Ga
Birmingham	1											1Ma																				1Pr
Edinburgh	16																1No															13Pr
Glamorgan	2								1Bo																							2Ne
Glasgow	122																															1Bo
Lydd	3	1Ga													1Ga			1Ga														2Pr
Manchester	8														1He			1Bi				1Em										1Ed
															1Em																	1Em
															1Bi																	1Bi
Newcastle	3																															
Sumburgh	1											1Ki																				3Te
Other Internal	4																								1Ki							
															1Wi					1Hu												
															1Ki																	
Overseas	11	1He		1He					1He	2He				1He					1He		1He							1No		1He		1He
All Aerodromes	189	2	1	1	—	—	—	1	2	—	3	1	—	2	7	—	3	2	2	—	4	1	1	1	1	—	1	3	46	37	67	

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

Air Passengers by Type and Nationality of Operator November 1977

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators				Overseas operators		United Kingdom operators				Overseas operators	
				British Airways		Others				British Airways		Others			
				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London Area Airports															
+Gatwick	377 009	374 063	2 946	2 928	—	154 424	282	3 965	—	19 442	—	157 027	827	36 277	1 837
+Heathrow	1 740 336	1 713 267	27 069	840 647	386	22 107	62	821 274	25 964	11 696	—	—	—	17 543	657
+Luton	105 578	105 524	54	—	—	50	—	—	—	—	—	92 134	20	13 340	34
+Southend	17 215	17 215	—	—	—	14 567	—	—	—	—	—	568	—	2 080	—
+Stansted	19 330	19 202	128	—	—	10	—	—	—	—	—	199	—	18 993	128
TOTAL (London Area)	2 259 468	2 229 271	30 197	843 575	386	191 158	344	825 239	25 964	31 138	—	249 928	847	88 233	2 656
Westland Heliport (Battersea)	406	406	—	—	—	—	—	—	—	—	—	406	—	—	—
Other UK Airports															
+Aberdeen	87 487	86 644	843	32 891	553	12 690	—	—	—	6 017	—	33 136	290	1 910	—
+Belfast	67 477	67 459	18	52 680	—	13 342	18	425	—	—	—	465	—	547	—
+Benbecula	1 999	1 961	38	1 267	—	694	38	—	—	—	—	—	—	—	—
+Birmingham	75 649	71 697	3 952	32 130	1 379	11 725	2 405	4 850	129	—	—	21 740	39	1 252	—
+Blackpool	4 631	4 631	—	—	—	3 939	—	—	—	—	—	684	—	8	—
+Bournemouth	7 873	7 652	221	—	—	6 464	204	—	—	—	—	1 176	17	12	—
+Bristol	13 665	11 408	2 257	2 276	1 469	1 558	464	1 631	148	—	—	5 598	176	345	—
+Cambridge	579	579	—	—	—	—	—	—	—	—	—	109	—	470	—
+Coventry	107	107	—	—	—	—	—	—	—	—	—	95	—	12	—
+East Midlands	28 645	28 602	43	270	—	13 283	—	—	—	—	—	14 628	43	421	—
+Edinburgh	74 091	71 431	2 660	47 615	1 001	19 922	1 540	905	119	—	—	2 142	—	847	—
+Exeter	2 505	2 188	317	—	—	2 121	317	—	—	—	—	67	—	—	—
+Glamorgan	13 258	10 705	2 553	1 947	289	2 098	1 727	306	496	—	—	4 533	41	1 821	—
+Glasgow	122 190	119 104	3 086	64 429	354	24 748	21	7 781	2 000	529	—	19 416	580	2 201	131
Gloucester/Cheltenham	291	291	—	—	—	243	—	—	—	—	—	48	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	3 323	3 323	—	—	—	2 971	—	—	—	—	—	333	—	19	—
Inverness	11 262	10 269	993	8 233	993	1 104	—	—	—	112	—	746	—	74	—
+Islay	754	754	—	—	—	729	—	—	—	—	—	25	—	—	—
+Isle of Man	13 586	12 915	671	8 860	409	4 055	262	—	—	—	—	—	—	—	—
Isles of Scilly	2 087	2 087	—	2 087	—	—	—	—	—	—	—	—	—	—	—
+Kirkwall	8 763	7 503	1 260	3 240	1 120	2 393	—	—	—	552	110	1 318	30	—	—
+Leeds/Bradford	24 056	21 673	2 383	9 624	—	6 970	2 340	833	—	108	—	3 766	43	372	—
+Liverpool	10 713	9 981	732	8 027	680	—	—	871	37	28	15	798	—	257	—
+Lydd	7 815	7 815	—	—	—	7 815	—	—	—	—	—	—	—	—	—
+Manchester	171 450	167 376	4 074	70 793	371	7 096	1 535	27 155	857	919	—	60 208	1 311	1 205	—
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+Newcastle	45 839	42 051	3 788	15 632	33	16 963	3 698	—	—	—	—	8 334	57	1 122	—
+Norwich	14 505	14 505	—	—	—	13 234	—	—	—	—	—	885	—	386	—
Penzance Heliport	2 087	2 087	—	2 087	—	—	—	—	—	—	—	—	—	—	—
+Prestwick	31 095	19 600	11 495	10 385	4 754	3 041	98	3 425	4 417	—	—	1 309	696	1 440	1 800
+Southampton	16 730	16 585	145	4 398	95	11 981	32	—	—	—	—	175	18	31	—
Stornoway	3 840	3 840	—	2 992	—	658	—	—	—	—	—	188	—	2	—
+Sumburgh	45 401	45 340	61	6 513	61	52	—	—	—	12 867	—	25 395	—	513	—
Swansea	91	91	—	—	—	—	—	—	—	—	—	91	—	—	—
+Tees-side	19 028	17 693	1 335	82	—	14 734	1 295	—	—	345	14	2 177	26	355	—
Tiree	202	186	16	—	—	177	15	—	—	—	—	9	1	—	—
Wick	3 723	2 405	1 318	1 121	1 316	1 228	—	—	—	—	—	50	2	6	—
TOTAL (Incl. London Area)	3 196 671	3 122 215	74 456	1 233 154	15 263	399 186	16 353	873 421	33 897	52 615	139	459 978	4 217	103 861	4 587
Channel Islands Airports															
Alderney	2 697	2 693	4	—	—	2 607	4	—	—	—	—	86	—	—	—
Guernsey	28 302	26 922	1 380	5 745	—	20 895	1 377	81	1	—	—	201	2	—	—
Jersey	67 389	66 309	1 080	25 258	—	39 251	892	659	—	40	—	743	188	358	—
TOTAL (Channel Is. Airports)	98 388	95 924	2 464	31 003	—	62 753	2 273	740	1	40	—	1 030	190	358	—

Terminal Air Passengers for November 1977

Table 16

Comparison with a Year Earlier

	November 1977	November 1976	Percentage change
London Area Airports			
+ Gatwick	374 063	303 164	23.4
+ Heathrow	1 713 267	1 694 564	1.1
+ Luton	105 524	95 768	10.2
+ Southend	17 215	15 952	7.9
+ Stansted	19 202	19 795	-3.0
TOTAL (London Area)	2 229 271	2 129 243	-4.7
Westland Heliport (Battersea)	406	317	28.1
Other UK Airports			
+ Aberdeen	86 644	69 362	24.9
+ Belfast	67 459	64 291	4.9
Benbecula	1 961	2 001	-2.0
+ Birmingham	71 697	76 253	-6.0
+ Blackpool	4 631	3 176	45.8
+ Bournemouth	7 652	9 143	-16.3
+ Bristol	11 408	10 784	5.8
+ Cambridge	579	1 121	-48.3
+ Coventry	107	—	—
+ East Midlands	28 602	28 319	1.0
+ Edinburgh	71 431	73 007	-2.2
+ Exeter	2 188	2 708	-19.2
+ Glamorgan	10 705	11 709	-8.6
+ Glasgow	119 104	134 299	-11.3
Gloucester/Cheltenham	291	204	42.6
Hawarden	—	—	—
Humberside	3 323	—	—
Inverness	10 269	9 793	4.9
Islay	754	717	5.2
+ Isle of Man	12 915	12 864	0.4
Isles of Scilly	2 087	1 716	21.6
+ Kirkwall	7 503	6 721	11.6
+ Leeds/Bradford	21 673	22 450	-3.5
+ Liverpool	9 981	22 286	-55.2
+ Lydd	7 815	6 027	29.7
+ Manchester	167 376	159 575	4.9
+ Manston	—	286	—
+ Newcastle	42 051	43 671	-3.7
+ Norwich	14 505	11 361	27.7
Penzance Heliport	2 087	1 714	21.8
+ Prestwick	19 600	14 228	37.8
+ Southampton	16 585	14 205	16.8
Stornoway	3 840	3 760	2.1
+ Sumburgh	45 340	21 606	—
Swansea	91	103	-11.7
+ Tees-side	17 693	12 535	41.1
Tiree	186	157	18.5
Wick	2 405	2 096	14.7
TOTAL (Incl. London Area)	3 122 215	2 983 808	4.6
Channel Islands Airports			
Alderney	2 693	2 925	-7.9
Guernsey	26 922	25 219	6.8
Jersey	66 309	63 125	5.0
TOTAL (Channel Islands Airports)	95 924	91 269	5.1

International and Domestic Passenger Traffic November 1977

Table 17

Terminal Passengers for November Comparison with a Year Earlier

	Total	International			Domestic		
	1977	1977	1976	Per- centage change	1977	1976	Per- centage change
London Area Airports							
+ Gatwick	374 063	311 276	257 418	20.9	62 787	45 746	37.3
+ Heathrow	1 713 267	1 493 022	1 433 875	4.1	220 245	260 689	-15.5
+ Luton	105 524	105 040	95 357	10.2	484	411	17.8
+ Southend	17 215	17 170(a)	15 817(a)	8.6	45	135	-66.7
+ Stansted	19 202	19 193	19 795	-3.0	9	—	—
TOTAL (London Area)	2 229 271	1 945 701	1 822 262	6.8	283 570	306 981	-7.6
Westland Heliport (Battersea)	406	1	—	—	405	317	27.8
Other UK Airports							
+ Aberdeen	86 644	26 473	24 061	10.0	60 171	45 301	32.8
+ Belfast	67 459	815	1 257	-35.2	66 644	63 034	5.7
Benbecula	1 961	—	—	—	1 961	2 001	-2.0
+ Birmingham	71 697	43 276	48 351	-10.5	28 421	27 902	1.9
+ Blackpool	4 631	497	224	—	4 134	2 952	40.0
+ Bournemouth	7 652	1 140	4 091	-72.1	6 512	5 052	28.9
+ Bristol	11 408	9 326	8 509	9.6	2 082	2 275	-8.5
+ Cambridge	579	535	597	-10.4	44	524	-91.6
+ Coventry	107	74	—	—	33	—	—
+ East Midlands	28 602	18 774	19 638	-4.4	9 828	8 681	13.2
+ Edinburgh	71 431	6 819	5 559	22.7	64 612	67 448	-4.2
+ Exeter	2 188	249	368	-32.3	1 939	2 340	-17.1
+ Glamorgan	10 705	7 700	7 796	-1.2	3 005	3 913	-23.2
+ Glasgow	119 104	24 829	24 947	-0.5	94 275	109 352	-13.8
Gloucester/Cheltenham	291	—	—	—	291	204	42.6
Hawarden	—	—	—	—	—	—	—
Humberside	3 323	1 321	—	—	2 002	—	—
Inverness	10 269	330	150	—	9 939	9 643	3.1
Islay	754	—	—	—	754	717	5.2
+ Isle of Man	12 915	436	362	20.4	12 479	12 502	-0.2
Isles of Scilly	2 087	—	—	—	2 087	1 716	21.6
+ Kirkwall	7 503	452	—	—	7 051	6 721	4.9
+ Leeds/Bradford	21 673	7 340	7 712	-4.8	14 333	14 738	-2.7
+ Liverpool	9 981	2 224	6 536	-66.0	7 757	15 750	-50.7
+ Lydd	7 815	7 815	6 027	29.7	—	—	—
+ Manchester	167 376	115 002	99 438	15.7	52 374	60 137	-12.9
+ Manston	286	—	..	—	—
+ Newcastle	42 051	17 588	16 055	9.5	24 463	27 616	-11.4
+ Norwich	14 505	7 404	6 071	22.0	7 101	5 290	34.2
Penzance	2 087	—	—	—	2 087	1 714	21.8
+ Prestwick	19 600	13 166	11 594	13.6	6 434	2 634	—
+ Southampton	16 585	721	184	—	15 864	14 021	13.1
Stornoway	3 840	—	53	—	3 840	3 707	3.6
+ Sumburgh	45 340	19 933	7 472	—	25 407	14 134	79.8
Swansea	91	—	—	—	91	103	-11.7
+ Tees-side	17 693	1 976	926	—	15 717	11 609	35.4
Tiree	186	—	—	—	186	157	18.5
Wick	2 405	6	—	—	2 399	2 096	14.5
TOTAL (Incl. London Area)	3 122 215	2 281 923	2 130 526	7.1	840 292	853 282	-1.5

(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 for November 1977

Table 18

Comparison with a Year Earlier

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	14 502	9 132	5 370	16 621	9 950	6 671	-13
London – Vienna	11 914	8 553	3 361	13 041	9 362	3 679	-9
Other Routes	2 588	579	2 009	3 580	588	2 992	-28
Belgium	77 925	73 607	4 318	75 512	70 013	5 499	3
London – Brussels	51 516	51 417	99	53 063	50 944	2 119	-3
Other S.E. England – Belgium	18 881	15 169	3 712	17 406	14 239	3 167	8
Other Routes	7 528	7 021	507	5 043	4 830	213	49
Denmark	47 814	33 476	14 338	53 351	37 507	15 844	-10
London – Copenhagen	35 533	28 667	6 866	42 050	32 733	9 317	-15
Other Routes	12 281	4 809	7 472	11 301	4 774	6 527	9
Finland	8 476	7 991	485	8 615	8 424	191	-2
France	227 342	205 031	22 311	209 493	197 990	11 503	9
London – Nice	7 785	6 721	1 064	5 681	5 673	8	37
– Paris	162 603	154 789	7 814	161 477	155 510	5 967	1
– N. France (a)	7 067	6 875	192	6 634	6 234	400	7
– Other France	14 991	12 682	2 309	12 129	11 375	754	24
Manchester – Paris	6 110	6 096	14	6 204	5 665	539	-2
Other UK – Paris	9 143	7 953	1 190	8 244	6 453	1 791	11
Luton – Other France	2 204	—	2 204	696	—	696	—
Other S.E. England – France	9 266	9 167	99	6 897	6 868	29	34
Other Routes	8 173	748	7 425	1 531	212	1 319	—
Germany (Fed. Republic)	159 180	133 999	25 181	166 152	136 047	30 105	-4
London – Dusseldorf	27 431	24 644	2 787	25 868	22 884	2 984	6
– Frankfurt	47 769	43 416	4 353	49 458	42 168	7 290	-3
– Hamburg	20 613	17 817	2 796	21 913	19 287	2 626	-6
– Munich	17 978	13 413	4 565	16 465	13 377	3 088	9
– Other Germany	28 430	24 939	3 491	30 086	28 504	1 582	-6
Luton – Germany	4 690	—	4 690	11 166	—	11 166	-58
Manchester – Germany	8 340	6 926	1 414	6 321	6 016	305	32
Other Routes	3 929	2 844	1 085	4 875	3 811	1 064	-19
Gibraltar	4 209	3 349	860	4 430	4 430	—	-5
Greece	29 932	21 623	8 309	32 194	22 770	9 424	-7
Iceland	4 475	3 886	589	3 694	3 289	405	21
London – Reykjavik	2 568	2 240	328	2 111	1 706	405	22
Glasgow – Reykjavik	1 646	1 646	—	1 583	1 583	—	4
Other Routes	261	—	261	—	—	—	—

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	102 947	101 731	1 216	99 101	98 269	832	4
London – Cork	8 714	8 714	—	7 883	7 883	—	11
– Dublin	53 304	53 053	251	53 251	53 032	219	—
– Shannon	6 029	6 029	—	5 661	5 649	12	7
Manchester – Dublin	10 365	10 314	51	8 317	8 317	—	25
Birmingham – Dublin	8 177	8 150	27	7 580	7 567	13	8
Glasgow – Dublin	4 663	4 621	42	3 791	3 791	—	23
Liverpool – Dublin	1 499	1 499	—	3 575	3 573	2	-58
Leeds/Bradford – Dublin	1 476	1 476	—	1 424	1 424	—	4
Edinburgh – Dublin	905	905	—	1 047	1 047	—	-14
Bristol – Dublin	2 032	2 032	—	1 715	1 491	224	18
Other Routes	5 783	4 938	845	4 857	4 495	362	19
Italy	123 753	71 439	52 314	92 996	56 939	36 057	33
London – Genoa (g)	787	—	787	546	—	546	44
– Milan	30 441	24 341	6 100	26 798	20 052	6 746	14
– Rimini (g)	—	—	—	—	—	—	—
– Rome	41 965	31 388	10 577	30 368	24 381	5 987	38
– Venice	6 034	2 808	3 226	5 445	2 131	3 314	11
– Other Italy	18 042	10 805	7 237	12 469	8 633	3 836	45
Luton – Rimini	—	—	—	168	—	168	—
– Other Italy	22 267	—	22 267	12 843	—	12 843	73
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	653	—	653	1 867	—	1 867	-65
Other Routes	3 564	2 097	1 467	2 492	1 742	750	43
Luxembourg	5 087	5 087	—	4 983	4 983	—	2
London – Luxembourg	5 087	5 087	—	4 950	4 950	—	3
Other Routes	—	—	—	33	33	—	—
Netherlands	157 812	154 235	3 577	154 110	150 431	3 679	2
London – Amsterdam	92 005	91 149	856	95 206	93 381	1 825	-3
– Rotterdam	17 514	17 514	—	20 378	20 001	377	-14
Other S.E. England – Netherlands	7 430	7 148	282	7 216	6 646	570	3
Manchester – Amsterdam	10 072	10 000	72	8 433	8 425	8	19
Other Routes	30 791	28 424	2 367	22 877	21 978	899	35
Norway	43 251	29 948	13 303	48 913	30 700	18 213	-12
London – Oslo	20 274	15 542	4 732	25 270	16 692	8 578	-20
Other Routes	22 977	14 406	8 571	23 643	14 008	9 635	-3
Portugal	29 172	17 764	11 408	17 592	12 553	5 039	66
London – Lisbon	13 844	12 574	1 270	10 169	8 955	1 214	36
Other Routes	15 328	5 190	10 138	7 423	3 598	3 825	—
Soviet Union and Eastern Europe (b)	20 958	17 075	3 883	20 146	16 517	3 629	4
London – Moscow	6 319	5 974	345	5 952	5 409	543	6
– Prague	2 145	2 030	115	2 172	2 172	—	-1
Other Routes	12 494	9 071	3 423	12 022	8 936	3 086	4

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	225 235	65 984	159 251	241 322	63 556	177 766	-7
London – Barcelona	13 194	10 355	2 839	14 020	9 810	4 210	-6
– Ibiza	1 299	564	735	1 493	933	560	-13
– Madrid	30 343	26 653	3 690	29 701	24 695	5 006	2
– Malaga	17 981	8 375	9 606	16 160	8 053	8 107	11
– Palma	24 072	8 491	15 581	25 283	7 739	17 544	-5
– Other Spain	24 901	11 078	13 823	24 114	11 297	12 817	3
Luton – Alicante	5 650	—	5 650	6 123	—	6 123	-8
– Barcelona	293	—	293	101	—	101	—
– Gerona	2 501	—	2 501	2 758	—	2 758	-9
– Ibiza	978	—	978	169	—	169	—
– Palma	4 473	—	4 473	8 604	—	8 604	-48
– Other Spain	6 436	—	6 436	6 854	—	6 854	-6
Other S.E. England – Spain	—	—	—	143	—	143	—
Manchester – Barcelona	276	—	276	—	—	—	—
– Palma	13 952	—	13 952	13 278	—	13 278	5
Other N. England – Spain	33 369	87	33 282	32 329	270	32 059	3
Scotland – Spain	12 883	—	12 883	13 742	114	13 628	-6
Other Routes	32 634	381	32 253	46 450	645	45 805	-30
Sweden	38 534	21 136	17 398	41 007	19 891	21 116	-6
London – Stockholm	19 349	14 784	4 565	20 911	12 210	8 701	-7
Other Routes	19 185	6 352	12 833	20 096	7 681	12 415	-5
Switzerland	81 823	62 109	19 714	79 314	62 094	17 220	3
London – Basle	5 279	4 047	1 232	5 406	3 950	1 456	-2
– Geneva	30 940	24 679	6 261	30 606	25 412	5 194	1
– Zurich	39 679	29 116	10 563	38 110	29 080	9 030	4
Luton – Switzerland	1 655	—	1 655	1 037	—	1 037	60
Other Routes	4 270	4 267	3	4 155	3 652	503	3
Yugoslavia	13 565	7 001	6 564	17 446	7 815	9 631	-22
London – Dubrovnic	668	—	668	1 885	—	1 885	-65
– Ljubljana	2 381	983	1 398	2 764	1 469	1 295	-14
Luton – Yugoslavia	—	—	—	—	—	—	—
Other Routes	10 516	6 018	4 498	12 797	6 346	6 451	-18
Other Europe	62 516	40 009	22 507	51 099	32 235	18 864	22
WESTERN HEMISPHERE							
Canada	47 180	42 422	4 758	55 296	47 765	7 531	-15
London – Montreal	11 557	11 335	222	11 742	11 686	56	-2
– Toronto	18 129	14 209	3 920	21 461	16 976	4 485	-16
– Other Canada	9 499	9 279	220	12 399	11 006	1 393	-23
Other UK – Montreal	1 560	1 560	—	1 699	1 699	—	-8
– Toronto	5 428	5 032	396	7 184	5 731	1 453	-24
Other Routes	1 007	1 007	—	811	667	144	24

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	268 058	231 877	36 181	222 054	187 025	35 029	21
London – New York	122 889	110 836	12 053	86 868	75 778	11 090	41
– Other East Coast USA	60 998	56 817	4 181	61 409	54 637	6 772	–1
– Chicago and Detroit	24 315	18 645	5 670	22 367	18 879	3 488	9
– West Coast USA	43 483	36 000	7 483	37 201	31 891	5 310	17
– Other USA	9 238	4 725	4 513	5 939	606	5 333	56
Other UK – New York	5 275	4 854	421	5 626	4 754	872	–6
Other Routes	1 860	—	1 860	2 644	480	2 164	–30
West Atlantic and Caribbean Islands	25 525	24 027	1 498	23 451	22 927	524	9
Central and South America	9 256	9 256	—	7 591	7 455	136	22
REST OF THE WORLD							
Canary Islands	45 337	3 905	41 432	42 248	3 409	38 839	7
North Africa (c)	24 505	14 544	9 961	23 596	11 000	12 596	4
East Africa (d)	10 025	9 057	968	10 535	9 365	1 170	–5
Central Africa (e)	5 016	5 016	—	4 036	4 036	—	24
West Africa (d)	19 723	18 971	752	16 400	16 268	132	20
South Africa	19 021	19 021	—	22 097	22 097	—	–14
Middle East (f)	124 240	120 332	3 908	94 545	92 767	1 778	31
India	21 563	21 556	7	19 317	19 314	3	12
Pakistan	9 734	9 734	—	9 244	9 244	—	5
Far East	61 055	57 782	3 273	60 198	56 869	3 329	1
Australia and New Zealand	39 309	39 309	—	30 788	30 788	—	28
Other Routes n.e.i.	57 987	9 582	48 405	37 262	8 271	28 991	56
ALL ROUTES	2 266 042	1,722,003	544 039	2 116 749	1 595 003	521 746	7

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 chartered services excluding those carried on aircraft chartered by government departments.

Domestic Passengers by Main Routes November 1977

Table 19

COMPARISON WITH A YEAR EARLIER

Origin/Destination		1977	1976	Percentage change
London (a)	Aberdeen	18 904	17 287	9.4
	Belfast	35 629	31 871	11.8
	Birmingham	9 033	9 199	-1.8
	Channel Islands	32 894	32 509	1.2
	Edinburgh	49 307	52 992	-7.0
	Glasgow	54 514	71 681	-23.9
	Isle of Man	2 708	493	—
	Leeds/Bradford	7 408	8 659	-14.4
	Liverpool	1 377	7 514	-81.7
	Manchester	30 470	35 222	-13.5
	Newcastle	19 179	22 341	-14.2
	Tees-side	12 126	10 308	17.6
	Other airports	9 492	6 359	49.3
Belfast	Birmingham	5 362	5 046	6.3
	East Midlands	2 747	2 269	21.1
	Edinburgh	1 355	1 225	10.6
	Glasgow	6 110	5 939	2.9
	Isle of Man	666	844	-21.1
	Leeds/Bradford	1 691	1 459	15.9
	Liverpool	3 134	1 221	—
	Manchester	5 358	8 604	-37.7
	Newcastle	877	998	-12.1
	Other airports	3 715	3 558	4.4
Channel Islands	Bournemouth	5 012	3 323	50.8
	Birmingham	2 746	2 540	8.1
	Bristol/Glamorgan	1 756	2 279	-22.9
	East Midlands	2 553	1 215	—
	Glasgow	—	—	—
	Leeds/Bradford	—	—	—
	Liverpool	—	—	—
	Manchester	1 500	1 271	18.0
	Newcastle	—	—	—
	Southampton	15 403	13 449	14.5
	Other airports	1 610	3 959	-59.3
Edinburgh	Birmingham	4 105	1 978	—
	Glasgow	—	—	—
	Manchester	3 356	3 708	-9.5
	Other airports	6 489	7 545	-14.0
Glasgow	Birmingham	4 903	5 359	-8.5
	East Midlands	4 082	3 795	7.6
	Isle of Man	382	402	-5.0
	Leeds/Bradford	1 655	1 675	-1.2
	Liverpool	10	6	66.7
	Manchester	4 720	5 550	-15.0
	Southampton	—	—	—
	Other Scottish airports	17 137	13 731	24.8
	Other airports	762	1 214	-37.2
Isle of Man	Blackpool	2 407	1 751	37.5
	Liverpool	2 559	6 485	-60.5
	Manchester	2 707	1 737	55.8
	Newcastle	—	—	—
	Other airports	1 050	790	32.9
Penzance	Isles of Scilly	2 087	1 714	21.8
Other Routes		48 836	33 840	44.3
TOTAL		451 883	456 914	-1.1

(a) Heathrow, Gatwick and Stansted

Traffic counted in either direction

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

30 Cargo by Type and Nationality of Operator November 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	8 468.1	—	—	865.7	1 804.5	19.2	71.2	35.0	—	1 271.6	4 309.5	7.1	84.3	
+Heathrow	41 248.8	7 238.8	7 256.6	132.6	398.3	10 073.5	15 593.8	137.7	7.4	28.6	126.2	136.4	118.9	
+Luton	540.0	—	—	—	—	—	—	—	—	157.7	195.5	101.5	85.3	
+Southend	620.0	—	—	244.0	235.0	—	—	—	—	19.0	122.0	—	—	
+Stansted	2 417.5	—	—	—	—	—	—	—	—	198.4	1 779.2	76.1	363.8	
TOTAL (London Area)	53 294.4	7 238.8	7 256.6	1 242.3	2 437.8	10 092.7	15 665.0	172.7	7.4	1 675.3	6 532.4	321.1	652.3	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+Aberdeen	541.0	58.4	111.8	23.1	33.2	—	—	10.3	36.4	84.5	181.9	0.9	0.5	
+Belfast	1 131.4	70.8	184.4	194.3	50.5	5.2	6.3	—	—	550.7	69.2	—	—	
+Benbecula	17.1	10.0	5.8	1.2	0.1	—	—	—	—	—	—	—	—	
+Birmingham	420.7	81.3	72.2	17.0	13.0	41.7	190.5	—	—	5.0	—	—	—	
+Blackpool	216.3	—	—	3.4	22.6	—	—	—	—	2.3	188.0	—	—	
+Bournemouth	751.2	—	—	347.6	388.0	—	—	—	—	0.5	15.1	—	—	
+Bristol	41.9	12.0	8.4	3.7	0.8	7.3	9.4	—	—	—	0.3	—	—	
+Cambridge	191.7	—	—	—	—	—	—	—	—	14.7	2.8	134.0	40.2	
+Coventry	4.4	—	—	—	—	—	—	—	—	—	4.4	—	—	
+East Midlands	464.0	—	—	67.0	107.3	—	—	—	—	30.0	218.1	8.8	32.8	
+Edinburgh	111.1	28.8	20.7	22.5	24.2	5.1	1.9	—	—	—	—	6.7	1.2	
+Exeter	28.3	—	—	6.6	21.7	—	—	—	—	—	—	—	—	
+Glamorgan	25.6	0.1	12.1	2.5	1.1	0.6	5.6	—	—	—	3.3	—	0.3	
+Glasgow	1 392.3	600.9	259.3	51.8	25.9	172.6	248.1	0.1	0.1	0.4	15.7	16.7	0.7	
+Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Humberside	20.9	—	—	—	—	—	—	—	—	—	20.9	—	—	
+Inverness	32.3	6.1	26.2	—	—	—	—	—	—	—	—	—	—	
+Islay	6.1	—	—	3.3	2.8	—	—	—	—	—	—	—	—	
+Isle of Man	194.1	80.9	19.8	87.4	6.0	—	—	—	—	—	—	—	—	
+Isles of Scilly	12.0	9.9	2.1	—	—	—	—	—	—	—	—	—	—	
+Kirkwall	53.7	31.2	16.2	0.8	1.4	—	—	—	—	—	3.0	—	1.1	
+Leeds/Bradford	32.0	5.2	12.1	6.6	4.3	2.0	1.0	0.1	—	—	—	0.7	—	
+Liverpool	157.4	14.9	74.8	—	—	0.6	3.9	—	—	5.4	0.1	1.7	56.0	
+Lydd	307.9	—	—	113.3	194.6	—	—	—	—	—	—	—	—	
+Manchester	3 227.4	219.5	231.1	27.4	20.8	884.8	1 324.3	—	0.1	24.1	461.7	2.6	31.0	
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Newcastle	84.1	5.5	14.9	31.5	28.7	—	—	—	—	0.1	3.4	—	—	
+Norwich	40.7	—	—	16.6	23.2	—	—	—	—	0.1	0.8	—	—	
+Penzance Heliport	12.0	2.1	9.9	—	—	—	—	—	—	—	—	—	—	
+Prestwick	1 982.3	597.1	331.5	2.9	1.9	525.2	426.0	—	—	34.2	21.0	—	42.5	
+Southampton	338.1	2.5	22.0	16.8	107.3	—	—	—	—	0.1	156.1	—	33.3	
+Stornoway	34.8	26.3	7.0	0.1	1.1	—	—	—	—	—	0.2	0.1	—	
+Sumburgh	174.1	62.1	10.1	—	—	—	—	10.2	29.5	32.8	28.9	0.5	—	
+Swansea	1.7	—	—	—	—	—	—	—	—	0.4	1.3	—	—	
+Tees-side	23.1	—	—	7.7	14.5	—	—	—	—	0.4	0.5	—	—	
+Tiree	1.0	—	—	0.9	0.1	—	—	—	—	—	—	—	—	
+Wick	4.7	2.9	0.7	0.4	0.5	—	—	—	—	—	—	—	0.2	
TOTAL (Incl. London Area)	65 371.8	9 167.3	8 709.7	2 298.7	3 533.4	11 737.8	17 882.0	193.4	73.5	2 461.0	7 929.1	493.8	892.1	
Channel Islands Airports														
Alderney	26.8	—	—	21.2	5.4	—	—	—	—	—	0.2	—	—	
Guernsey	772.1	4.9	21.4	155.6	88.2	—	0.2	—	—	216.8	285.0	—	—	
Jersey	765.1	51.3	38.5	449.0	203.1	0.9	—	—	—	15.8	6.5	—	—	
TOTAL (Channel Islands Airports)	1 564.0	56.2	59.9	625.8	296.7	0.9	0.2	—	—	232.6	291.7	—	—	

Cargo November 1977

Table 21

Total Compared with One Year Earlier

	International				Domestic				1977		1976		Percentage change		
	Scheduled		Charter		Scheduled		Charter		Total		Total				
	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo
London Area Airports															
+ Gatwick	1 111		1 222	43	5 539	196	232	—	126	1 350	7 119	1 123	6 227	20.2	14.3
+ Heathrow	23 013		16 699	109	446	336	645	—	—	23 458	17 790	18 375	17 361	27.7	2.5
+ Luton	—		—	142	370	—	—	5	23	147	393	108	352	36.1	11.6
+ Southend	479		—	139	—	—	—	2	—	620	—	811	—	-23.6	—
+ Stansted	—		—	265	2 132	—	—	—	21	265	2 153	163	1 728	62.6	24.6
TOTAL (London Area)	24 603		17 921	698	8 487	532	877	7	170	25 840	27 455	20 580	25 668	25.6	7.0
Westland Heliport (Battersea)	—		—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports															
+ Aberdeen	44		—	207	13	183	—	74	21	508	34	441	61	15.2	-44.3
+ Belfast	11		—	—	72	382	118	—	548	393	738	415	503	-5.3	46.7
+ Benbecula	—		—	—	—	17	—	—	—	17	—	18	—	-5.6	—
+ Birmingham	207		151	—	5	57	—	—	—	264	156	261	—	1.1	—
+ Blackpool	5		—	—	—	21	—	—	190	26	190	45	—	-42.2	—
+ Bournemouth	—		—	—	15	4	731	—	—	4	746	55	386	-92.7	93.3
+ Bristol	31		—	—	—	10	—	—	—	41	—	41	—	—	—
+ Cambridge	—		—	192	—	—	—	—	—	192	—	176	—	9.1	—
+ Coventry	—		—	—	4	—	—	—	—	—	4	13	—	—	—
+ East Midlands	28		37	—	280	67	42	—	9	95	368	101	458	-5.9	-19.7
+ Edinburgh	20		—	—	8	82	2	—	—	102	10	133	46	-23.3	-78.3
+ Exeter	2		—	—	—	24	1	—	—	26	1	20	—	30.0	—
+ Glamorgan	15		—	—	2	7	—	—	1	22	3	26	65	-15.4	-95.4
+ Glasgow	138		392	1	17	232	597	1	15	372	1 021	490	594	-24.1	71.9
+ Gloucester/Cheltenham	—		—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—		—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	—		—	—	21	—	—	—	—	—	21	—	—	—	—
+ Inverness	—		—	—	—	32	—	—	—	32	—	36	—	-11.1	—
+ Islay	—		—	—	—	6	—	—	—	6	—	4	—	50.0	—
+ Isle of Man	2		—	—	—	63	129	—	—	65	129	113	123	-42.5	4.9
+ Isles of Scilly	—		—	—	—	12	—	—	—	12	—	5	—	—	—
+ Kirkwall	—		—	—	4	50	—	—	—	50	4	63	—	-20.6	—
+ Leeds/Bradford	14		—	—	1	17	—	—	—	31	1	33	1	-6.1	—
+ Liverpool	5		—	—	58	30	59	—	5	35	122	165	830	-78.8	-85.3
+ Lydd	—		308	—	—	—	—	—	—	—	308	1	275	—	12.0
+ Manchester	527		2 029	3	101	144	8	—	416	674	2 554	570	2 277	18.2	12.2
+ Manston	—		—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	42		9	—	3	30	—	—	—	72	12	68	—	5.9	—
+ Norwich	23		—	—	—	16	—	1	—	40	—	38	—	5.3	—
+ Penzance Heliport	—		—	—	—	12	—	—	—	12	—	5	—	—	—
+ Prestwick	177		1 407	—	97	10	292	—	—	187	1 796	73	1 342	—	33.8
+ Southampton	—		29	—	175	111	8	1	14	112	226	147	—	-23.8	—
+ Stornoway	—		—	—	—	34	—	—	—	34	—	39	—	-12.8	—
+ Sumburgh	—		—	44	17	72	—	26	14	142	31	151	—	-6.0	—
+ Swansea	—		—	—	—	—	—	1	—	1	—	1	—	—	—
+ Tees-side	3		—	—	—	19	—	—	—	22	—	26	—	-15.4	—
+ Tiree	—		—	—	—	1	—	—	—	1	—	1	—	—	—
+ Wick	—		—	—	—	4	—	—	—	4	—	5	—	-20.0	—
TOTAL (Incl. London Area)	25 897		22 283	1 145	9 380	2 281	2 864	111	1 403	29 434	35 930	24 359	32 629	20.8	10.1
Channel Islands Airports															
Alderney										27		22	—	22.7	
Guernsey										772		674	—	14.5	
Jersey										765		704	—	8.7	
TOTAL (Channel Islands Airports)										1 564		1 400	—	11.7	

All Scheduled Services November 1977

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used		
												Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Long Haul Division	10 783	2 970	14 311	229 647	3 011 674	1 667 498	55.4	8 996	374 953	221 084	11 690	53 437	155 958	59.0
British Airways Short Haul Division	7 222	12 414	15 599	775 381	837 174	511 783	61.1	4 616	87 404	48 666	1 389	2 401	44 875	55.7
British Airways Helicopters	6	106	37	1 949	207	119	57.5	15	13	11	—	1	10	79.7
British Caledonian Airways	2 681	2 523	4 500	106 699	375 750	177 660	47.3	1 518	46 042	21 994	634	5 344	16 016	47.8
Air Anglia	700	1 884	2 015	28 500	27 532	13 055	47.4	99	2 801	1 357	—	51	1 306	48.4
Aurigny Air Services	64	1 286	374	12 837	907	600	66.1	95	86	54	—	5	49	62.7
British Air Ferries	170	725	667	14 017	5 542	2 854	51.5	472	709	403	—	143	260	56.8
British Island Airways	233	1 075	916	29 654	11 649	6 123	52.6	158	1 072	569	3	47	519	53.1
British Midland Airways	279	973	932	25 244	20 201	8 855	43.8	126	1 615	811	—	50	762	50.3
Brymon Airways	34	198	174	1 021	458	203	44.3	2	62	21	—	—	20	33.7
Dan-Air Services	351	1 178	1 129	25 613	21 314	9 867	46.3	—	1 602	742	—	—	742	46.3
Haywards Aviation	6	39	26	57	31	13	42.9	—	3	1	—	—	1	42.9
Intra Airways	20	166	101	2 877	937	428	45.7	3	79	33	—	—	32	41.2
Laker Airways	323	58	418	16 895	111 336	94 004	84.4	—	11 295	9 400	—	—	9 400	83.2
Loganair	109	1 355	552	6 245	1 141	600	52.6	—	103	55	—	—	55	53.4
TOTAL Passenger Services	22 983	26 950	41 751	1 276 636	4 425 853	2 493 661	56.3	16 100	527 838	305 198	13 715	61 478	230 003	57.8
Cargo Services														
British Airways Long Haul Division	974	269	1 370	—	—	—	—	3 289	29 917	21 440	421	21 022	—	71.7
British Airways Short Haul Division	390	488	534	—	—	—	—	3 082	5 260	2 567	58	2 508	—	48.8
British Caledonian Airways	175	60	238	—	—	—	—	667	6 411	3 197	94	3 103	—	49.9
Air Freight	25	122	134	—	—	—	—	272	84	56	—	56	—	66.7
Air-Bridge Carriers	11	68	45	—	—	—	—	476	135	79	—	79	—	58.4
British Island Airways	86	267	322	—	—	—	—	631	397	195	27	168	—	49.2
Intra Airways	15	102	86	—	—	—	—	234	57	39	—	39	—	68.1
TOTAL Cargo Services	1 678	1 376	2 731	—	—	—	—	8 650	42 261	27 572	600	26 975	—	65.2
GRAND TOTAL	24 661	28 326	44 482	1 276 636	4 425 853	2 493 661	56.3	24 750	570 099	332 769	14 314	88 453	230 003	58.4

International Scheduled Services November 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	10 783	2 970	14 311	229 647	3 011 674	1 667 498	55.4	8 996	374 953	221 084	11 690	53 437	155 958	59.0
British Airways Short Haul Division	5 190	6 849	10 075	512 621	652 622	402 862	61.7	3 550	70 355	39 073	1 317	2 119	35 637	55.5
British Caledonian Airways	2 248	1 600	3 486	67 767	337 438	158 588	47.0	1 126	42 149	20 179	510	5 269	14 400	47.9
Air Anglia	475	928	1 252	18 467	20 911	9 211	44.0	99	2 139	972	—	51	921	45.5
Aurigny Air Services	64	1 286	374	12 837	907	600	66.1	95	86	54	—	5	49	62.7
British Air Ferries	170	725	667	14 017	5 542	2 854	51.5	472	709	403	—	143	260	56.8
British Island Airways	127	501	501	13 155	6 350	3 159	49.8	37	584	279	—	10	268	47.7
British Midland Airways	128	348	407	7 082	9 306	3 362	36.1	47	730	355	—	22	333	48.7
Brymon Airways	21	100	104	308	241	71	29.6	1	46	7	—	—	7	15.6
Dan-Air Services	203	445	590	10 150	12 561	4 770	38.0	—	944	359	—	—	359	38.0
Intra Airways	16	152	82	2 640	765	357	46.7	3	64	27	—	—	27	42.4
Laker Airways	323	58	418	16 895	111 336	94 004	84.4	—	11 295	9 400	—	—	9 400	83.2
TOTAL Passenger Services	19 748	15 962	32 266	905 586	4 169 653	2 347 337	56.3	14 424	504 054	292 192	13 516	61 056	217 619	58.0
Cargo Services														
British Airways Long Haul Division	974	269	1 370	—	—	—	—	3 289	29 917	21 440	421	21 022	—	71.7
British Airways Short Haul Division	361	436	458	—	—	—	—	2 495	4 706	2 240	57	2 184	—	47.6
British Caledonian Airways	173	55	233	—	—	—	—	641	6 390	3 184	80	3 103	—	49.8
Air Freight	25	122	134	—	—	—	—	272	84	56	—	56	—	66.7
British Island Airways	43	90	152	—	—	—	—	152	196	95	—	95	—	48.4
														65.4
TOTAL Cargo Services	1 576	972	2 347	—	—	—	—	6 849	41 294	27 014	558	26 459	—	
GRAND TOTAL	21 324	16 934	34 613	905 586	4 169 653	2 347 337	56.3	21 273	545 347	319 207	14 074	87 515	217 619	58.5

Domestic Scheduled Services November 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)	Tonne-kilometres used				As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)		
Passenger Services															
British Airways Short Haul Division	2 032	5 565	5 526	262 760	184 552	108 921	59.0	1 065	17 049	9 593	72	282	9 238	56.3	
British Airways Helicopters	6	106	37	1 949	207	119	57.5	15	13	11	—	1	10	79.7	
British Caledonian Airways	433	923	1 013	38 932	38 312	19 072	49.8	392	3 893	1 814	124	74	1 616	46.6	
Air Anglia	225	956	763	10 033	6 621	3 844	58.1	—	663	384	—	—	384	58.0	
British Island Airways	106	574	415	16 499	5 299	2 963	55.9	122	488	290	3	37	251	59.5	
British Midland Airways	152	625	526	18 162	10 895	5 493	50.4	80	885	456	—	28	429	51.6	
Brymon Airways	13	98	69	713	217	131	60.6	2	15	14	—	—	13	89.2	
Dan-Air Services	148	733	539	15 463	8 754	5 096	58.2	—	658	383	—	—	383	58.2	
Haywards Aviation	6	39	26	57	31	13	42.9	—	3	1	—	—	1	42.9	
Intra Airways	4	14	20	237	172	71	41.0	—	15	5	—	—	5	36.0	
Loganair	109	1 355	552	6 245	1 141	600	52.6	—	103	55	—	—	55	53.4	
TOTAL Passenger Services	3 235	10 988	9 485	371 050	256 200	146 324	57.1	1 676	23 785	13 005	199	422	12 384	54.7	
Cargo Services															
British Airways Short Haul Division	29	52	77	—	—	—	—	587	553	326	1	325	—	59.0	
British Caledonian Airways	3	5	6	—	—	—	—	25	21	14	14	—	—	63.5	
Air-Bridge Carriers	11	68	45	—	—	—	—	476	135	79	—	79	—	58.4	
British Island Airways	44	177	170	—	—	—	—	479	201	100	27	73	—	50.0	
Intra Airways	15	102	86	—	—	—	—	234	57	39	—	39	—	68.1	
TOTAL Cargo Services	102	404	384	—	—	—	—	1 801	967	557	42	516	—	57.7	
GRAND TOTAL	3 337	11 392	9 869	371 050	256 200	146 324	57.1	3 477	24 752	13 562	240	938	12 384	54.8	

All Non-scheduled Services November 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	216	45	285	5 323	47 758	38 911	81.5	—	5 598	3 685	—	3 685	65.8
British Airways Short Haul Division	255	257	519	9 364	16 356	9 676	59.2	1 186	4 019	2 192	1 326	865	54.5
British Airtours	796	356	1 172	40 022	152 287	88 062	57.8	—	13 748	7 734	—	7 734	56.3
British Airways Helicopters	457	2 936	2 277	30 398	9 865	5 006	50.7	154	964	427	27	400	44.3
British Caledonian Airways	1 007	388	1 436	21 813	83 591	68 032	81.4	1 740	23 680	16 729	10 680	6 049	70.6
Air Anglia	31	118	130	263	225	72	32.1	1	22	8	1	7	34.5
Air Faisel	65	29	141	—	—	—	—	433	1 118	992	992	—	88.8
Air Freight	46	145	232	1 600	757	496	65.5	83	144	96	59	37	66.5
Air-Bridge Carriers	142	188	392	—	—	—	—	823	2 065	1 078	1 078	—	52.2
Alidair	95	367	320	12 576	5 618	2 835	50.5	43	535	237	27	210	44.3
Bristow Helicopters	500	3 344	3 096	27 683	8 504	4 920	57.9	214	710	481	40	442	67.7
Britannia Airways	2 325	1 366	3 683	151 070	301 317	262 581	87.1	149	25 661	22 360	44	22 316	87.1
British Air Ferries	80	201	333	1 720	1 106	556	50.2	302	512	195	145	50	38.1
British Executive Air Services	97	3 623	606	19 099	1 358	511	37.6	26	135	51	1	50	37.8
British Island Airways	63	168	210	1 098	497	286	57.5	147	288	86	61	25	29.6
British Midland Airways	941	956	1 647	61 858	134 946	68 630	50.9	239	12 841	6 195	835	5 359	48.2
Dan-Air Services	3 077	2 408	5 440	161 848	305 891	250 936	82.0	154	40 844	32 634	12 602	20 032	79.9
International Aviation Service	1 138	364	1 690	—	—	—	—	4 253	42 330	26 282	26 282	—	62.1
Intra Airways	28	78	122	1 073	327	228	69.6	17	113	56	38	18	49.2
Invicta International Airlines	43	30	100	—	—	—	—	183	726	354	354	—	48.7
Laker Airways	1 314	532	2 145	57 273	241 627	204 541	84.7	—	24 032	20 085	—	20 085	83.6
Loganair	130	520	586	2 988	1 548	926	59.8	22	152	84	6	78	55.3
Management Aviation	78	1 047	386	3 564	598	341	57.0	15	48	29	2	27	60.4
Monarch Airlines	758	476	1 209	42 774	111 603	80 643	72.3	—	10 892	7 313	—	7 313	67.1
Redcoat Air Cargo	97	36	211	—	—	—	—	302	1 671	966	966	—	57.8
Tradewinds Airways	745	366	1 280	—	—	—	—	2 805	21 723	12 206	12 206	—	56.2
Transmeridian Air Cargo	858	252	1 542	—	—	—	—	2 050	27 475	13 537	13 537	—	49.3
TOTAL	15 383	20 596	31 188	653 407	1 425 780	1 088 188	76.3	15 348	262 049	176 089	81 307	94 783	67.2
Class 5A Licence TOTAL	893	567	1 467	24 230	66 917	34 490	51.5	..	24 810	17 268	14 221	3 047	69.6
TOTAL Excludes 5A Licence	14 490	20 029	29 721	629 177	1 358 863	1 053 698	77.5	15 348	237 239	158 821	67 086	91 736	66.9

*Does not include cargo carried under Class 5 Licences.

36 International Non-Scheduled Services November 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	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	216	45	285	5 323	47 758	38 911	81.5	—	5 598	3 685	—	3 685	65.8
British Airways Short Haul Division	250	243	505	8 820	16 056	9 481	59.0	1 186	3 995	2 173	1 326	846	54.4
British Airtours	796	356	1 172	40 022	152 287	88 062	57.8	—	13 748	7 734	—	7 734	56.3
British Airways Helicopters	457	2 936	2 277	30 398	9 865	5 006	50.7	154	964	427	27	400	44.3
British Caledonian Airways	1 007	388	1 436	21 813	83 591	68 032	81.4	1 740	23 680	16 729	10 680	6 049	70.6
Air Anglia	13	30	48	71	89	29	32.6	1	9	3	1	3	37.7
Air Faisel	65	29	141	—	—	—	—	433	1 118	992	992	—	88.8
Air Freight	22	64	105	—	—	—	—	73	77	56	56	—	72.5
Air-Bridge Carriers	128	129	333	—	—	—	—	619	1 894	1 018	1 018	—	53.7
Alidair	49	219	180	9 280	2 923	1 811	62.0	23	263	154	21	133	58.5
Bristow Helicopters	500	3 344	3 096	27 683	8 504	4 920	57.9	214	710	481	40	442	67.7
Britannia Airways	2 321	1 353	3 673	151 070	301 317	262 581	87.1	—	25 617	22 316	—	22 316	87.1
British Air Ferries	71	170	295	1 031	713	331	46.3	286	469	171	142	29	36.5
British Executive Air Services	97	3 623	606	19 099	1 358	511	37.6	26	135	51	1	50	37.8
British Island Airways	31	81	103	775	318	205	64.5	3	144	28	10	18	19.2
British Midland Airways	746	522	1 200	42 134	119 134	59 880	50.3	131	11 106	5 456	780	4 677	49.1
Dan-Air Services	2 846	1 766	4 635	144 279	295 614	244 551	82.7	6	39 983	32 074	12 521	19 553	80.2
International Aviation Service	1 138	364	1 690	—	—	—	—	4 253	42 330	26 282	26 282	—	62.1
Intra Airways	21	59	90	843	257	161	62.6	17	89	38	26	12	43.0
Invicta International Airlines	43	30	100	—	—	—	—	183	726	354	354	—	48.7
Laker Airways	1 314	532	2 145	57 273	241 627	204 541	84.7	—	24 032	20 085	—	20 085	83.6
Management Aviation	78	1 047	386	3 564	598	341	57.0	15	48	29	2	27	60.4
Monarch Airlines	758	476	1 209	42 774	111 603	80 643	72.3	—	10 892	7 313	—	7 313	67.1
Redcoat Air Cargo	97	36	211	—	—	—	—	302	1 671	966	966	—	57.8
Tradewinds Airways	745	366	1 280	—	—	—	—	2 805	21 723	12 206	12 206	—	56.2
Transmeridian Air Cargo	858	252	1 542	—	—	—	—	2 050	27 475	13 537	13 537	—	49.3
TOTAL	14 668	18 460	28 743	606 252	1 393 612	1 069 995	76.8	14 527	258 497	174 357	80 984	93 373	67.5
Class 5A Licence TOTAL	888	553	1 440	24 180	66 906	34 482	51.5	..	24 791	17 255	14 209	3 046	69.6
TOTAL Excludes 5A Licence	13 780	17 907	27 303	582 072	1 326 706	1 035 513	78.1	14 527	233 706	157 102	66 775	90 327	67.2

*Does not include cargo carried under Class 5 licences.

Domestic Non-Scheduled Services November 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	5	14	14	544	300	195	65.2	—	24	19	—	19	80.3
Air Anglia	19	88	82	192	136	43	31.8	—	13	4	—	4	32.4
Air Freight	24	81	126	1 600	757	496	65.5	9	67	40	3	37	59.6
Air-Bridge Carriers	14	59	59	—	—	—	—	203	172	60	60	—	35.1
Alldair	45	148	140	3 296	2 695	1 024	38.0	20	272	83	6	77	30.4
Britannia Airways	4	13	10	—	—	—	—	149	44	44	44	—	100.0
British Air Ferries	9	31	37	689	393	225	57.3	15	43	24	3	21	55.8
British Island Airways	31	87	107	323	180	81	45.3	143	145	58	51	7	40.1
British Midland Airways	195	434	447	19 724	15 812	8 750	55.3	107	1 735	738	56	683	42.6
Dan-Air Services	231	642	805	17 569	10 277	6 385	62.1	149	861	560	81	479	65.0
Intra Airways	7	19	31	230	70	67	95.7	—	24	17	12	5	72.3
Loganair	130	520	586	2 988	1 548	926	59.8	22	152	84	6	78	55.3
TOTAL	715	2 136	2 445	47 155	32 167	18 193	56.4	820	3 552	1 732	323	1 410	48.7
Class 5A Licence TOTAL	5	14	27	50	11	8	72.7	..	19	13	12	1	68.4
TOTAL Excludes 5A Licence	710	2 122	2 418	47 105	32 156	18 185	56.4	820	3 533	1 719	311	1 409	48.6

*Does not include cargo carried under Class 5 licences.

Class 2 Licence Operations November 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	79	15	102	3 478	—	25 288	19 332	76.4	3 126	1 857	59.4
British Caledonian Airways	260	50	336	5 465	—	48 803	41 191	84.4	4 751	3 707	78.0
Dan-Air Services	55	14	75	1 402	—	10 417	7 716	74.1	832	617	74.2
Laker Airways	324	64	435	8 286	3 361	98 518	79 921	81.1	10 028	7 998	79.8
TOTAL	717	143	948	18 631	3 361	183 026	148 159	80.9	18 736	14 179	75.7

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers November 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 IT passengers uplifted	
											Class 2	Class 4
International Services												
British Airways Short Haul Division	37	42	69	4 705	6 019	3 975	66.0	624	344	55.2	—	—
British Airtours	205	124	336	18 486	38 792	30 583	78.8	3 530	2 648	75.0	—	—
British Caledonian Airways	169	150	297	12 359	19 951	15 815	79.3	1 879	1 368	72.8	—	—
Britannia Airways	2 068	1 124	3 250	126 347	268 825	234 805	87.3	22 859	19 959	87.3	—	8 410
British Midland Airways	1	1	3	68	86	80	93.2	7	6	88.3	—	—
Dan-Air Services	1 758	1 284	2 979	116 704	208 241	175 235	84.2	16 644	14 019	84.2	—	—
Intra Airways	2	5	5	232	124	79	63.6	10	6	58.0	—	—
Laker Airways	555	312	848	25 201	56 049	45 651	81.4	5 236	4 261	81.4	—	—
Monarch Airlines	567	366	907	33 948	81 214	63 230	77.9	7 935	5 735	72.3	—	—
TOTAL International Services	5 362	3 408	8 695	338 050	679 301	569 452	83.8	58 724	48 346	82.3	—	8 410
Domestic Services—Nil												
GRAND TOTAL	5 362	3 408	8 695	338 050	679 301	569 452	83.8	58 724	48 346	82.3	—	8 410

All Class 4 Licence Operations November 1977

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		Percentage of Available	Tonne-km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Long Haul Division	124	28	175	—	1 798	21 121	19 262	91.2	2 335	1 798	77.0
British Airways Short Haul Division	2	3	4	—	189	170	108	63.6	18	9	53.6
British Airtours	71	16	99	—	2 387	13 499	11 358	84.1	1 124	991	88.1
British Caledonian Airways	86	60	146	—	3 829	12 857	10 359	80.6	1 235	914	74.0
Britannia Airways	150	83	243	8 410	1 385	19 525	17 580	90.0	1 662	1 495	90.0
British Island Airways	2	10	10	—	417	109	94	86.4	10	8	80.5
British Midland Airways	3	8	12	—	527	246	219	89.1	20	17	85.9
Dan-Air Services	498	238	764	—	20 108	63 448	51 866	81.7	5 075	4 149	81.7
Intra Airways	2	14	9	—	454	84	78	92.7	7	6	81.1
Laker Airways	277	116	647	—	17 431	62 140	57 943	93.2	6 170	5 728	92.8
Monarch Airlines	38	35	69	—	2 838	4 568	2 976	65.1	449	270	60.1
TOTAL	1 253	611	2 177	8 410	51 363	197 767	171 843	86.9	18 105	15 384	85.0

International Class 4 Licence Operations November 1977

Table 26.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		Percentage of Available	Tonne-km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Long Haul Division	124	28	175	—	1 798	21 121	19 262	91.2	2 335	1 798	77.0
British Airways Short Haul Division	2	3	4	—	189	170	108	63.6	18	9	53.6
British Airtours	71	16	99	—	2 387	13 499	11 358	84.1	1 124	991	88.1
British Caledonian Airways	86	60	146	—	3 829	12 857	10 359	80.6	1 235	914	74.0
Britannia Airways	150	83	243	8 410	1 385	19 525	17 580	90.0	1 662	1 495	90.0
British Island Airways	2	7	8	—	317	86	79	91.8	8	7	84.3
British Midland Airways	1	2	5	—	88	66	40	60.3	5	3	63.3
Dan-Air Services	498	238	764	—	20 108	63 448	51 866	81.7	5 075	4 149	81.7
Intra Airways	1	9	5	—	274	25	19	75.9	2	1	66.9
Laker Airways	277	116	647	—	17 431	62 140	57 943	93.2	6 170	5 728	92.8
Monarch Airlines	38	35	69	—	2 838	4 568	2 976	65.1	449	270	60.1
TOTAL	1 249	597	2 163	8 410	50 644	197 505	171 589	86.9	18 082	15 364	85.0

Domestic Class 4 Licence Operations November 1977

Table 26.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km		Percentage of Available	Tonne-km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Island Airways	—	3	2	—	100	23	16	66.7	2	1	66.7
British Midland Airways	2	6	7	—	439	180	179	99.8	15	14	93.4
Intra Airways	2	5	5	—	180	59	59	100.0	5	4	87.1
TOTAL	5	14	14	—	719	262	253	96.9	22	20	89.4

All Class 6 Licence Operations November 1977

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways Short Haul Division	2	4	5	74	35	33	96.2
British Caledonian Airways	374	96	499	1 430	12 461	8 256	66.3
Air Freight	5	24	26	55	18	12	68.3
Air-Bridge Carriers	116	175	339	779	1 705	849	49.8
British Air Ferries	32	102	148	226	195	82	42.3
Dan-Air Services	17	32	56	149	90	81	90.0
International Aviation Service	76	23	109	262	2 782	1 972	70.9
Redcoat Air Cargo	97	36	211	302	1 671	966	57.8
Tradewinds Airways	246	207	379	1 290	6 983	3 719	53.3
Transmeridian Air Cargo	242	79	445	719	7 975	5 487	68.8
TOTAL	1 208	778	2 217	5 287	33 915	21 458	63.3

International Class 6 Licence Operations November 1977

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways Short Haul Division	2	4	5	74	35	33	96.2
British Caledonian Airways	374	96	499	1 430	12 461	8 256	66.3
Air Freight	5	24	26	55	18	12	68.3
Air-Bridge Carriers	102	116	280	575	1 533	788	51.4
British Air Ferries	31	96	141	211	184	79	43.2
International Aviation Service	76	23	109	262	2 782	1 972	70.9
Redcoat Air Cargo	97	36	211	302	1 671	966	57.8
Tradewinds Airways	246	207	379	1 290	6 983	3 719	53.3
Transmeridian Air Cargo	242	79	445	719	7 975	5 487	68.8
TOTAL	1 175	681	2 095	4 920	33 643	21 314	63.4

Domestic Class 6 Licence Operations November 1977

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
Air-Bridge Carriers	14	59	59	204	172	60	35.1
British Air Ferries	1	6	7	15	11	3	27.0
Dan-Air Services	17	32	56	149	90	81	90.0
TOTAL	33	97	122	368	273	144	52.9

All Class 7 Licence Operations November 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			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	457	2 936	2 277	30 398	9 865	5 006	50.7	154	964	427	27	400	44.3
Bristow Helicopters	500	3 344	3 096	27 683	8 504	4 920	57.9	214	710	481	40	442	67.7
British Executive Air Services	97	3 623	606	19 099	1 358	511	37.6	26	135	51	1	50	37.8
Management Aviation	78	1 047	386	3 564	598	341	57.0	16	48	29	2	27	60.4
TOTAL	1 132	10 950	6 365	80 744	20 325	10 778	53.0	410	1 857	988	69	919	53.2

International Class 7 Licence Operations November 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			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	457	2 936	2 277	30 398	9 865	5 006	50.7	154	964	427	27	400	44.3
Bristow Helicopters	500	3 344	3 096	27 683	8 504	4 920	57.9	214	710	481	40	442	67.7
British Executive Air Services	97	3 623	606	19 099	1 358	511	37.6	26	135	51	1	50	37.8
Management Aviation	78	1 047	386	3 564	598	341	57.0	16	48	29	2	27	60.4
TOTAL	1 132	10 950	6 365	80 744	20 325	10 778	53.0	410	1 857	988	69	919	53.2

Domestic Class 7 Licence Operations November 1977

Table 28.3

Nil

All Exempt Operations November 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			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Short Haul Division	173	184	376	2 655	5 809	2 424	41.7	1 112	2 912	1 494	1 263	231	51.3
British Airways Long Haul Division	13	2	9	47	1 349	317	23.5	—	138	30	—	30	22.1
British Airtours	41	26	60	2 025	7 823	3 457	44.2	—	712	313	—	313	43.9
British Caledonian Airways	79	22	104	160	1 980	668	33.7	311	2 454	1 858	1 797	61	75.7
Air Anglia	31	118	130	263	225	72	32.1	1	22	8	1	7	34.5
Air Faisel	65	29	141	—	—	—	—	434	1 118	992	992	—	88.8
Air Freight	30	91	156	1 600	757	496	65.5	28	86	52	15	37	60.6
Air-Bridge Carriers	26	13	53	—	—	—	—	44	361	229	229	—	63.6
Alidair	59	175	181	3 861	3 076	1 205	39.2	43	352	118	27	91	33.5
Britannia Airways	85	144	158	13 299	10 543	8 117	77.0	150	941	734	44	690	78.1
British Air Ferries	49	99	185	1 650	994	518	52.0	76	317	113	66	47	35.5
British Island Airways	36	96	124	601	345	179	51.8	147	164	69	55	15	42.2
British Midland Airways	326	589	681	32 695	36 520	19 361	53.0	239	3 669	1 704	187	1 517	46.4
Dan-Air Services	323	701	979	22 702	22 092	14 666	66.4	6	1 711	1 141	10	1 131	66.7
International Aviation Service	1 038	334	1 547	—	—	—	—	3 992	38 655	23 742	23 742	—	61.4
Intra Airways	5	7	18	—	—	—	—	18	23	12	12	—	52.6
Invicta International Airlines	43	30	100	—	—	—	—	183	726	354	354	—	48.7
Laker Airways	159	40	215	2 994	24 920	21 026	84.4	—	2 599	2 099	—	2 099	80.8
Loganair	130	520	586	2 988	1 548	926	59.8	22	152	84	6	78	55.3
Tradewinds Airways	395	126	702	—	—	—	—	1 515	11 972	6 681	6 681	—	55.8
Trans-Meridian Air Cargo	582	167	1 037	—	—	—	—	1 332	18 581	7 309	7 309	—	39.3
TOTAL	3 688	3 513	7 539	87 540	117 981	73 432	62.2	9 651	87 663	49 135	42 789	6 346	56.0

International Exempt Operations November 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	13	2	9	47	1 349	317	23.5	—	138	30	—	30	22.1
British Airways Short Haul Division	168	170	362	2 111	5 509	2 229	40.5	1 112	2 888	1 475	1 263	212	51.1
British Airtours	41	26	60	2 025	7 823	3 457	44.2	—	712	313	—	313	43.9
British Caledonian Airways	79	22	104	160	1 980	668	33.7	311	2 454	1 858	1 797	61	75.7
Air Anglia	13	30	48	71	89	29	32.6	1	9	3	1	3	37.7
Air Faisel	65	29	141	—	—	—	—	434	1 118	992	992	—	88.8
Air Freight	6	10	30	—	—	—	—	18	18	12	12	—	64.0
Air-Bridge Carriers	26	13	53	—	—	—	—	44	361	229	229	—	63.6
Alidair	13	27	41	565	381	181	47.5	23	80	35	21	14	43.7
Britannia Airways	81	131	148	13 299	10 543	8 117	77.0	—	896	690	—	690	77.0
British Air Ferries	40	74	154	961	608	292	48.1	76	285	92	66	26	32.2
British Island Airways	5	12	19	378	189	113	59.8	4	22	13	4	9	58.9
British Midland Airways	134	161	241	13 410	20 888	10 790	51.7	132	1 949	980	132	848	50.3
Dan-Air Services	109	91	230	5 133	11 815	8 281	70.1	6	940	663	10	652	70.5
International Aviation Service	1 038	334	1 547	—	—	—	—	3 992	38 655	23 742	23 742	—	61.4
Intra Airways	5	7	18	—	—	—	—	18	23	12	12	—	52.6
Invicta International Airlines	43	30	100	—	—	—	—	183	726	354	354	—	48.7
Laker Airways	159	40	215	2 994	24 920	21 026	84.4	—	2 599	2 099	—	2 099	80.8
Tradewinds Airways	395	126	702	—	—	—	—	1 515	11 972	6 681	6 681	—	55.8
Trans-Meridian Air Cargo	582	167	1 037	—	—	—	—	1 332	18 581	7 309	7 309	—	39.3
TOTAL	3 015	1 502	5 256	41 154	86 093	55 500	64.5	9 199	84 426	47 580	42 623	4 957	56.4

£ Domestic Exempt Operations November 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	5	14	14	544	300	195	65.2	—	24	19	—	19	80.3
Air Anglia	19	88	82	192	136	43	31.8	—	13	4	—	4	32.4
Air Freight	24	81	126	1 600	757	496	65.5	10	67	40	3	37	59.6
Alidair	45	148	140	3 296	2 695	1 024	38.0	20	272	83	6	77	30.4
Britannia Airways	4	13	10	—	—	—	—	150	44	44	44	—	100.0
British Air Ferries	8	25	30	689	387	225	58.3	1	31	21	—	21	66.0
British Island Airways	31	84	105	223	157	66	42.1	144	142	57	51	6	39.7
British Midland Airways	192	428	440	19 285	15 632	8 571	54.8	107	1 720	724	56	669	42.1
Dan-Air Services	214	610	749	17 569	10 277	6 385	62.1	—	771	479	—	479	62.1
Loganair	130	520	586	2 988	1 548	926	59.8	22	152	84	6	78	55.3
TOTAL	672	2 011	2 283	46 386	31 888	17 932	56.2	453	3 238	1 555	166	1 389	48.0

Class 5 Operations for UK Operators November 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		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airtours	305	140	453	13 208	59 453	29 107	49.0	..	5 404	2 603	—	—	2 603	48.2
Alidair	36	192	139	8 715	2 542	1 630	64.1	..	183	119	—	—	119	65.0
British Island Airways	1	2	3	80	43	13	30.2	..	6	2	—	—	2	33.3
British Midland Airways	1	2	3	78	78	42	53.8	..	11	3	—	—	3	27.3
Dan-Air Services	424	137	585	815	1 500	1 357	90.5	..	16 477	12 619	—	12 511	108	76.6
Intra Airways	19	52	90	387	119	71	59.7	..	73	32	—	26	6	43.8
Monarch Airlines	19	13	29	947	3 182	2 270	71.3	..	310	206	—	—	206	66.5
Tradewinds Airways	88	29	166	—	—	—	—	..	2 346	1 684	—	1 684	—	71.8
TOTAL	893	567	1 467	24 230	66 917	34 490	51.5	..	24 810	17 268	—	14 221	3 047	69.6

Class 5 Operations for Non-UK Operators November 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		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways Short Haul Division	42	24	65	1 815	4 358	3 169	72.7	..	431	311	17	13	281	72.2
British Airtours	173	50	224	3 916	32 720	13 557	41.4	..	2 978	1 179	—	—	1 179	39.6
British Caledonian Airways	40	10	54	—	—	—	—	..	900	626	—	626	—	69.6
Air Freight	11	30	50	—	—	—	—	..	41	32	—	32	—	78.0
Britannia Airways	22	15	32	1 629	2 425	2 079	85.7	..	200	172	—	—	172	86.0
British Island Airways	24	60	74	—	—	—	—	..	108	6	—	6	—	5.6
British Midland Airways	609	356	950	28 490	98 016	48 928	49.9	..	9 134	4 464	—	648	3 816	48.9
Dan-Air Services	2	2	3	117	193	95	49.2	..	15	8	—	—	8	53.3
International Aviation Service	24	7	35	—	—	—	—	..	893	568	—	568	—	63.6
Monarch Airlines	134	62	203	5 041	22 639	12 168	53.7	..	2 198	1 103	—	—	1 103	50.2
Tradewinds Airways	16	4	32	—	—	—	—	..	422	122	—	122	—	28.9
Trans-Meridian Air Cargo	34	6	61	—	—	—	—	..	919	741	—	741	—	80.6
TOTAL	1 131	626	1 782	41 008	160 351	79 996	49.9	..	18 239	9 332	17	2 756	6 559	51.2

Aircraft Type and Utilisation — All Airlines November 1977

Table 31.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended September 1977	Daily Utilisation per Aircraft (hrs) Quarter ended September 1977
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	38	213	—	186	—	2 245	400	2	3.4
Aviation Traders Carvair	47	45	56	118	82	77	53	2	3.2
Aviation Traders Merchantman	545	—	605	—	1 021	—	—	6	4.2
AW650 Argosy	63	—	202	—	240	—	—	3	2.9
BAC 111-200	620	1 362	—	1 464	—	54 247	26 677	9	6.2
BAC 111-300/400	1 436	1 617	—	2 684	—	86 361	87 127	17	7.9
BAC 111-500	3 175	4 973	—	6 429	—	309 463	218 602	36	8.3
BAC/Aerospatiale Concorde	413	72	—	293	—	3 360	19 503	5	1.7
Bell 206 Jetranger	2	29	—	15	—	68	5	2	0.3
Bell 212 Twin	105	3 924	—	651	—	20 963	562	8	3.0
Boeing 707-120/120B	304	94	—	409	—	10 346	40 161	2	11.8
Boeing 707-320C/336	5 524	1 332	577	4 894	2 815	86 186	323 971	34	8.0
Boeing 707-420	1 101	493	—	1 655	—	51 586	114 167	9	10.9
Boeing 720/720B	418	201	—	616	—	22 160	52 668	4	9.6
Boeing 727-100	745	331	—	1 080	—	34 675	84 724	6	10.9
Boeing 737-200	2 325	1 353	13	3 673	10	151 070	262 581	16	12.5
Boeing 747-100	4 618	1 147	—	6 137	—	120 713	1 026 408	19	13.0
Boeing 747-200	847	171	—	1 066	—	22 405	162 382	3	10.0
Bristol Britannia 300	301	—	138	—	663	—	—	3	6.3
Britten-Norman Islander	113	1 405	—	545	—	4 770	364	11	2.3
Britten-Norman Trislander	197	1 777	38	971	38	17 353	1 738	14	3.4
Canadair CL 44	1 120	—	464	—	2 134	—	—	12	5.3
DC3 Dakota/Pionair	123	237	336	218	422	4 068	773	13	2.7
DH 106 Comet 4B/C	495	333	—	845	—	32 504	49 902	18	5.3
DHC 6 Twin-Otter	24	118	—	112	—	898	214	2	3.5
Fokker Friendship 100/600	556	1 352	—	1 542	—	25 068	11 787	8	6.5
Hawker Siddeley 121 Trident 1C	547	996	—	1 166	—	64 767	35 505	11	4.4
Hawker Siddeley 121 Trident 1E	252	376	—	501	—	27 954	18 152	3	6.6
Hawker Siddeley 121 Trident 2E	1 606	1 574	—	2 820	—	104 800	107 306	16	6.7
Hawker Siddeley 121 Trident 3B	1 350	1 884	—	2 723	—	158 914	114 989	25	4.0
HP Herald 100/200	579	1 836	455	1 650	564	44 138	9 411	20	5.5
HS 748	558	1 837	27	1 919	49	40 489	14 478	18	5.6
Lockheed L1011 Tristar	1 150	707	—	1 782	—	98 325	153 446	9	7.7
MBB BO 105	47	846	45	222	9	2 538	134	3	4.4
McDonnell-Douglas DC10-10	728	151	—	1 183	—	41 119	217 456	4	14.9
McDonnell-Douglas DC8-54F/55F	703	—	209	—	975	—	—	5	6.2
McDonnell-Douglas DC9-10 to 40	201	437	—	455	—	19 682	8 960	2	7.0
McDonnell-Douglas DC-10-30	993	213	—	1 260	—	18 334	136 494	4	12.7
Piper PA23 Aztec (and Apache)	6	39	—	26	—	57	13	2	1.2
Piper PA31 Navajo (All Series)	128	546	—	468	—	1 732	433	6	1.9
Sikorsky 58T	112	756	7	674	5	5 197	775	10	2.2
Sikorsky S61N	779	4 109	—	4 243	—	46 868	8 786	36	3.8
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 704	820	—	3 747	—	40 797	216 260	15	10.2
Vickers Viscount 700	95	347	20	291	29	12 576	2 835	4	2.9
Vickers Viscount 700D/800/810	959	3 610	2	3 347	5	109 384	33 372	29	5.3
Westland S.55 Whirlwind	3	39	—	25	—	183	14	2	0.8
Westland Wessex	52	1 088	—	372	—	4 633	221	4	2.7
TOTAL	38 808	44 790	3 194	64 477	9 061	1 903 071	3 563 810	493	6.4

Aircraft Type and Utilisation — Individual Airlines Table 31.2

November 1977

	Aircraft—km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended September 1977	Daily utilisation per aircraft (hrs) Quarter ended September 1977
British Airways Long Haul Division									
McDonnell-Douglas DC10-30	490	56	—	605	—	8 723	76 352	2	12.4
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 704	820	—	3 747	—	40 797	216 260	15	10.2
Lockheed L1011 Tristar	745	289	—	1 034	—	16 236	80 493	4	8.8
Boeing 707-320C/336	2 167	466	268	1 677	1 370	23 415	126 161	11	9.6
Boeing 747-100	4 618	1 147	—	6 137	—	120 713	1 026 408	19	13.0
Boeing 747-200	847	171	—	1 066	—	22 405	162 382	3	10.0
BAC/Aerospatiale Concorde	413	72	—	293	—	3 360	19 503	5	1.7
TOTAL	11 984	3 021	268	14 559	1 370	235 649	1 707 560	60	10.3
British Airways Short Haul Division									
HS 748	84	329	—	300	—	7 665	2 330	2	6.0
Vickers Viscount 700D/800/810	671	2 610	—	2 396	—	82 574	23 996	18	5.1
BAC 111-300/400	457	951	—	1 031	—	43 907	20 700	7	5.9
BAC 111-500	1 413	2 999	—	3 098	—	182 333	82 658	18	6.8
Hawker Siddeley 121 Trident 2E	1 605	1 574	—	2 820	—	104 800	107 306	16	6.7
Aviation Traders Merchantman	455	—	551	—	825	—	—	5	4.3
Hawker Siddeley 121 Trident 1C	547	996	—	1 166	—	64 767	35 505	11	4.4
Hawker Siddeley 121 Trident 3B	1 350	1 884	—	2 723	—	158 914	114 990	25	4.0
Hawker Siddeley 121 Trident 1E	252	376	—	501	—	27 954	18 151	3	6.6
Lockheed L1011 Tristar	405	418	—	748	—	82 089	72 953	5	6.9
TOTAL	7 239	12 137	551	14 783	825	755 003	478 589	110	5.4
British Airways Airtours									
Boeing 707-420	1 101	493	—	1 655	—	51 586	114 167	9	10.9
TOTAL	1 101	493	—	1 655	—	51 586	114 167	9	10.9
British Airways Helicopters									
Sikorsky S61N	439	2 529	—	2 182	—	29 154	4 974	19	3.5
Sikorsky 58T	16	212	—	87	—	1 329	100	2	1.4
Bell 212 Twin	8	301	—	45	—	1 864	51	1	2.3
TOTAL	463	3 042	—	2 314	—	32 347	5 125	22	3.2
British Caledonian Airways									
BAC 111-200	471	1 134	—	1 147	—	42 276	18 599	7	5.9
BAC 111-500	782	1 174	—	1 597	—	57 564	44 525	9	8.8
McDonnell-Douglas DC10-30	503	157	—	655	—	9 611	60 142	2	13.0
Boeing 707-320C/336	2 107	327	179	1 900	875	19 061	122 425	10	10.2
TOTAL	3 864	2 792	179	5 299	875	128 512	245 692	28	8.9
Air Anglia									
Fokker Friendship 100/600	556	1 352	—	1 542	—	25 068	11 787	8	6.5
Piper PA31 Navajo (All Series)	128	546	—	468	—	1 732	433	6	1.9
TOTAL	684	1 898	—	2 010	—	26 800	12 220	14	4.6
Air Faisel									
Bristol Britannia 300	65	—	29	—	141	—	—	—	—
TOTAL	65	—	29	—	141	—	—	—	—
Air Freight									
DC3 Dakota/Pionair	72	81	186	126	240	1 600	496	5	2.6
TOTAL	72	81	186	126	240	1 600	496	5	2.6

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1977	Daily utilisation per aircraft (hrs) Quarter ended September 1977
Air-Bridge Carriers									
AW650 Argosy	63	—	202	—	240	—	—	3	2.9
Aviation Traders Merchantman	90	—	54	—	196	—	—	1	3.9
Viscount 700D/800/810	—	—	—	—	—	—	—	—	1.3
TOTAL	153	—	256	—	436	—	—	4	2.9
Alidair									
Vickers Viscount 700	95	347	20	291	29	12 576	2 835	4	2.9
TOTAL	95	347	20	291	29	12 576	2 835	4	2.9
Aurigny Air Services									
Britten-Norman Trislander	57	1 166	—	335	—	12 241	564	6	4.1
Britten-Norman Islander	7	120	—	39	—	596	36	2	0.5
TOTAL	64	1 286	—	374	—	12 837	600	8	3.2
Bristow Helicopters									
Sikorsky S61N	340	1 580	—	2 061	—	17 714	3 812	17	4.1
Westland S.55 Whirlwind	3	39	—	25	—	183	14	2	0.8
Bell 206 Jetranger	2	29	—	15	—	68	5	2	0.3
Westland Wessex	52	1 088	—	372	—	4 633	221	4	2.7
Sikorsky 58T	65	395	—	437	—	2 842	468	6	2.1
Aerospatiale SA330J Puma	38	213	—	186	—	2 243	400	2	3.4
Bell 212 Twin	—	—	—	—	—	—	—	—	2.9
TOTAL	500	3 344	—	3 096	—	27 683	4 920	33	3.4
Britannia Airways									
Boeing 737-200	2 325	1 353	13	3 673	10	151 070	262 581	16	12.5
TOTAL	2 325	1 353	13	3 673	10	151 070	262 581	16	12.5
British Air Ferries									
HP Herald 100/200	197	731	52	696	72	13 446	3 011	8	3.2
Aviation Traders Carvair	47	45	56	118	82	77	53	2	3.2
TOTAL	244	776	108	814	154	13 523	3 064	10	3.2
British Executive Air Services									
Bell 212 Twin	97	3 623	—	606	—	19 099	511	7	3.1
TOTAL	97	3 623	—	606	—	19 099	511	7	3.1
British Island Airways									
HP Herald 100/200	382	1 105	403	954	492	30 692	6 400	12	7.3
TOTAL	382	1 105	403	954	492	30 692	6 400	12	7.3
British Midland Airways									
Vickers Viscount 700D/800/810	278	962	—	921	—	25 328	8 999	10	5.9
McDonnell-Douglas DC9-10 to 40	201	437	—	455	—	19 682	8 960	2	7.0
Boeing 707-320C/336	734	508	—	1 176	—	41 503	59 329	8	2.2
TOTAL	1 213	1 907	—	2 552	—	86 513	77 287	20	4.5
Brymon Airways									
Britten-Norman Islander	16	85	—	81	—	285	56	2	4.2
DHC 6 Twin-Otter	15	92	—	74	—	666	134	1	5.4
TOTAL	31	177	—	155	—	951	190	3	4.6

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1977	Daily utilisation per aircraft (hrs) Quarter ended September 1977
		Passenger	Cargo	Passenger	Cargo				
Dan-Air Services									
HS 748	474	1 508	27	1 619	49	32 824	12 148	16	5.5
BAC 111-200	149	228	—	317	—	11 971	8 077	2	7.5
BAC 111-300/400	373	321	—	682	—	19 751	25 498	5	8.3
BAC 111-500	640	525	—	1 141	—	48 952	63 444	6	11.0
DH 106 Comet 4B/C	495	333	—	845	—	32 504	49 902	18	5.3
Boeing 727-100	745	331	—	1 080	—	34 675	84 724	6	10.9
Boeing 707-320C/336	516	31	130	141	570	2 207	16 055	5	9.1
TOTAL	3 392	3 277	157	5 825	619	182 884	259 848	58	7.2
Haywards Aviation									
Piper PA23 Aztec (and Apache)	6	39	—	26	—	57	13	2	1.2
TOTAL	6	39	—	26	—	57	13	2	1.2
International Aviation Service									
Bristol Britannia 300	96	—	43	—	211	—	—	1	7.2
McDonnell-Douglas DC8-54F/55F	418	—	112	—	569	—	—	2	12.6
TOTAL	515	—	155	—	780	—	—	3	10.8
Intra Airways									
DC3 Dakota/Pionair	52	156	150	92	182	2 468	277	8	2.9
Vickers Viscount 700D/800/810	11	38	2	30	5	1 482	378	1	5.4
TOTAL	63	194	152	122	187	3 950	656	9	3.3
Invicta International Airlines									
Bristol Britannia 300	43	—	30	—	100	—	—	1	5.7
TOTAL	43	—	30	—	100	—	—	1	5.7
Laker Airways									
BAC 111-300/400	606	345	—	971	—	22 703	40 929	5	10.2
McDonnell-Douglas DC10-10	728	151	—	1 183	—	41 119	217 455	4	14.9
Boeing 707-120/120B	304	94	—	409	—	10 346	40 161	2	11.8
TOTAL	1 637	590	—	2 563	—	74 168	298 545	11	12.2
Loganair									
Britten-Norman Trislander	140	611	38	636	38	5 112	1 173	8	2.8
Britten-Norman Islander	90	1 200	—	425	—	3 889	272	7	2.3
DHC 6 Twin-Otter	9	26	—	38	—	232	80	1	1.6
TOTAL	239	1 837	38	1 099	38	9 233	1 526	16	2.5
Management Aviation									
Sikorsky 58T	31	149	7	150	5	1 026	207	2	10.4
MBB BO 105	47	846	45	222	9	2 538	134	3	4.4
TOTAL	78	995	52	372	14	3 564	341	5	5.1
Monarch Airlines									
BAC 111-500	340	275	—	593	—	20 614	27 975	3	10.7
Boeing 720/720B	418	201	—	616	—	22 160	52 668	4	9.6
TOTAL	758	476	—	1 209	—	42 774	80 643	7	10.1
Redcoat Air Cargo									
Bristol Britannia 300	97	—	36	—	211	—	—	1	6.2
TOTAL	97	—	36	—	211	—	—	1	6.2

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1977	Daily utilisation per aircraft (hrs) Quarter ended September 1977
Tradewinds Airways									
Canadair CL 44	557	—	311	—	1 015	—	—	5	5.5
TOTAL	557	—	311	—	1 015	—	—	5	5.5
Transmeridian Air Cargo									
Canadair CL 44	564	—	153	—	1 119	—	—	7	5.2
McDonnell-Douglas DC8-54F/55F	285	—	97	—	406	—	—	3	2.5
TOTAL	849	—	250	—	1 525	—	—	10	4.5
GRAND TOTAL	38 808	44 790	3 194	64 477	9 061	1 903 071	3 563 810	493	6.4

Operations Subject to Variable Charge by Type of Licence for November 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	565 269	330 387	102 165	228 222	58.4
Class 2	18 736	14 179	—	14 179	75.6
Class 3	58 721	48 343	—	48 343	82.3
Class 4	18 105	15 384	—	15 384	84.9
Class 5A	24 809	17 267	14 221	3 046	69.5
Class 6	29 809	19 531	19 528	3	65.5
Class 7	1 680	915	67	848	54.5
TOTAL	717 128	446 005	135 981	310 029	62.1
Non-chargeable Operations					
Aircraft hired from Foreign Operators	12 181	5 780	4 270	1 510	47.4
Exempt Services	59 401	32 084	25 737	6 346	54.0
Class 5B	18 239	9 332	2 773	6 559	51.1
Small Aircraft Operations	495	232	7	225	46.8
TOTAL	90 316	47 427	32 788	14 639	52.5
GRAND TOTAL	807 444	493 433	168 769	324 668	61.1

Output by Type of Licence and Aircraft Ownership for November 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	565 587	244	4 268	570 099
Class 2	18 736	—	—	18 736
Class 3	58 721	3	—	58 724
Class 4	18 105	—	—	18 105
Class 6	29 809	285	3 822	33 915
Class 7	1 857	—	—	1 857
Exempt Services	59 401	24 171	4 091	87 663
TOTAL	752 216	24 702	12 181	789 099
Class 5A	24 809	1	—	24 810
Class 5B	18 239	—	—	18 239
TOTAL	43 048	1	—	43 049
GRAND TOTAL	795 264	24 703	12 181	832 148

Passenger Analysis by Type of Licence and Fare Category November 1977

Table 34.1

SCHEDULED

		Fare categories									Total Passengers
		First Class	Normal Economy	Individual travel – only fares Excursion	Apex/ Ipex	Youth Student	Other	Special Facilities	Other facilities IT & FLY-D	Other Travellers	
Class 1	All	42 549	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 276 636
	International	42 549	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	905 586
	Domestic	—	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	371 050

NON-SCHEDULED

Table 34.2

		Fare Categories				Total Passengers
Licence Class		ABC	TGC	IT	Other	
Class 2	All	18 631	3 361	—	—	21 992
	International	18 631	3 361	—	—	21 992
	Domestic	—	—	—	—	—
Class 3	All			338 050	—	338 050
	International			338 050	—	338 050
	Domestic			—	—	—
Class 4	All			8 410	51 363	59 773
	International			8 410	50 644	59 054
	Domestic			—	719	719
Class 7	All				80 744	80 744
	International				80 744	80 744
	Domestic				—	—
Exempt	All				87 540	87 540
	International				41 154	41 154
	Domestic				46 386	46 386
TOTAL NON-SCHEDULED						
	All	18 631	3 361	346 460	219 647	588 099
	International	18 631	3 361	346 460	172 542	540 994
	Domestic	—	—	—	47 105	47 105

(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 charter flights;

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

Class 7 authorises sole-use charter flights.

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

Exempt operations are operations for which a licence is not required. The Civil Aviation Authority in pursuance of its powers under paragraph (a) of Section 21 (2) of the Civil Aviation Act 1971 has by an instrument dated 29 March 1972 and later instruments specified a number of types of flights for which a licence is not required. The specifications of such flights are published in the Authority's Official Record Series 1 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.