

Civil Aviation Authority



CAA Monthly Statistics
(up to and including January 1977)

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ISSN 0306 3577

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

1 CONTENT

- 1.1 *CAA Monthly Statistics* is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airport and airline operators; some of this information is required by the Civil Aviation Act, 1971. Statistics for the Channel Islands airports are provided by the Commandant for Jersey Airport and the Office of the Lieutenant Governor for Guernsey and Alderney Airports. The assistance from all these authorities is gratefully acknowledged.
- 1.2 Some of the figures included in *CAA Monthly Statistics* are provisional only and may be revised in later issues. Figures contained in monthly and quarterly tables have not been seasonally adjusted, but figures are given, in the tables covering past years, for the most recent six months and the corresponding six months one year earlier.
- 1.3 Tables 13, 16–19 and 21 have been revised with effect from January 1977. Figures given in all the Tables are now for the current month only, instead of a monthly average of the latest three months. Tables 13 and 21 have been expanded so as to enable freight carried on all-freight flights to be separated from that carried on passenger flights, and to show a breakdown between International and Domestic and Scheduled and Non-Scheduled Traffic.

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

Civil Aviation Authority
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.

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CAA MONTHLY STATISTICS – ERRATA

The following amendments should be made to the January 1977 issue:—

Table 13 — Air Transport Movements

Delete 'Monthly Averages'

Table 25 — Class 3 Operations — International Services

Insert the following details after Laker Airways:—

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Available (000)	Tonne—km Used (000)	Percentage of available
Monarch Airlines	495	280	793	26 875	72 906	51 913	71·2	7 116	4 706	66·1

The Totals remain unchanged

Tables 26.1 and 26.2 — Class 4 Operations — All and International

Insert the following details in alphabetical order:—

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km Used (000)	Percentage of available	Available (000)	Tonne—km Used (000)	Percentage of available
				IT	Other						
Monarch Airlines	89	56	135	0	5 300	11 615	7 862	67·7	1 138	714	62·7

The Totals remain unchanged

July 1977

Civil Aviation Statistics—January 1977

Activity at UK Airports

Air transport movements reached a level of almost 53 000 in January 1977, a growth of 3.7 per cent against January 1966; the proportion of all-freight movements declined marginally to stand at 7.8 per cent of the total. London area movements accounted for 27 000 movements (marginal growth as compared with the previous year). Only Heathrow reported a decline in traffic (–3.3 per cent; 646 fewer movements, 162 of which were all-freight movements). Gatwick reported 375 additional movements (7.3 per cent growth), Luton 198 additional movements (19.6 per cent growth), Southend 189 additional movements (27.2 per cent growth) and Stansted 129 additional movements (77.7 per cent growth). Outside the London area, a total of 26 000 movements was reported, a growth of 6.8 per cent. Aberdeen and Sumburgh continued to report the highest increases in actual movements (715 additional movements; 24.5 per cent growth and 395 additional movements; 38.7 per cent growth respectively), followed by Kirkwall with 157 additional movements (27.4 per cent growth). Glasgow and Belfast reported the heaviest falls in movements (199 fewer movements; 6.9 per cent decline and 170 fewer movements; 10.5 per cent decline respectively). In terms of all-freight movements, Aberdeen reported the highest increase (140 additional movements; 47.0 per cent growth) and Liverpool the heaviest fall (73 fewer movements; 27.3 per cent decline). Charter movements in January 1977, as compared with the previous year, grew by 15.1 per cent, but scheduled movements increased only marginally. The UK operators' share of the total traffic increased 1.0 percentage points to stand at 76.5 per cent. Their share of scheduled traffic increased marginally to 72.6 per cent but their share of charter traffic decreased marginally to 90.7 per cent.

Almost 3.0 million terminal passengers were reported by UK airports in January 1977, an increase of 9.3 per cent over the previous year. London area passengers grew by 11.4 per cent to 2.2 million. All five airports in the area reported growth, Stansted 93.6 per cent (9 433 additional passengers), Southend 27.3 per cent (2 203 additional passengers), Gatwick 19.9 per cent (56 297 additional passengers), Luton 18.1 per cent (16 486 additional passengers) and Heathrow 8.9 per cent (138 226 additional passengers). Outside the London area, 0.8 million terminal passengers used UK airports, a growth of 3.9 per cent. Aberdeen reported the greatest increase in passengers handled (12 934 additional passengers; 25.5 per cent growth), followed by Edinburgh and Birmingham with 8 201 additional passengers (14.0 per cent growth) and 7 957 additional passengers (15.7 per cent growth) respectively. Glasgow and Belfast reported the heaviest falls (9 818 fewer passengers; 7.4 per cent decline and 7 338 fewer passengers; 9.1 per cent decline respectively). Passengers travelling on scheduled services increased by 8.6 per cent and those on charter services by 12.5 per cent. The UK operators' share of scheduled passengers fell 2.1 percentage points to 63.0 per cent and their share of charter passengers fell marginally to 87.1 per cent.

Almost 2.2 million passengers travelled on international services (13.0 per cent growth) and 0.8 million on domestic services (2.0 per cent growth). International scheduled services carried 12.9 per cent more passengers than a year earlier and international charter services 12.5 per cent more. The most heavily used scheduled routes were those to USA with 12.3 per cent of the total traffic (15.5 per cent growth), followed by those to France and Germany with 10.7 per cent of the total (3.7 per cent growth) and 8.0 per cent of the total (19.7 per cent growth) respectively. Services to Spain carried 25.6 per cent of the total charter passengers (4.5 per cent decline), services to Germany carried 13.2 per cent of the total (13.0 per cent growth) and those to Italy 10.9 per cent of the traffic (27.4 per cent growth). Of the passengers travelling on the main domestic routes, only those carried on London and Edinburgh services increased (2.4 per cent and 2.3 per cent growth respectively). Traffic carried on the routes to Belfast declined (–16.9 per cent), as did traffic carried on routes to Glasgow, Isle of Man and the Channel Islands (–5.3 per cent, –4.1 per cent and –2.3 per cent respectively).

During January 1977, air freight handled at UK airports amounted to almost 52 000 tonnes (4.8 per cent growth as compared with January 1976); 29 000 tonnes of this travelled on all-freight flights (3.0 per cent growth), whilst freight carried on passenger flights increased by 7.2 per cent. In the London area, total tonnage rose by 6.1 per cent, although Gatwick and Southend both reported falls in tonnage handled. At Gatwick, the decline was marginal (only 5 tonnes fewer), but Southend reported 249 fewer tonnes (–25.1 per cent). Heathrow handled 2 014 additional tonnes (6.6 per cent growth) and Stansted 359 additional tonnes (22.7 per cent growth); Luton handled 307 additional tonnes, 244 tonnes of which travelled on all-freight flights. Total growth at Luton was three-fold. Outside the London area, total tonnage declined marginally. Aberdeen, Bournemouth and Lydd reported the heaviest increases in tonnage handled (113 additional tonnes; 32.8 per cent growth, 109 additional tonnes; 36.5 per cent growth and 108 additional tonnes; 52.4 per cent growth respectively). East Midlands reported the heaviest fall in tonnage handled (150 fewer tonnes; 35.0 per cent decline), followed by Manchester with 87 fewer tonnes (3.4 per cent decline) and Norwich with 4.5 fewer tonnes (57.0 per cent decline). Freight carried on scheduled services grew by 5.0 per cent, as compared with the previous year and, on charter services, there was an increase of 4.0 per cent. The UK operators' share of scheduled tonnage fell 3.8 percentage points to stand at 39.5 per cent, and their share of charter tonnage fell 4.8 percentage points to 77.4 per cent.

Output of UK Airlines

The output of UK airlines for all services in January, 1977 was 679 million available tonne-kilometres, an increase of 4.9 per cent on January 1976.

The scheduled service output of 464 million available tonne-kilometres was 2.0 per cent higher than a year earlier. The overall load factor was 56.7 per cent compared with 54.7 the previous year. Seat kilometres used were 62.0 per cent of these available. Seat factors on domestic and international scheduled services were 56.1 and 62.4 per cent respectively compared with 56.5 and 60.3 per cent a year earlier.

The non-scheduled output of 216 million available tonne-kilometres was 11.9 per cent higher than in January, 1976. Advance Booking charters and Inclusive

Tour charters accounted for 18.7 and 60.1 million available tonne-kilometres respectively compared with 12.7 and 53.1 million a year earlier.

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

Size Structure of UK

Table 1

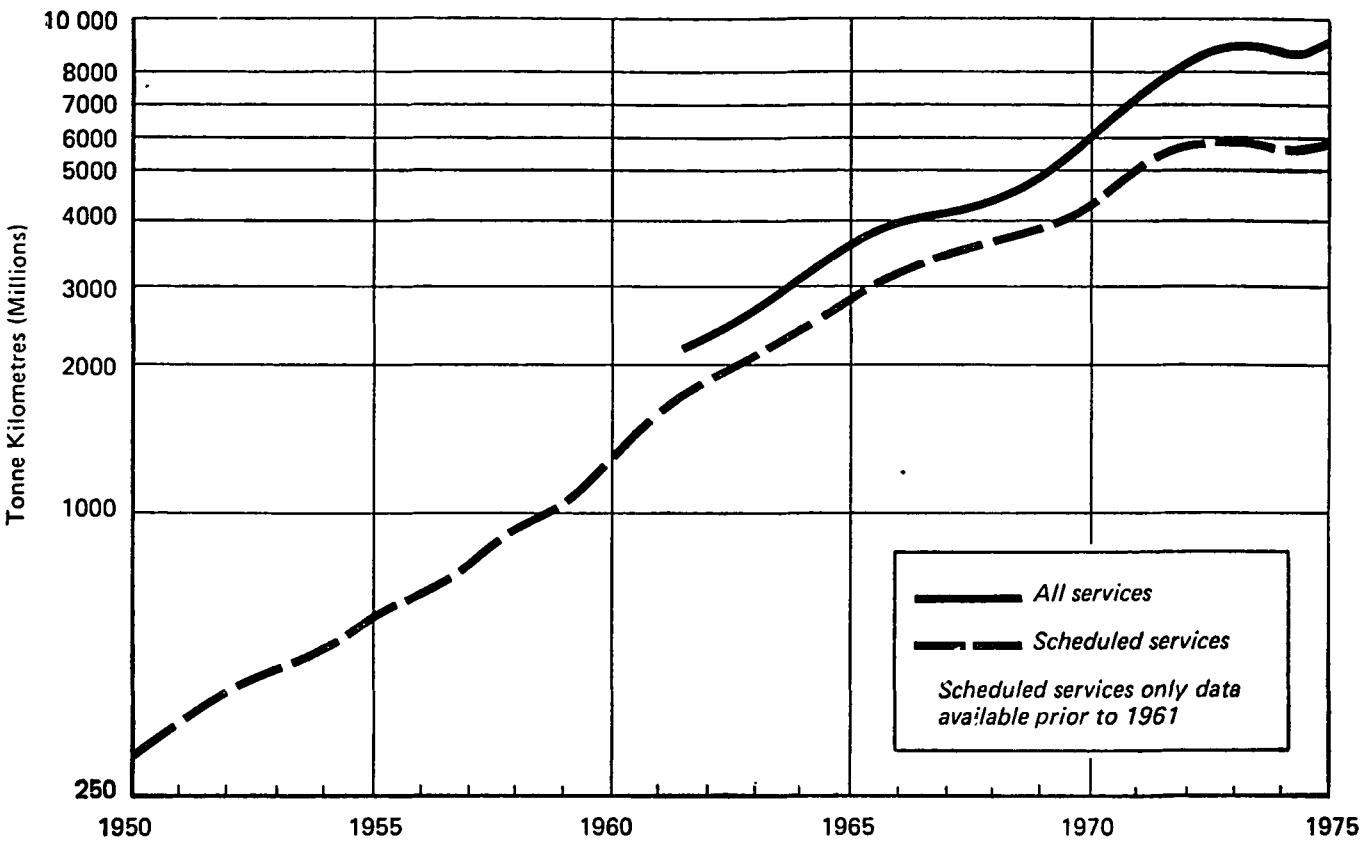
Airports and Airlines Year ended 31 December 1976

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	23 243	52.04	100	100.00
Gatwick	5 714	12.79	98	47.96
Manchester	2 760	6.18	95	35.17
Glasgow	1 976	4.42	93	28.99
Luton	1 807	4.05	91	24.57
Birmingham	1 113	2.49	88	20.52
Belfast	1 082	2.42	86	18.03
Edinburgh	991	2.22	84	15.61
Aberdeen	823	1.84	81	13.39
Newcastle	646	1.45	79	11.55
East Midlands	482	1.08	77	10.10
Prestwick	398	0.89	74	9.02
Liverpool	355	0.80	72	8.13
Isle of Man	345	0.77	70	7.34
Leeds/Bradford	287	0.64	67	6.57
Southampton	283	0.63	65	5.92
Stansted	268	0.60	63	5.29
Sumburgh	243	0.54	60	4.69
Southend	218	0.49	58	4.15
Bristol	205	0.46	56	3.66
Tees-side	201	0.45	53	3.20
Glamorgan	192	0.43	51	2.75
Others (21 reporting airports)	1 035	2.32	49	2.32

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 Overseas Division	5 060	52.27	100	100.03
British Airways European Division	1 134	11.71	98	47.73
British Caledonian Airways	840	8.68	95	36.01
Dan Air Services	477	4.93	93	27.33
Laker Airways	380	3.93	91	22.4
Britannia Airways	342	3.53	88	18.48
International Aviation Services	291	3.01	86	14.95
Trans-Meridian Air Cargo	234	2.42	84	11.94
British Airtours	217	2.24	81	9.52
Tradewinds Airways	156	1.61	79	7.28
British Airways Regional Division	149	1.54	77	5.67
Monarch Airlines	147	1.52	74	4.13
British Midland Airways	142	1.47	72	2.61
Air Anglia	27	0.28	70	1.15
British Island Airways	23	0.24	67	0.87
Alidair	11	0.11	65	0.63
British Air Ferries	11	0.11	63	0.52
Others (26 airlines)	39	0.40	60	0.40

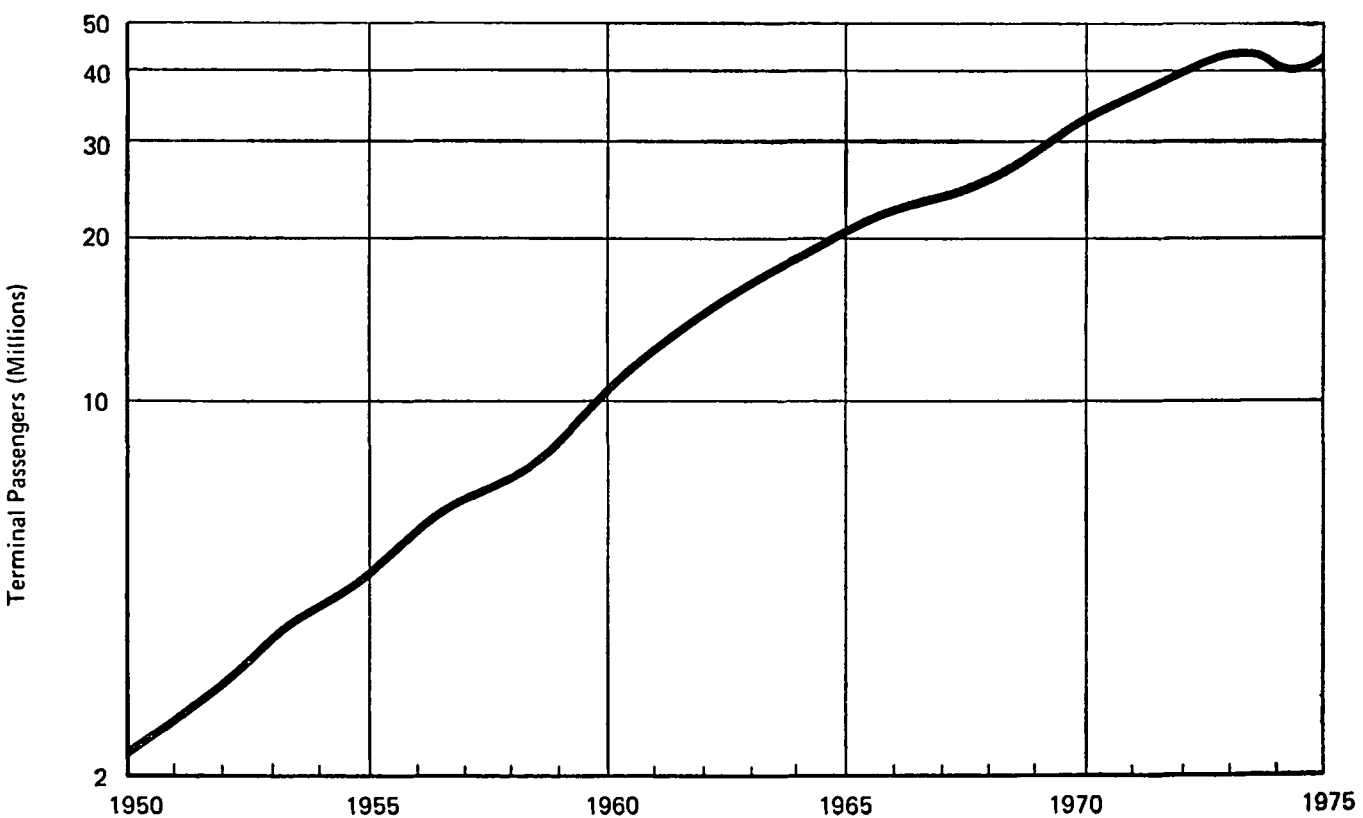
Output of UK Airlines

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						
January 1976	1 905	700	42 043	8 969	6 016	2 953
January 1977	1 901	742	44 918	9 722	6 587	3 153
Latest year's growth (percentages)						
	-0.2	5.9	6.8	8.4	9.5	6.2
Mean rates of growth (percentages) to 1976						
20 years	6.4	4.3	11.1	..	12.5	..
10 years	5.6	6.3	7.6	11.0	9.0	16.5
5 years	1.9	1.8	2.4	3.1	4.1	1.4

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1974	59.2	3 340	35.1	1 699	10.2	666	12.4	844	1.5	131
1975	58.4	3 487	33.2	1 721	11.3	711	12.2	900	1.7	154
1976	61.7	3 722	34.4	1 810	12.8	742	12.5	989	2.0	181
1975 1st quarter	48.4	2 532	28.4	1 338	8.1	431	11.1	703	0.9	59
2nd quarter	61.6	3 611	35.3	1 763	11.9	763	12.6	920	1.8	165
3rd quarter	69.8	4 766	38.6	2 209	14.8	1 110	13.7	1 157	2.6	290
4th quarter	53.6	3 039	30.4	1 575	10.4	541	11.5	820	1.3	103
1976 1st quarter	50.9	2 706	29.6	1 451	9.2	443	11.3	751	0.9	60
2nd quarter	65.1	3 906	36.4	1 887	13.8	826	12.7	994	2.1	200
3rd quarter	73.8	4 984	39.7	2 236	16.6	1 144	14.2	1 274	3.2	331
4th quarter	56.8	3 294	31.9	1 667	11.4	555	11.8	937	1.7	135
1975 July	71.3	4 782	39.6	2 218	14.9	1 095	14.0	1 161	2.7	307
August	70.9	4 997	39.0	2 271	15.2	1 214	13.9	1 193	2.8	319
September	67.2	4 518	37.2	2 137	14.3	1 022	13.3	1 116	2.4	243
October	61.8	3 765	34.6	1 904	12.4	744	12.8	941	2.0	176
November	49.6	2 679	28.4	1 423	9.5	453	10.8	734	1.0	69
December	49.4	2 674	28.3	1 399	9.2	426	11.0	785	1.0	64
1976 January	50.8	2 703	29.3	1 436	9.1	436	11.5	770	0.9	61
July	75.6	5 054	40.4	2 277	17.2	1 151	14.6	1 282	3.3	345
August	74.6	5 139	40.1	2 249	16.7	1 233	14.4	1 306	3.3	352
September	71.2	4 758	38.5	2 181	15.9	1 047	13.7	1 233	3.1	297
October	64.4	3 983	35.3	1 926	13.5	763	13.3	1 086	2.4	209
November	53.7	2 984	30.8	1 568	10.5	456	10.9	850	1.5	109
December	52.2	2 915	29.5	1 506	10.2	446	11.2	874	1.3	88
1977 January	52.6	2 955	29.8	1 510	10.4	487	11.3	886	1.1	72

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total	Total	Commercial Air transport	Other	Total	Non-commercial Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1974	154.1	66.0	59.2	6.9	88.1	65.2	15.0	7.9
1975	159.2	65.1	58.4	6.7	94.2	70.2	15.6	8.4
1976	158.0	68.4	61.7	6.7	89.6	67.2	13.3	9.1
1975 1st quarter	134.2	53.5	48.4	5.0	80.7	55.1	17.9	7.7
2nd quarter	178.0	68.8	61.6	7.2	109.2	81.6	17.9	9.7
3rd quarter	185.7	78.5	69.8	8.7	107.2	84.6	15.2	7.4
4th quarter	138.9	59.4	53.6	5.8	79.5	59.3	11.5	8.7
1976 1st quarter	130.2	55.9	50.9	5.0	74.3	51.8	13.4	9.1
2nd quarter	181.2	73.1	65.1	8.0	108.1	82.6	15.8	9.6
3rd quarter	186.2	82.3	73.8	8.5	104.0	83.4	11.8	8.8
4th quarter	134.3	62.4	56.8	5.6	71.9	50.8	12.2	8.9
1975 July	193.3	80.3	71.3	9.0	112.9	87.9	17.4	7.6
August	188.3	80.0	70.9	9.1	108.2	88.9	13.4	6.0
September	175.6	75.1	67.2	7.9	100.5	77.0	14.7	8.7
October	160.0	69.4	61.8	7.6	90.6	67.9	13.7	9.0
November	135.2	54.9	49.6	5.3	80.2	59.8	11.0	9.4
December	121.6	54.0	49.4	4.5	67.6	50.2	9.7	7.8
1976 January	122.4	55.4	50.8	4.6	67.1	46.0	12.5	8.6
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	78.9	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	82.0	57.7	14.2	10.1
December	110.3	56.8	52.2	4.6	53.4	37.4	9.6	6.4
1977 January	127.6	57.3	52.6	4.7	70.3	48.7	13.0	8.6

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1974	31 110	5 793	2 609	1 422	1 176	4 080	5 623	4 380	2 982	7 952
1975	30 062	5 606	2 622	1 430	1 153	4 094	5 242	5 472	2 696	8 007
1976	30 857	5 658	2 823	1 628	1 115	4 082	5 641	7 215	2 641	7 905
1975 1st quarter	26 019	4 738	1 951	1 195	1 011	2 919	3 860	4 570	2 200	5 880
2nd quarter	31 315	5 979	2 888	1 487	1 350	4 795	5 675	5 260	2 862	8 919
3rd quarter	35 491	6 689	3 288	1 661	1 369	5 451	6 474	5 895	3 490	10 728
4th quarter	27 421	5 016	2 360	1 375	881	3 211	4 960	6 164	2 231	6 501
1976 1st quarter	26 318	4 661	2 089	1 387	777	2 770	4 677	6 041	2 131	5 500
2nd quarter	32 305	6 015	3 053	1 696	1 230	4 715	5 868	7 423	2 817	9 202
3rd quarter	36 271	6 920	3 576	1 899	1 404	5 463	6 908	7 811	3 535	10 684
4th quarter	28 534	5 038	2 575	1 531	949	3 380	5 109	7 583	2 081	6 235
1975 July	36 019	6 750	3 357	1 682	1 426	5 700	6 764	5 939	3 656	10 446
August	36 220	6 862	3 360	1 686	1 389	5 496	6 582	5 698	3 601	11 811
September	34 235	6 454	3 148	1 616	1 293	5 157	6 077	6 049	3 212	9 928
October	31 464	5 976	2 984	1 525	1 060	4 093	5 698	6 513	2 493	8 228
November	25 044	4 739	2 094	1 308	813	2 900	4 641	6 031	2 070	5 536
December	25 754	4 334	2 001	1 292	769	2 639	4 541	5 948	2 130	5 738
1976 January	26 882	4 606	1 985	1 332	833	2 570	4 689	5 701	2 175	5 060
July	37 048	7 071	3 654	1 950	1 420	5 672	7 209	7 814	3 727	10 455
August	36 852	7 065	3 613	1 939	1 426	5 429	6 917	7 734	3 575	11 675
September	34 913	6 623	3 462	1 809	1 366	5 287	6 597	7 885	3 304	9 921
October	32 227	5 960	3 032	1 676	1 062	4 228	5 976	7 841	2 421	8 069
November	26 484	4 799	2 499	1 502	986	3 079	4 849	7 599	1 946	5 489
December	26 892	4 354	2 194	1 416	800	2 834	4 503	7 310	1 876	5 147
1977 January	27 127	4 582	2 085	1 468	863	2 682	4 662	7 214	1 951	4 758

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1974	2 306	259	122	64	35	84	256	78	138	163
1975	2 412	275	136	65	34	86	253	96	131	168
1976	2 604	283	133	71	34	81	280	118	119	163
1975 1st quarter	1 810	180	85	50	24	49	165	76	94	89
2nd quarter	2 469	296	149	68	37	101	264	92	135	192
3rd quarter	3 250	389	198	84	51	128	352	116	197	267
4th quarter	2 120	233	111	56	23	66	230	100	99	123
1976 1st quarter	1 914	193	84	52	23	46	210	94	88	82
2nd quarter	2 704	310	147	76	37	97	293	120	124	193
3rd quarter	3 439	403	186	94	50	120	377	137	174	255
4th quarter	2 358	227	115	60	25	60	242	119	89	119
1975 July	3 248	387	197	85	51	125	366	116	207	256
August	3 404	412	211	87	57	137	359	112	219	303
September	3 099	368	186	81	45	122	331	119	166	243
October	2 591	305	159	72	31	93	283	116	114	187
November	1 854	211	96	51	21	58	212	92	84	95
December	1 914	184	79	45	18	47	195	91	100	87
1976 January	1 947	188	71	48	18	38	211	89	94	65
July	3 460	406	190	98	50	119	404	139	188	251
August	3 552	419	194	97	56	126	374	138	182	284
September	3 307	385	176	88	45	115	354	134	153	230
October	2 811	296	153	74	33	86	297	129	103	181
November	2 129	204	105	56	23	52	222	116	77	91
December	2 135	181	86	49	18	42	206	112	87	86
1977 January	2 170	194	78	52	23	34	210	109	86	67

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months										Tonnes
	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967	26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968	30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969	34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970	34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971	34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972	40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973	45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1974	46 745	4 917	941	178	82	1 445	3 513	462	1 774	1 879
1975	42 767	3 871	839	118	66	1 188	2 571	539	1 182	1 662
1976	44 268	3 822	866	96	78	1 170	2 657	723	1 267	1 679
1975 1st quarter	45 025	4 197	783	138	67	1 284	2 327	429	1 227	1 825
2nd quarter	43 039	3 807	904	122	59	1 260	2 611	563	1 215	1 686
3rd quarter	40 959	3 460	826	112	76	1 102	2 515	537	1 163	1 728
4th quarter	42 045	4 020	844	101	62	1 105	2 832	628	1 121	1 408
1976 1st quarter	42 131	3 878	734	106	47	1 095	2 513	686	1 174	1 655
2nd quarter	43 575	3 838	802	99	69	1 258	2 579	730	1 231	1 985
3rd quarter	44 370	3 642	1 047	91	100	1 135	2 579	709	1 460	1 688
4th quarter	46 995	3 930	882	90	94	1 191	2 776	767	1 204	1 390
1975 July	43 460	3 475	888	105	87	1 183	2 354	554	1 227	1 901
August	38 434	3 283	751	100	60	969	2 428	493	1 117	1 656
September	40 984	3 623	839	132	80	1 153	2 763	564	1 145	1 628
October	42 465	4 001	900	120	67	1 177	2 976	660	1 280	1 535
November	41 910	4 238	838	90	65	1 036	2 809	599	1 080	1 345
December	41 761	3 822	795	93	65	1 101	2 711	625	1 002	1 344
1976 January	40 051	3 649	641	83	44	864	2 337	511	1 104	1 228
July	45 976	3 716	823	92	97	1 229	2 512	727	1 231	1 769
August	41 070	3 190	870	75	86	960	2 374	680	1 166	1 673
September	46 063	4 020	1 447	105	118	1 216	2 852	720	1 984	1 623
October	47 729	4 388	1 015	103	84	1 390	2 948	756	1 396	1 499
November	46 248	3 879	833	93	133	1 153	2 677	820	1 154	1 399
December	47 008	3 524	799	74	66	1 031	2 703	725	1 063	1 273
1977 January	42 477	3 574	483	81	62	913	2 325	701	1 090	1 121

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
1975 July	539.0	303.9	10.0	60.3	233.6	56.4	4 212.4	2 654.5	63.0
August	542.1	318.5	9.7	57.5	251.4	58.7	4 264.2	2 863.6	67.1
September	625.6	378.3	12.2	75.3	290.1	60.5	4 839.5	3 261.1	67.4
October	500.3	263.9	10.5	37.3	216.0	52.7	3 916.5	2 390.4	61.0
November	448.5	230.3	10.2	47.4	172.6	51.3	3 434.4	1 914.5	55.7
December	512.1	296.3	15.8	66.6	213.9	57.9	3 925.2	2 395.5	61.0
1976 January	454.9	248.7	10.0	49.2	189.5	54.7	3 542.4	2 124.6	60.0
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
December	573.4	328.1	17.8	71.1	239.2	57.2	4 386.5	2 627.9	59.9
1977 January	463.6	262.8	10.3	50.4	202.1	56.7	3 590.2	2 224.4	62.0

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1967	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969	24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970	25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971	26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972	28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973	32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1974	30.8	17.8	0.2	1.9	15.7	57.8	298.2	188.0	63.0
1975	28.3	16.3	0.2	1.2	14.9	57.6	278.5	177.1	63.6
1976	32.2	17.6	0.2	1.1	16.2	54.7	317.0	192.9	60.9
1975 1st quarter	21.7	11.7	0.2	1.2	10.2	53.9	202.8	121.4	59.9
2nd quarter	29.4	16.9	0.2	1.2	15.4	57.5	292.2	183.6	62.8
3rd quarter	35.1	21.9	0.2	1.2	20.4	62.4	352.9	242.7	68.8
4th quarter	26.9	14.8	0.2	1.0	13.5	55.0	265.9	160.6	60.4
1976 1st quarter	27.2	14.1	0.2	1.1	12.7	51.8	264.9	151.1	57.1
2nd quarter	33.8	18.5	0.2	1.2	17.1	54.7	334.1	202.6	60.7
3rd quarter	37.6	22.0	0.2	1.2	20.6	59.9	375.3	245.1	65.3
4th quarter	30.0	15.8	0.2	1.0	14.5	52.7	293.5	172.6	58.8
1975 July	36.6	22.6	0.2	1.3	21.1	61.8	367.4	250.4	68.2
August	35.7	22.4	0.2	1.1	21.0	62.7	359.9	249.9	69.4
September	33.1	20.7	0.2	1.3	19.2	62.6	331.4	227.7	68.7
October	30.7	18.1	0.2	1.1	16.7	58.8	305.7	198.4	64.9
November	24.9	13.4	0.2	0.9	12.2	53.8	246.1	145.2	59.0
December	25.1	13.0	0.3	1.0	11.7	51.5	245.8	138.1	56.2
1976 January	27.3	13.9	0.2	1.1	12.6	51.0	263.7	149.0	56.5
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
December	27.0	13.8	0.2	0.9	12.7	51.0	264.4	151.0	57.1
1977 January	27.8	13.9	0.2	0.9	12.8	50.2	270.0	151.5	56.1

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
1975 July	502.4	281.3	9.8	59.0	212.4	56.0	3 845.0	2 404.1	62.5
August	506.3	296.1	9.4	56.3	230.3	58.5	3 904.3	2 613.7	66.9
September	592.4	357.5	12.0	74.0	271.6	60.4	4 508.1	3 033.4	67.3
October	469.6	245.8	10.3	36.1	199.4	52.3	3 610.8	2 192.0	60.7
November	423.6	216.9	10.0	46.5	160.4	51.2	3 188.3	1 769.3	55.5
December	487.0	283.4	15.6	65.6	202.2	58.2	3 679.4	2 257.4	61.4
1976 January	427.6	234.7	9.7	48.2	176.9	54.9	3 278.6	1 975.5	60.3
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
December	546.4	314.3	17.6	70.3	226.5	57.5	4 122.2	2 476.9	60.1
1977 January	435.9	248.9	10.0	49.6	189.3	57.1	3 320.3	2 072.9	62.4

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
1975 July		328.1	37.8	126.0	14.5	92.4	10.7	109.7	12.6
August		342.2	38.7	136.1	15.4	93.6	10.6	112.5	12.7
September		317.0	33.6	122.3	12.8	79.4	8.4	115.3	12.2
October		263.4	34.5	98.3	12.9	45.6	6.0	119.5	15.6
November		212.6	32.2	61.9	9.4	15.3	2.3	135.4	20.5
December		215.2	29.6	52.3	7.2	32.2	4.4	130.7	18.0
1976 January		192.6	29.9	53.1	8.2	27.3	4.2	112.2	17.4
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
December		225.6	28.2	56.4	7.1	41.4	5.2	127.7	16.0
1977 January		215.8	31.8	60.1	8.8	33.8	5.0	121.9	17.9

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
1975 July	1 441.8	1 277.4	88.6	837.9	7 504	11 057	1 474	1 525
August	1 556.8	1 443.8	92.7	948.2	8 151	11 983	1 470	1 523
September	1 400.8	1 254.5	89.6	817.9	7 293	10 803	1 481	1 533
October	1 123.7	932.0	82.9	597.9	5 743	8 669	1 510	1 559
November	709.4	581.7	82.0	358.4	3 580	5 597	1 563	1 623
December	594.4	455.4	76.6	285.9	3 053	4 702	1 540	1 593
1976 January	602.4	479.4	79.6	314.1	3 199	4 753	1 486	1 527
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
December	640.9	472.9	73.8	303.2	3 291	4 938	1 500	1 560
1977 January	675.8	527.4	78.0	344.5	3 506	5 132	1 464	1 531

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
1975 July	894.2	720.9	80.6	230.3	2 764	4 873	1 763	3 130
August	899.7	733.2	81.5	234.1	2 677	4 916	1 856	3 132
September	766.0	583.1	76.1	173.5	2 210	4 029	1 823	3 361
October	467.2	348.8	74.7	93.3	1 412	2 403	1 702	3 739
November	162.3	124.2	76.5	35.4	816	1 050	1 287	3 508
December	341.4	271.0	79.4	78.2	1 261	2 153	1 707	3 465
1976 January	291.8	234.2	80.3	78.4	1 146	1 828	1 595	2 987
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
December	426.8	359.0	84.1	99.1	1 323	2 325	1 757	3 623
1977 January	351.6	295.6	84.1	78.1	1 171	1 973	1 685	3 785

UK Passenger Movement by Air^(a) for November-January

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages

Analysis by Countries of Landing and of Embarkation												Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
Monthly Averages																	
European continent and Mediterranean Sea area(b)	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)						
1968	914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	
1969	1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	
1970	1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	
1971	1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	
1972	1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	
1973	1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	
1974	1 648	72	40	223	187	45	148	67	135	23	36	36	403	23	86	27	
1975	1 751	66	41	228	190	58	155	83	136	29	26	42	442	28	91	34	
1976	1 842	71	47	242	206	74	162	107	153	43	25	43	389	35	98	35	
1975 1st quarter	1 244	57	32	192	179	20	99	66	111	20	22	30	241	20	81	7	
2nd quarter	1 854	70	41	245	190	61	159	76	148	30	25	40	499	32	95	42	
3rd quarter	2 444	72	51	275	226	107	246	111	152	39	38	67	696	36	112	67	
4th quarter	1 461	63	39	201	164	43	116	80	134	28	18	31	330	24	77	20	
Nov-Jan	1 240	57	36	181	159	26	94	81	118	27	16	30	233	21	74	9	
1976 1st quarter	1 261	58	36	196	177	24	100	77	119	28	16	29	216	22	82	9	
2nd quarter	1 978	76	46	258	216	86	175	99	164	43	25	43	443	38	103	44	
3rd quarter	2 521	77	56	292	242	134	258	147	171	56	35	67	605	41	117	63	
4th quarter	1 609	73	51	220	189	50	114	107	158	47	22	34	291	40	93	22	
1977 Nov-Jan	1 403	68	50	192	188	30	101	104	141	45	19	31	211	38	90	11	
Rest of World	Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)						
	1968	270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9					
	1969	327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6					
	1970	392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8					
	1971	433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8					
	1972	512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8					
	1973	560.3	17.3	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2					
	1974	551.1	21.4	21.5	108.6	11.5	23.2	10.5	19.3	243.8	11.3	80.0					
	1975	600.8	27.3	23.0	117.2	12.5	28.9	15.1	24.1	244.9	13.1	94.6					
	1976	685.8	31.2	24.7	120.7	13.5	32.3	14.3	27.5	293.1	17.2	111.3					
1975 1st quarter	425.0	21.0	19.4	56.1	11.7	27.7	14.4	21.4	158.9	10.0	84.4						
2nd quarter	586.1	23.2	20.9	127.0	9.8	25.4	11.6	21.2	257.3	10.4	79.3						
3rd quarter	843.5	35.5	28.0	203.8	16.7	29.7	19.4	27.6	348.6	18.8	115.3						
4th quarter	548.4	29.7	23.6	23.0	12.0	32.8	14.7	26.2	215.0	13.1	99.4						
Nov-Jan	510.6	29.5	23.6	65.8	13.0	33.6	12.6	27.9	188.8	14.0	101.8						
1976 1st quarter	480.6	28.3	20.8	56.7	13.0	31.5	15.6	28.1	171.6	12.6	102.4						
2nd quarter	679.5	29.9	24.4	122.6	11.2	27.8	11.3	24.9	314.4	14.2	98.8						
3rd quarter	966.0	35.9	30.2	217.8	17.5	33.3	15.9	29.9	427.3	23.9	134.4						
4th quarter	617.2	30.6	23.6	85.6	12.4	36.8	14.2	27.1	259.3	18.1	109.4						
1977 Nov-Jan	573.4	34.0	22.1	68.9	12.8	39.4	13.8	29.2	222.5	19.7	110.8						

The above figures are derived from airport statistics.

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

(b) Passengers to and from North Africa and Middle East countries have been attributed to the European continent and Mediterranean Sea area.

(c) Commonwealth countries only.

(d) Oil Rigs *not* included.

	Total	Commercial Movements				Non-commercial Movements					
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	7 188	5 526	—	562	—	164	28	—	872	—	36
+ Heathrow	20 939	19 215	—	49	—	103	272	—	1 237	12	51
+ Luton	3 164	1 206	—	206	3	51	2	810	870	—	16
+ Southend	3 862	885	4	—	—	210	—	1 931	815	17	—
+ Stansted	2 146	295	—	79	—	1 125	13	39	541	52	2
Total (London Area)	37 299	27 127	4	896	3	1 653	315	2 780	4 335	81	105
Westland Heliport (Battersea)	396	110	—	108	—	—	—	—	108	—	70
Other UK Airports											
+ Leeds/Bradford	2 743	658	—	12	26	144	46	1 268	577	4	8
+ Liverpool	4 314	756	4	125	23	76	11	2 570	700	6	43
+ Manchester	4 967	3 168	2	210	—	77	229	708	547	—	26
+ Birmingham	4 087	1 404	—	46	1	188	33	1 772	617	2	24
+ Coventry	3 179	47	—	14	82	226	26	2 105	675	—	4
+ East Midlands	3 285	634	—	82	10	435	32	1 283	719	44	46
+ Newcastle	2 242	1 011	2	40	360	376	15	203	168	—	67
+ Tees-side	2 896	457	330	30	—	420	—	1 263	330	—	66
+ Bristol	1 535	364	—	1	—	—	7	740	409	—	14
+ Glamorgan	2 793	466	—	49	—	57	—	2 023	187	4	7
Swansea	823	33	—	21	2	—	8	630	106	—	23
+ Blackpool	5 306	183	—	27	—	652	4	3 807	625	—	8
+ Bournemouth	2 805	334	—	116	—	931	—	653	700	7	64
+ Cambridge	2 099	13	—	11	—	27	9	658	203	—	1 178
+ Exeter	2 193	107	—	5	110	2	—	1 074	419	—	476
Gloucester/Cheltenham	2 484	40	—	—	168	428	—	1 211	583	—	54
Hawarden	949	—	—	—	—	60	—	758	131	—	—
Isles of Scilly	236	224	—	1	1	—	—	—	6	—	4
+ Lydd	1 738	283	—	—	—	32	—	937	460	—	26
+ Manston	240	75	—	8	74	42	—	—	41	—	—
+ Norwich	1 367	588	—	45	55	69	357	—	251	—	2
Penzance Heliport	240	224	—	—	16	—	—	—	—	—	—
+ Southampton	2 600	501	—	26	21	1 620	12	136	268	—	16
+ Edinburgh	5 311	1 508	—	15	—	124	25	1 422	560	—	1 657
+ Glasgow	5 126	2 536	—	55	—	81	71	1 076	669	2	636
+ Prestwick	5 461	618	—	23	—	3 832	13	537	159	—	279
+ Aberdeen	6 600	3 630	—	297	—	753	1	1 562	353	2	2
Benbecula	247	194	—	—	4	—	29	—	12	2	6
Inverness	1 384	552	—	9	238	316	—	206	61	—	2
Islay	120	64	—	2	35	—	—	—	13	—	6
+ Kirkwall	975	730	—	89	80	—	3	57	14	—	2
Stornoway	335	242	—	22	15	—	2	—	—	2	52
+ Sumburgh	1 995	1 415	—	155	220	200	—	2	1	—	2
Tiree	71	66	—	—	—	—	—	—	5	—	—
Wick	476	321	—	9	—	—	—	132	6	—	8
+ Belfast	5 432	1 443	—	91	18	—	—	1 520	181	—	2 179
+ Isle of Man	1 256	508	—	33	120	192	—	304	89	—	10
Total (Incl. London Area)	127 605	52 634	342	2 673	1 682	13 013	1 248	33 397	15 288	156	7 172
Channel Islands Airports											
Alderney	397	397	..	..	..	..	..	..	..	..	..
Guernsey	1 733	1 733	..	..	..	..	..	..	..	..	..
Jersey	2 628	2 628	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	4 758	4 758	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator January 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	5 526	53	2 681	360	87	2 182	163
+Heathrow	19 215	9 051	516	9 336	159	12	141
+Luton	1 206	1	3	9	—	1 015	178
+Southend	885	—	655	—	—	213	17
+Stansted	295	—	4	8	—	84	199
TOTAL (London Area)	27 127	9 105	3 859	9 713	246	3 506	698
Westland Heliport (Battersea)	110	—	—	—	—	110	—
Other UK Airports							
+Leeds/Bradford	658	225	338	18	—	70	7
+Liverpool	756	448	2	64	—	203	39
+Manchester	3 168	1 432	330	796	32	553	25
+Birmingham	1 404	603	449	93	31	206	22
+Coventry	47	—	5	—	—	42	—
+East Midlands	634	2	419	1	—	206	6
+Newcastle	1 011	295	641	—	—	72	3
+Tees-side	457	2	447	—	—	8	—
Bristol	364	190	96	32	—	44	2
Glamorgan	466	106	204	36	—	113	7
Swansea	33	—	—	—	—	29	4
+Blackpool	183	—	157	—	—	25	1
+Bournemouth	334	—	270	2	—	54	8
+Cambridge	13	—	—	—	—	9	4
Exeter	107	—	102	—	—	3	2
Gloucester/Cheltenham	40	—	6	—	—	34	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	224	224	—	—	—	—	—
+Lydd	283	—	281	—	—	2	—
Manston	75	—	—	—	—	56	19
Norwich	588	—	455	—	—	130	3
Penzance Heliport	224	224	—	—	—	—	—
+Southampton	501	84	369	—	—	38	10
+Edinburgh	1 508	768	671	34	5	25	5
+Glasgow	2 536	1 326	655	308	9	187	51
+Prestwick	618	343	23	160	3	47	42
+Aberdeen	3 630	672	439	—	582	1 870	67
Benbecula	194	44	150	—	—	—	—
Inverness	552	286	174	—	32	60	—
Islay	64	46	—	—	—	18	—
+Kirkwall	730	199	107	4	23	395	2
Stornoway	242	94	119	2	—	27	—
+Sumburgh	1 415	172	43	—	302	881	17
Tiree	66	—	60	—	—	6	—
Wick	321	92	193	—	—	34	2
+Belfast	1 443	954	336	26	1	104	22
+Isle of Man	508	370	138	—	—	—	—
TOTAL (Incl. London Area)	52 634	18 306	11 538	11 289	1 266	9 167	1 068
Channel Islands Airports							
Alderney	397	—	373	—	—	24	—
Guernsey	1 733	150	1 403	32	—	148	—
Jersey	2 628	448	1 875	30	—	256	19
TOTAL (Channel Islands Airports)	4 758	598	3 651	62	—	428	19

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages

	International				Domestic				Jan. 77			Jan. 76			Percentage Change	
	Scheduled Passenger	Scheduled Cargo Aircraft	Charter Passenger	Charter Cargo Aircraft	Scheduled Passenger	Scheduled Cargo Aircraft	Charter Passenger	Charter Cargo Aircraft	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Cargo
London Area Airports																
+ Gatwick	1 625	95	2 134	236	1 184	190	14	48	4 957	569	4 541	610	9.2	-6.7		
+ Heathrow	13 973	1 250	271	40	3 623	57	—	1	17 867	1 348	18 351	1 510	-2.6	-10.7		
+ Luton	10	—	1 112	29	3	—	20	32	1 145	61	991	17	15.5	—		
+ Southend	655	—	96	—	—	—	134	—	885	—	696	—	27.2	—		
+ Stansted	9	—	188	89	3	—	4	2	204	91	88	78	—	16.7		
TOTAL (London Area)	16 272	1 345	3 801	394	4 813	247	172	83	25 058	2 069	24 667	2 215	1.6	-6.6		
Westland Heliport (Battersea)	..	..	..	..	..	..	110	—	110	—	103	—	6.8	—		
Other UK Airports																
+ Leeds/Bradford	126	—	48	—	454	1	14	15	642	16	646	17	-0.6	-5.9		
+ Liverpool	123	—	27	34	364	27	48	133	562	194	558	267	0.7	-27.3		
+ Manchester	1 038	284	488	8	1 227	9	39	75	2 792	376	2 726	392	2.4	-4.1		
+ Birmingham	356	—	232	—	789	—	13	14	1 390	14	1 292	6	7.6	—		
+ Coventry	—	—	20	—	5	—	22	—	47	—	—	—	—	—		
+ East Midlands	187	—	107	9	224	11	29	67	547	87	561	126	-2.5	-31.0		
+ Newcastle	261	—	75	—	675	—	—	—	1 011	—	890	—	13.6	—		
+ Tees-side	53	—	3	1	396	—	3	1	455	2	440	2	3.4	—		
+ Bristol	106	—	39	—	212	—	4	3	361	3	394	7	-8.4	-57.1		
+ Glamorgan	90	—	113	4	256	—	2	1	461	5	387	5	19.1	—		
+ Swansea	—	—	11	—	—	—	22	—	33	—	40	—	-17.5	—		
+ Blackpool	26	—	3	—	131	—	23	—	183	—	242	—	-24.4	—		
+ Bournemouth	5	—	48	2	169	98	7	5	229	105	261	105	-12.3	—		
+ Cambridge	—	—	5	—	—	—	8	—	13	—	32	—	-59.4	—		
+ Exeter	21	—	3	—	81	—	2	—	107	—	120	—	-10.8	—		
+ Gloucester/Cheltenham	—	—	—	—	6	—	34	—	40	—	24	—	66.7	—		
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Isles of Scilly	—	—	—	—	224	—	—	—	224	—	106	—	—	—		
+ Lydd	138	143	—	—	2	—	—	—	140	143	99	167	41.4	-14.4		
+ Manston	—	—	75	—	—	—	—	—	75	—	70	—	7.1	—		
+ Norwich	195	—	85	4	260	—	44	—	584	4	524	—	11.5	—		
+ Penzance Heliport	—	—	—	—	224	—	—	—	224	—	106	—	—	—		
+ Southampton	18	—	12	1	435	—	35	—	500	1	611	—	18.2	—		
+ Edinburgh	181	1	16	—	1 254	37	9	10	1 460	48	1 324	49	10.3	-2.0		
+ Glasgow	401	75	140	—	1 735	78	58	49	2 334	202	2 558	167	-8.8	21.0		
+ Prestwick	201	75	53	18	213	37	16	5	483	135	449	142	7.6	-4.9		
+ Aberdeen	209	—	1 723	55	901	1	359	382	3 192	438	2 617	298	22.0	47.0		
+ Benbecula	—	—	—	—	194	—	—	—	194	—	163	1	19.0	—		
+ Inverness	—	—	1	—	460	—	41	50	502	50	437	25	14.9	—		
+ Islay	—	—	—	—	46	—	18	—	64	—	82	—	-22.0	—		
+ Kirkwall	4	—	2	—	306	—	418	—	730	—	573	—	27.4	—		
+ Stornoway	1	—	2	1	214	—	11	13	228	14	209	9	9.1	55.6		
+ Sumburgh	—	—	622	—	215	—	578	—	1 415	—	1 020	—	38.7	—		
+ Tiree	—	—	—	—	60	—	6	—	66	—	62	—	6.5	—		
+ Wick	—	—	1	—	285	—	35	—	321	—	205	—	56.6	—		
+ Belfast	24	—	30	1	1 221	71	10	86	1 285	158	1 406	207	-8.6	-23.7		
+ Isle of Man	27	—	—	—	453	28	—	—	480	28	508	54	-5.5	-48.1		
TOTAL (Incl. London Area)	20 063	1 923	7 785	532	18 504	645	2 190	992	48 542	4 092	46 512	4 261	4.5	-4.0		
Channel Islands Airports																
Alderney	..	..	..	..	..	..	..	..	397	..	473	..	-16.1	..		
Guernsey	..	..	..	..	..	..	..	..	1 733	..	1 860	..	-6.8	..		
Jersey	..	..	..	..	..	..	..	..	2 628	..	2 727	..	-3.6	..		
TOTAL (Channel Islands Airports)		1 703				3 055			4 758		5 060		-6.0			

Air Transport Landings Diverted from/to UK Reporting Airports for January 1977

Airport of actual arrival

Table 14

Airport of intended landing	Total number of diversions	Date of diversions																															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Gatwick	15													5He 5Bo 1Li				1Bo 1Lu			1He											1He	
Heathrow	51					1Ma	2Ga	7Ga 1Ma	12Ga	4Ga		1Ma		1Pr 1GI 1Ga 3Ma				6Pr 1GI 1Ga 4St 1Bo 1Em			1Lu		1Ma						1Ga				
Luton	27					1He 1Ga 5Bi 1Em						1Ma		1Ga 2Ma			3St				1St				1Ga 2Li							1He 7Bi	
Stansted	5																															4Bi 1Lu	
Leeds	38											1Ma		1Ma	1Ma	1Te		1Em 3Ma 1Te	1Te	2Em 3Ma 4Te	4Ma 3Te	1Ma	1Ma	1Em 2Ma	1Em 2Ma	3Ma		1Ma					
Liverpool	1											1Ma																					
Manchester	19						7Li 1Sh			1Li				1Pr 3GI 1Li 1Ne	1GI										1Li 2Li 1Lb								
Birmingham	11							1Em				1He 1Em 1Co 1Ma								2Em 1Co				1Lu	1Li								
Coventry	1					1Bi																											
East Midlands	1														1Te 1Pr 1Te												1Te						
Newcastle	3																																
Tees-side	4									1Em											1GI			2Ne									
Glamorgan	3					1Bi		1Ma						1Ga 1Ga																			
Lydd	1																																
Norwich	4												2St																				
Southampton	2																																
Edinburgh	2																																
Glasgow	41											2Pr 2Ed															1Ma						17Pr 19Ed
Aberdeen	9										1Ed		1In	2Ed	2GI 2Ed		1GI																
Benbecula	1																	1GI															
Kirkwall	2									1GI	1Wi																						
Stornoway	1											1GI																					
Sumburgh	2											1Ab																					
Belfast	5			1Ab								1Em																					
Other Internal	9																																
Overseas	32		1He	1Sw 1He 1Ki	1Ex 2He 2Pr 1Ed	1Sh 1Ma 1Ki	1Lu 1Ki						2He 3Pr 1Li 2Ma	1Bo				1Ex 2Ma	1Bo 1He 1GI 1Ki	2Te 2He	1He 1Lu				2Ex			1Em 1Li		1He			1Pr 1Bi
All Aerodromes	290	—	—	2	3	17	12	12	12	7	2	15	11	35	8	1	4	27	5	18	12	1	1	7	11	9	1	2	1	—	14	40	
Aerodrome of actual landing: letter code																																	
Ab	Aberdeen	Ca	Cambridge											Li	Liverpool					Pr	Prestwick												
As	Ashford	Co	Coventry											Lu	Luton					Sh	Southampton												
Be	Belfast	Em	East Midlands											Ld	Lydd					So	Southend												
Bb	Benbecula	Ed	Edinburgh											Ma	Manchester					St	Stansted												
Bi	Birmingham	Ex	Exeter											Mt	Manston					Sw	Stornoway												
Bl	Blackpool	Ga	Gatwick											Im	Isle of Man					Su	Sumburgh												
Bo	Bournemouth	Gm	Glamorgan											Ki	Kirkwall					Ss	Swansea												
Br	Bristol	GI	Glasgow											Lb	Leeds/Bradford					Te	Tees-side												

Air Passengers by Type and Nationality of Operator January 1977

Table 15

	Total			Scheduled Services				Overseas operators	Charter Flights				Overseas operators		
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Others	United Kingdom operators		Others						
				British Airways	Others		British Airways			Others					
				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London Area Airports															
+Gatwick	341 589	339 489	2 100	4 573	88	98 167	—	9 294	489	14 251	—	196 794	1 200	16 410	323
+Heathrow	1 723 167	1 693 181	29 986	807 679	60	19 499	—	826 584	29 363	27 373	—	462	—	11 584	563
+Luton	107 618	107 342	276	132	—	190	—	484	—	—	—	92 911	276	13 625	—
+Southend	10 283	10 283	—	—	—	9 705	—	—	—	—	—	187	—	391	—
+Stansted	19 911	19 510	401	—	—	85	—	787	42	—	—	22	359	18 616	—
TOTAL (London Area)	2 202 568	2 169 805	32 763	812 384	148	127 646	—	837 149	29 894	41 624	—	290 376	1 835	60 626	886
Westland Heliport (Battersea)	270	270	—	—	—	—	—	—	—	—	—	270	—	—	—
Other UK Airports															
+Leeds/Bradford	20 411	18 798	1 613	9 773	—	4 636	1 611	831	—	—	—	3 517	2	41	—
+Liverpool	22 139	21 796	343	17 633	277	10	26	2 585	18	—	—	1 550	7	18	15
+Manchester	160 586	153 628	6 958	80 083	836	6 500	1 246	24 450	2 230	2 257	—	39 460	2 522	878	124
+Birmingham	60 598	58 695	1 903	24 857	460	8 966	1 273	5 057	170	2 087	—	1 6301	—	1 427	—
+Coventry	219	215	4	—	—	85	—	—	—	—	—	130	4	—	—
+East Midlands	18 767	18 635	132	95	—	10 581	72	64	—	—	—	7 874	60	21	—
+Newcastle	41 390	38 701	2 689	19 027	—	12 909	2 689	—	—	—	—	6 530	—	235	—
+Tees-side	14 294	12 918	1 376	117	—	12 538	1 367	—	—	—	—	263	9	—	—
+Bristol	10 224	7 741	2 483	1 993	1 658	1 319	190	921	370	—	—	3 339	265	169	—
+Glamorgan	16 573	14 796	1 777	1 976	149	2 276	1 181	996	420	—	—	9 012	27	536	—
+Swansea	225	225	—	—	—	—	—	—	—	—	—	184	—	41	—
+Blackpool	3 059	3 059	—	—	—	2 849	—	—	—	—	—	207	—	3	—
+Bournemouth	4 129	3 801	328	—	—	2 771	135	1	74	—	—	929	119	100	—
+Cambridge	43	43	—	—	—	—	—	—	—	—	—	33	—	10	—
+Exeter	2 096	1 720	376	—	—	1 639	376	—	—	—	—	68	—	13	—
+Gloucester/Cheltenham	170	170	—	—	—	73	—	—	—	—	—	97	—	—	—
+Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+Isles of Scilly	1 315	1 315	—	1 315	—	—	—	—	—	—	—	—	—	—	—
+Lydd	3 219	3 219	—	—	—	3 207	—	—	—	—	—	12	—	—	—
+Manston	97	97	—	—	—	—	—	—	—	—	—	60	—	37	—
+Norwich	9 352	9 352	—	—	—	8 552	—	—	—	—	—	787	—	13	—
+Penzance Heliport	1 315	1 315	—	1 315	—	—	—	—	—	—	—	—	—	—	—
+Southampton	10 294	10 109	185	2 166	123	7 811	59	—	—	—	—	107	3	25	—
+Edinburgh	68 767	66 722	2 045	49 256	818	14 635	1 227	1 260	—	102	—	1 242	—	227	—
+Glasgow	125 897	123 339	2 558	80 018	399	21 293	—	8 717	1 854	349	—	9 786	—	3 176	305
+Prestwick	33 691	20 224	13 467	11 110	6 888	661	—	2 971	4 228	235	—	3 520	1 160	1 727	1 191
+Aberdeen	64 544	63 597	947	27 937	875	9 159	1	—	—	6 715	—	18 682	71	1 104	—
+Benbecula	1 925	1 880	45	1 196	—	684	45	—	—	—	—	—	—	—	—
+Inverness	9 724	8 862	862	7 673	809	943	—	—	—	78	24	168	29	—	—
+Islay	764	764	—	731	—	—	—	—	—	—	—	33	—	—	—
+Kirkwall	7 937	7 199	738	4 306	684	645	—	8	26	677	—	1 644	—	—	28
+Stornoway	3 583	3 583	—	2 857	—	543	—	54	—	—	—	129	—	—	—
+Sumburgh	21 172	20 469	703	5 000	—	98	—	—	—	3 965	—	1 1175	703	231	—
+Tiree	282	125	157	—	—	114	155	—	—	—	—	11	2	—	—
+Wick	3 221	2 272	949	1 282	949	848	—	—	—	—	—	128	—	14	—
+Belfast	73 041	73 040	1	61 324	—	8 107	—	629	—	—	—	1 270	—	1 710	1
+Isle of Man	14 506	12 953	1 553	9 922	1 342	3 031	211	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	3 032 407	2 955 452	76 955	1 235 346	16 415	275 048	11 864	885 693	39 284	58 089	24	428 894	6 818	72 382	2 550
Channel Islands Airports															
Alderney	2 369	2 361	8	—	—	2 314	8	—	—	—	—	47	—	—	—
Guernsey	20 802	20 162	640	5 537	—	14 214	625	76	—	—	—	335	15	—	—
Jersey	44 644	44 081	563	19 531	—	23 040	529	531	—	—	—	545	—	434	34
TOTAL (Channel Is. Airports)	67 815	66 604	1 211	25 068	—	39 568	1 162	607	—	—	—	927	15	434	34

Terminal Air Passengers for January

Table 16

Comparison with a Year Earlier

	1977	1976	Percentage change
London Area Airports			
+ Gatwick	339 489	283 192	19.9
+ Heathrow	1 693 181	1 554 955	8.9
+ Luton	107 342	90 856	18.1
+ Southend	10 283	8 080	27.3
+ Stansted	19 510	10 077	93.6
TOTAL (London Area)	2 169 805	1 947 160	11.4
Westland Heliport (Battersea)	270	243	11.1
Other UK Airports			
+ Leeds/Bradford	18 798	16 326	15.1
+ Liverpool	21 796	22 995	-5.2
+ Manchester	153 628	148 432	3.5
+ Birmingham	58 695	50 738	15.7
+ Coventry	215	—	—
+ East Midlands	18 635	19 893	-6.3
+ Newcastle	38 701	36 356	6.5
+ Tees-side	12 918	11 460	12.7
+ Bristol	7 741	7 262	6.6
+ Glamorgan	14 796	10 714	38.1
Swansea	225	98	—
+ Blackpool	3 059	3 329	-8.1
+ Bournemouth	3 801	4 129	-7.9
+ Cambridge	43	108	-60.2
+ Exeter	1 720	1 879	-8.5
Gloucester/Cheltenham	170	95	78.9
Hawarden	—	—	—
Isles of Scilly	1 315	1 771	-25.7
+ Lydd	3 219	2 757	16.8
+ Manston	97	178	-45.5
+ Norwich	9 352	9 116	2.6
Penzance Heliport	1 315	1 771	-25.7
+ Southampton	10 109	12 243	-17.4
+ Edinburgh	66 722	58 521	14.0
+ Glasgow	123 339	133 157	-7.4
+ Prestwick	20 224	18 891	7.1
+ Aberdeen	63 597	50 663	25.5
Benbecula	1 880	1 714	9.7
Inverness	8 862	9 168	-3.3
Islay	764	869	-12.1
Kirkwall	7 199	6 311	14.1
+ Stornoway	3 583	3 864	-7.3
+ Sumburgh	20 469	14 619	40.0
Tiree	125	154	-18.8
Wick	2 272	1 835	23.8
+ Belfast	73 040	80 378	-9.1
+ Isle of Man	12 953	13 989	-7.4
TOTAL (Incl. London Area)	2 955 452	2 703 186	9.3
Channel Islands Airports			
Alderney	2 361	2 257	4.6
Guernsey	20 162	20 369	-1.0
Jersey	44 081	42 325	4.1
TOTAL (Channel Islands Airports)	66 604	64 951	2.5

International and Domestic Passenger Traffic

Table 17

Terminal Passengers for January

Comparison with a Year Earlier

	Total	International			Domestic		
	1977	1977	1976	Per-centage change	1977	1976	Per-centage change
London Area Airports							
+ Gatwick	339 489	297 399	246 400	21	42 090	36 792	14
+ Heathrow	1 693 181	1 445 001	1 308 325	10	248 180	246 630	1
+ Luton	107 342	107 073	90 392	18	269	464	-42
+ Southend	10 283	10 198	7 989	28	85	91	-7
+ Stansted	19 510	19 470	10 061	94	40	16	
TOTAL (London Area)	2 169 805	1 879 141	1 663 167	13	290 664	283 993	2
Westland Heliport (Battersea)	270	—	—	—	270	243	11
Other UK Airports							
+ Leeds/Bradford	18 798	6 747	2 288	—	12 051	14 038	-14
+ Liverpool	21 796	5 679	5 622	1	16 117	17 373	-7
+ Manchester	153 628	89 740	89 651	—	63 888	58 781	9
+ Birmingham	58 695	36 148	30 326	19	22 547	20 412	10
+ Coventry	215	83	—	—	132	—	—
+ East Midlands	18 635	11 565	11 762	-2	7 070	8 131	-13
+ Newcastle	38 701	13 459	10 212	32	25 242	26 144	-3
+ Tees-side	12 918	838	621	35	12 080	10 839	11
+ Bristol	7 741	5 940	5 728	4	1 801	1 534	17
+ Glamorgan	14 796	11 800	8 545	38	2 996	2 169	38
Swansea	225	132	3	—	93	95	-2
+ Blackpool	3 059	202	211	-4	2 857	3 118	-8
+ Bournemouth	3 801	1 109	1 277	-13	2 692	2 852	-6
+ Cambridge	43	17	71	-76	26	37	-30
+ Exeter	1 720	235	299	-21	1 485	1 580	-6
Gloucester/Cheltenham	170	—	—	—	170	95	79
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	1 315	—	—	—	1 315	1 771	-26
+ Lydd	3 219	3 207	2 749	17	12	8	50
+ Manston	97	97	178	-46	—	—	—
+ Norwich	9 352	4 844	5 122	-5	4 508	3 994	13
Penzance	1 315	—	—	—	1 315	1 771	-26
+ Southampton	10 109	123	379	-68	9 986	11 864	-16
+ Edinburgh	66 722	4 366	6 452	-32	62 356	52 069	—
+ Glasgow	123 339	23 136	23 501	-2	100 203	109 656	-9
+ Prestwick	20 224	16 782	16 451	2	3 442	2 440	41
+ Aberdeen	63 597	21 903	15 746	39	41 694	34 917	19
Benbecula	1 880	—	—	—	1 880	1 714	10
Inverness	8 862	2	6	-67	8 860	9 162	-3
Islay	764	—	—	—	764	869	-12
+ Kirkwall	7 199	8	55	-85	7 191	6 256	15
Stornoway	3 583	59	—	—	3 524	3 864	-9
+ Sumburgh	20 469	6 880	4 846	42	13 589	9 773	39
Tiree	125	—	—	—	125	154	-19
Wick	2 272	7	—	—	2 265	1 835	23
+ Belfast	73 040	3 142	2 204	43	69 898	78 174	-11
+ Isle of Man	12 953	419	376	11	12 534	13 613	-8
TOTAL (Incl. London Area)	2 955 452	2 147 810	1 907 848	13	807 642	795 338	2

(a) Includes Channel Islands Traffic.

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

International Air Passenger Traffic to and from Airports January

Table 18

Comparison with a Year Earlier

1977				1976			Percentage change
Total	Sched.	Charter	Total	Sched.	Charter		
EUROPE							
Austria	13 101	9 043	4 058	9 623	7 223	2 400	36
London – Vienna	10 695	8 435	2 260	8 484	7 223	1 261	26
Other Routes	2 406	608	1 798	1 139	—	1 139	—
Belgium	62 849	60 992	1 857	54 127	53 561	566	16
London – Brussels	45 792	45 332	460	40 866	40 766	100	12
Other S.E. England – Belgium	11 667	10 449	1 218	9 281	8 884	397	26
Other Routes	5 390	5 211	179	3 980	3 911	69	35
Denmark	46 541	31 576	14 965	35 499	26 463	9 036	31
London – Copenhagen	36 723	27 239	9 484	30 752	22 426	8 326	19
Other Routes	9 818	4 337	5 481	4 747	4 037	710	—
Finland	7 392	6 686	706	6 593	5 525	1 068	12
France	179 377	173 404	5 973	183 785	167 266	16 519	–2
London – Nice	8 120	7 257	863	7 816	7 097	719	4
– Paris	136 590	134 703	1 887	133 007	130 051	2 956	3
– N. France (a)	5 082	5 082	—	6 827	6 003	824	–26
– Other France	13 889	11 830	2 059	14 684	10 799	3 885	–5
Manchester – Paris	4 685	4 683	2	4 230	4 230	—	11
Other UK – Paris	6 144	5 424	720	7 963	5 073	2 890	–23
Luton – Other France	34	—	34	1 085	—	1 085	–97
Other S.E. England – France	4 119	4 109	10	3 432	3 414	18	20
Other Routes	714	316	398	4 741	599	4 142	–85
Germany (Fed. Republic)	195 828	128 672	67 156	166 920	107 472	59 448	17
London – Dusseldorf	25 293	21 671	3 622	20 337	18 362	1 975	24
– Frankfurt	44 157	40 309	3 848	37 923	33 312	4 611	16
– Hamburg	19 887	17 105	2 782	17 050	15 336	1 714	17
– Munich	39 736	13 584	26 152	38 929	10 721	28 208	2
– Other Germany	29 034	27 330	1 704	23 992	21 827	2 165	21
Luton – Germany	15 766	80	15 686	10 234	—	10 234	54
Manchester – Germany	9 796	5 614	4 182	9 382	5 493	3 889	4
Other Routes	12 159	2 979	9 180	9 073	2 421	6 652	34
Gibraltar	4 522	3 899	623	5 520	4 793	727	–18
Greece	29 043	23 072	5 971	24 182	19 816	4 366	20
Iceland	1 815	1 815	—	1 809	1 809	—	—
London – Reykjavik	955	955	—	1 021	1 021	—	–6
Glasgow – Reykjavik	860	860	—	788	788	—	9
Other Routes	—	—	—	—	—	—	—

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	114 312	113 102	1,210	113 130	112 367	763	1
London – Cork	10 442	10 442	—	9 969	9 846	123	5
– Dublin	58 873	58 585	288	59 404	59 044	360	-1
– Shannon	6 996	6 996	—	6 663	6 530	133	5
Manchester – Dublin	9 839	9 839	—	10 618	10 609	9	-7
Birmingham – Dublin	8 242	8 239	3	7 704	7 704	—	7
Glasgow – Dublin	4 346	4 346	—	4 319	4 319	—	1
Liverpool – Dublin	4 455	4 447	8	4 456	4 443	13	—
Leeds/Bradford – Dublin	1 739	1 739	—	1 682	1 682	—	3
Edinburgh – Dublin	1 260	1 260	—	1 342	1 342	—	-6
Bristol – Dublin	1 479	1 479	—	1 990	1 990	—	-26
Other Routes	6 641	5 730	911	4 983	4 858	125	33
Italy	110 160	54 803	55 357	94 700	51 236	43 464	16
London – Genoa (g)	995	—	995	1 258	—	1 258	-21
– Milan	34 500	19 646	14 854	21 860	18 004	10 156	23
– Rimini (g)	—	—	—	—	—	—	—
– Rome	29 102	22 573	6 529	27 500	21 732	5 768	6
– Venice	5 015	1 765	3 250	3 192	2 012	1 180	57
– Other Italy	18 142	8 995	9 147	17 910	8 482	9 428	1
Luton – Rimini	—	—	—	—	—	—	—
– Other Italy	14 813	—	14 813	13 503	—	13 503	10
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	—	—	—	890	—	890	—
Other Routes	7 593	1 824	5 769	2 287	1 006	1 281	—
Luxembourg	4 025	4 025	—	3 692	3 692	—	9
London – Luxembourg	3 950	3 950	—	3 635	3 635	—	9
Other Routes	75	75	—	57	57	—	32
Netherlands	127 352	126 115	1,237	111 642	110 343	1 299	14
London – Amsterdam	76 780	76 460	320	67 921	67 422	499	13
– Rotterdam	16 072	16 072	—	15 234	15 044	190	6
Other S.E. England – Netherlands	5 598	5 474	124	4 072	3 939	133	37
Manchester – Amsterdam	8 656	8 656	—	8 060	8 060	—	7
Other Routes	20 246	19 453	793	16 355	15 878	477	24
Norway	39 913	25 984	13 929	26 714	20 034	6 680	49
London – Oslo	14 987	8 620	6 367	15 065	10 676	4 389	-1
Other Routes	24 926	17 364	7 562	11 649	9 358	2 291	—
Portugal	19 149	14 042	5 107	15 781	10 474	5 307	21
London – Lisbon	11 371	9 250	2 121	10 058	7 692	2 366	13
Other Routes	7 778	4 792	2 986	5 723	2 782	2 941	36
Soviet Union and Eastern Europe (b)	20 780	14 965	5 815	21 914	13 842	8 072	-5
London – Moscow	6 058	5 113	945	5 617	4 664	953	8
– Prague	1 392	1 392	—	1 650	1 650	—	-16
Other Routes	13 330	8 460	4 870	14 647	7 528	7 119	-9

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	200 588	69 733	130 855	197 615	60 540	137 075	2
London – Barcelona	15 728	11 755	3 973	11 880	10 149	1 731	32
– Ibiza	585	585	—	2 016	367	1 649	-71
– Madrid	31 332	25 808	5 524	26 181	21 663	4 518	20
– Malaga	17 935	10 459	7 476	13 799	7 993	5 806	30
– Palma	24 832	7 518	17 314	26 323	7 464	18 859	-6
– Other Spain	26 333	12 757	13 576	26 706	11 138	15 568	-1
Luton – Alicante	5 070	—	5 070	5 072	—	5 072	—
– Barcelona	—	—	—	219	—	219	—
– Gerona	2 053	—	2 053	3 262	—	3 262	-37
– Ibiza	—	—	—	2 177	—	2 177	—
– Palma	7 319	—	7 319	8 678	—	8 678	-16
– Other Spain	7 327	—	7 327	7 587	—	7 587	-3
Other S.E. England – Spain	48	—	48	89	—	89	-46
Manchester – Barcelona	96	—	96	—	—	—	—
– Palma	9 851	—	9 851	9 467	—	9 467	4
Other N. England – Spain	22 737	848	21 889	21 461	1 507	19 954	6
Scotland – Spain	9 108	—	9 108	10 259	227	10 032	-11
Other Routes	20 234	3	20 231	22 439	32	22 407	-10
Sweden	35 431	15 734	19 697	19 195	12 697	6 498	85
London – Stockholm	18 644	10 379	8 265	12 817	8 386	4 431	45
Other Routes	16 787	5 355	11 432	6 378	4 311	2 067	—
Switzerland	100 402	70 009	30 393	84 634	64 310	20 324	19
London – Basle	4 857	4 625	232	4 622	4 442	180	5
– Geneva	45 282	29 126	16 156	37 820	26 781	11 039	20
– Zurich	40 739	31 372	9 367	36 915	29 025	7 890	10
Luton – Switzerland	4 522	179	4 343	799	—	799	—
Other Routes	5 002	4 707	295	4 478	4 062	416	12
Yugoslavia	7 165	5 879	1 286	7 278	5 944	1 334	-2
London – Dubrovnic	586	—	586	1 096	—	1 096	-47
– Ljubljana	1 106	1 106	—	1 205	1 124	81	-8
Luton – Yugoslavia	6	—	6	157	—	157	-96
Other Routes	5 467	4 773	694	4 820	4 820	—	13
Other Europe	49 644	35 041	14 603	45 358	29 195	16 163	9
WESTERN HEMISPHERE							
Canada	72 930	61 146	11 784	69 098	55 220	13 878	6
London – Montreal	13 224	12 926	298	11 222	10 786	436	18
– Toronto	28 081	22 326	5 755	28 785	21 862	6 923	-2
– Other Canada	16 116	14 636	1 480	14 478	11 160	3 318	11
Other UK – Montreal	2 041	2 041	—	1 611	1 611	—	27
– Toronto	11 686	7 699	3 987	11 290	8 341	2 949	4
Other Routes	1 782	1 518	264	1 712	1 460	252	4

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	229 203	198 577	30 626	191 938	171 875	20 063	19
London – New York	90 575	75 944	14 631	74 507	65 548	8 959	22
– Other East Coast USA	60 097	58 139	1 958	52 480	49 942	2 538	15
– Chicago and Detroit	23 668	20 376	3 292	21 759	18 942	2 817	9
– West Coast USA	43 943	37 281	6 662	33 692	31 327	2 365	30
– Other USA	2 629	1 066	1 563	1 925	397	1 528	37
Other UK – New York	6 707	5 651	1 056	6 346	5 719	627	6
Other Routes	1 584	120	1 464	1 229	—	1 229	29
West Atlantic and Caribbean Islands	21 455	20 411	1 044	23 931	23 931	—	-10
Central and South America	9 665	8 928	737	9 638	9 180	458	—
REST OF THE WORLD							
Canary Islands	45 459	4 457	41 002	40 394	4 551	35 843	13
North Africa (c)	19 404	12 426	6 978	20 440	8 569	11 871	-5
East Africa (d)	14 491	12 186	2 305	14 464	11 307	3 157	—
Central Africa (e)	7 418	7 418	—	6 984	6 980	4	6
West Africa (d)	22 360	20 392	1 968	15 638	13 602	2 036	43
South Africa	31 813	30 877	986	33 383	31 328	2 055	-5
Middle East (f)	107 936	107 538	398	81 293	80 211	1 082	33
India	26 192	26 192	—	20 638	20 638	—	27
Pakistan	11 130	11 130	—	8 666	8 577	89	28
Far East	61 461	57 407	4 054	56 893	52 871	4 022	8
Australia and New Zealand	37 513	37 513	—	33 748	33 748	—	11
Other Routes n.e.i.	36 877	9 357	27 520	26 700	8 922	17 778	38
ALL ROUTES	2 124 746	1 614 546	510 200	1 883 557	1 430 112	453 445	13

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

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

Domestic Passengers by Main Routes January

Table 19

COMPARISON WITH A YEAR EARLIER

Origin/Destination		1977	1976	Percentage change
London (a)	Aberdeen	15 636	14 056	11
	Belfast	36 771	38 308	-4
	Birmingham	8 757	5 965	47
	Channel Islands	26 154	25 596	2
	Edinburgh	48 679	38 128	28
	Glasgow	65 088	71 765	-9
	Isle of Man	716	1 094	-35
	Leeds/Bradford	7 472	8 807	-15
	Liverpool	7 979	8 347	-4
	Manchester	38 326	34 359	12
	Newcastle	20 071	20 092	—
	Tees-side	10 677	9 786	9
	Other airports	3 984	7 135	-44
Belfast	Birmingham	4 754	5 360	-11
	East Midlands	2 306	2 838	-19
	Edinburgh	1 619	2 155	-25
	Glasgow	6 783	7 953	-15
	Isle of Man	801	905	-11
	Leeds/Bradford	1 401	2 057	-32
	Liverpool	1 751	2 326	-25
	Manchester	9 558	10 241	-7
	Newcastle	1 135	1 709	-34
	Other airports	3 019	4 332	-30
Channel Islands	Bournemouth	1 446	1 610	-10
	Birmingham	1 374	1 788	-23
	Bristol/Glamorgan	1 248	1 274	-2
	East Midlands	883	555	59
	Glasgow	—	30	—
	Leeds/Bradford	—	19	—
	Liverpool	49	—	—
	Manchester	1 234	979	26
	Newcastle	—	—	—
	Southampton	9 402	10 099	-7
Edinburgh	Other airports	1 908	1 601	19
	Birmingham	2 078	1 737	20
	Glasgow	18	—	—
	Manchester	3 059	3 513	-13
Glasgow	Other airports	6 903	6 536	6
	Birmingham	3 896	3 992	-2
	East Midlands	3 194	3 260	-2
	Isle of Man	462	603	-23
	Leeds/Bradford	1 158	1 256	-8
	Liverpool	—	—	—
	Manchester	5 187	5 512	-6
	Southampton	—	1 233	—
	Other Scottish airports	12 964	12 295	5
	Other airports	1 453	1 757	-17
Isle of Man	Blackpool	1 601	1 914	-16
	Liverpool	6 206	6 630	-6
	Manchester	2 299	2 117	9
	Newcastle	—	—	—
Penzance	Other airports	449	350	28
	Isles of Scilly	1 315	1 771	-26
Other Routes		32 447	23 700	37
TOTAL		425 670	419 445	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 January 1977

Table 20

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others				British Airways		Others			
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up
London Area Airports													
+Gatwick	6 897.9	—	0.1	404.5	1 113.1	33.5	57.3	—	—	1 870.1	3 261.2	11.2	146.9
+Heathrow	32 483.3	4 454.4	5 090.8	9.7	182.5	8 846.1	13 082.0	48.7	1.0	—	63.3	336.4	368.4
+Luton	409.8	—	—	0.1	—	0.1	—	—	—	53.7	40.6	167.8	147.5
+Southend	744.0	—	—	384.0	296.0	—	—	—	—	12.0	26.0	—	26.0
+Stansted	1 941.8	—	—	—	—	—	—	—	—	246.5	957.6	227.5	510.2
TOTAL (London Area)	42 476.8	4 454.4	5 090.9	798.3	1 591.6	8 879.7	13 139.3	48.7	1.0	2 182.3	4 348.7	742.9	1 199.0
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+Leeds/Bradford	24.0	3.4	5.9	5.3	2.3	4.5	2.6	—	—	—	—	—	—
+Liverpool	1 090.4	20.9	137.8	—	—	62.0	12.3	—	—	5.2	539.3	37.2	275.7
+Manchester	2 459.5	294.7	239.8	9.6	8.0	769.0	1 071.6	—	—	0.1	24.8	—	41.9
+Birmingham	201.5	60.6	42.4	13.4	4.3	45.1	35.7	—	—	—	—	—	—
+Coventry	2.0	—	—	—	—	—	—	—	—	—	2.0	—	—
+East Midlands	279.1	—	—	39.5	72.6	1.0	—	—	—	51.5	76.9	—	37.6
+Newcastle	58.7	7.0	10.9	22.7	18.1	—	—	—	—	—	—	—	—
+Tees-side	22.0	—	—	7.7	10.2	—	—	—	—	—	4.1	—	—
+Bristol	39.0	9.1	5.2	2.4	0.9	15.3	6.1	—	—	—	—	—	—
+Glamorgan	22.8	0.8	8.0	2.4	1.4	—	4.6	—	—	0.3	5.3	—	—
+Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+Blackpool	42.3	—	—	7.6	34.6	—	—	—	—	—	0.1	—	—
+Bournemouth	408.9	—	—	156.4	251.2	—	—	—	—	—	—	—	1.3
+Cambridge	—	—	—	—	—	—	—	—	—	—	—	—	—
+Exeter	32.6	—	—	5.6	15.0	—	—	—	—	—	12.0	—	—
+Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
+Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
+Isles of Scilly	4.3	3.8	0.5	—	—	—	—	—	—	—	—	—	—
+Lydd	313.9	—	—	98.8	215.1	—	—	—	—	—	—	—	—
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+Norwich	34.0	—	—	15.0	16.7	—	—	—	—	0.6	1.7	—	—
+Penzance Heliport	4.3	0.5	3.8	—	—	—	—	—	—	—	—	—	—
+Southampton	72.6	1.1	16.7	9.6	42.1	—	—	—	—	2.9	0.2	—	—
+Edinburgh	113.8	23.3	23.8	22.4	38.4	3.2	2.3	—	—	—	0.1	0.3	—
+Glasgow	1 251.4	495.9	227.2	47.8	35.9	181.3	262.5	0.2	0.6	—	—	—	—
+Prestwick	959.7	389.6	155.3	1.2	0.2	231.1	91.5	0.2	—	—	20.1	26.8	43.7
+Aberdeen	456.4	38.4	78.6	20.2	21.8	—	—	12.3	36.5	62.0	186.1	0.3	0.2
+Benbecula	12.5	8.7	2.6	1.1	0.1	—	—	—	—	—	—	—	—
+Inverness	30.5	3.8	26.7	—	—	—	—	—	—	—	—	—	—
+Islay	2.9	1.7	1.2	—	—	—	—	—	—	—	—	—	—
+Kirkwall	41.9	30.1	9.3	—	—	—	—	0.4	0.1	0.8	1.2	—	—
+Stornoway	30.2	26.1	2.0	0.2	1.1	—	—	—	—	—	0.8	—	—
+Sumburgh	121.8	41.3	5.3	—	0.3	—	—	11.5	18.6	30.1	14.1	0.5	0.1
+Tiree	0.5	—	—	0.4	0.1	—	—	—	—	—	—	—	—
+Wick	4.5	2.4	0.5	0.2	0.1	—	—	—	—	0.8	0.5	—	—
+Belfast	881.0	85.7	116.0	76.4	27.5	4.5	5.0	3.0	—	555.3	5.8	1.8	—
+Isle of Man	208.6	140.3	30.0	30.7	7.6	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	51 704.4	6 143.6	6 240.4	1 394.9	2 417.2	10 196.7	14 633.5	76.3	56.8	2 891.9	5 243.8	809.8	1 599.5
Channel Islands Airports													
Alderney	16.7	—	—	13.3	2.3	—	—	—	—	0.2	0.9	—	—
Guernsey	531.0	5.8	2.6	133.0	66.8	—	—	—	—	141.2	181.6	—	—
Jersey	573.3	42.3	24.7	351.4	145.8	1.7	0.2	—	—	4.6	2.6	—	—
TOTAL (Channel Islands Airports)	1 121.0	48.1	27.3	497.7	214.9	1.7	0.2	—	—	146.0	185.1	—	—

Cargo January 1977

Table 21

Comparison with a Year Earlier

	International				Domestic				January 1977		January 1976		Percentage change	
	Scheduled Passenger (tonnes)	Cargo only (tonnes)	Charter Passenger (tonnes)	Cargo only (tonnes)	Scheduled Passenger (tonnes)	Cargo only (tonnes)	Charter Passenger (tonnes)	Cargo only (tonnes)	Total Passenger (tonnes)	Cargo only (tonnes)	Total Passenger (tonnes)	Cargo only (tonnes)	Passenger	Cargo only
London Area Airports														
+ Gatwick	658	403	87	5 067	254	293	—	137	999	5 900	973	5 931	2.7	-0.5
+ Heathrow	16 990	13 829	41	777	338	509	—	—	17 369	15 115	15 950	14 520	8.9	4.1
+ Luton	—	—	165	204	—	—	—	40	165	244	102	—	61.8	—
+ Southend	680	—	64	—	—	—	—	—	744	—	993	—	-25.1	—
+ Stansted	—	—	401	1 497	—	—	—	43	401	1 540	2	1 580	—	-2.5
TOTAL (London Area)	18 328	14 232	758	7 545	592	802	—	220	19 678	22 799	18 020	22 031	9.2	3.5
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Leeds/Bradford	15	—	—	—	9	—	—	—	24	—	30	—	-20.0	—
+ Liverpool	75	—	4	311	57	100	—	543	136	954	147	924	-7.5	3.2
+ Manchester	447	1 808	—	53	134	4	—	14	581	1 879	573	1 974	1.4	-4.8
+ Birmingham	171	—	—	—	30	—	—	—	201	—	210	—	-4.3	—
+ Coventry	—	—	2	—	—	—	—	—	2	—	—	—	—	—
+ East Midlands	42	—	—	102	42	29	—	64	84	195	88	341	-4.5	-42.8
+ Newcastle	35	—	—	—	23	—	—	—	58	—	63	—	-7.9	—
+ Tees-side	1	—	—	4	16	—	—	—	17	4	20	—	-15.0	—
+ Bristol	29	—	—	—	9	—	—	—	38	—	35	—	8.6	—
+ Glamorgan	10	—	—	4	7	—	—	1	17	5	9	—	88.9	—
Swansea	—	—	—	—	—	—	—	—	—	—	1	—	—	—
+ Blackpool	7	—	—	—	35	—	—	—	42	—	42	—	—	—
+ Bournemouth	—	—	—	1	2	405	—	—	2	406	8	291	-75.0	39.5
+ Cambridge	—	—	—	—	—	—	—	—	—	—	37	—	—	—
+ Exeter	1	—	12	—	20	—	—	—	33	—	69	—	-52.2	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	—	—	—	—	4	—	—	—	4	—	10	—	-60.0	—
+ Lydd	—	314	—	—	—	—	—	—	—	314	2	204	—	53.9
+ Manston	—	—	—	—	—	—	—	—	—	—	26	—	—	—
+ Norwich	21	—	1	1	11	—	—	—	33	1	79	—	-58.2	—
Penzance Heliport	—	—	—	—	4	—	—	—	4	—	10	—	-60.0	—
+ Southampton	—	—	—	—	70	—	3	—	73	—	85	—	-14.1	—
+ Edinburgh	12	—	—	—	102	—	—	—	114	—	120	111	-5.0	—
+ Glasgow	178	317	—	—	232	523	1	—	411	840	431	817	-4.6	2.8
+ Prestwick	94	611	—	91	1	163	—	—	95	865	131	727	-27.5	19.0
+ Aberdeen	33	—	182	45	126	—	43	28	384	73	273	71	40.7	2.8
Benbecula	—	—	—	—	13	—	—	—	13	—	13	—	—	—
Inverness	—	—	—	—	31	—	—	—	31	—	12	—	—	—
Islay	—	—	—	—	3	—	—	—	3	—	4	—	-25.0	—
+ Kirkwall	—	—	—	—	39	—	3	—	42	—	35	—	-20.0	—
Stornoway	—	—	—	1	29	—	—	—	29	1	29	—	—	—
+ Sumburgh	33	—	—	—	47	—	42	—	122	—	112	—	8.9	—
Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
Wick	—	—	—	—	3	—	1	—	4	—	4	—	—	—
+ Belfast	9	—	2	5	305	1	—	559	316	565	369	506	-14.4	11.7
+ Isle of Man	—	—	—	—	103	105	—	—	103	105	78	152	32.1	-30.9
TOTAL (Incl. London Area)	19 541	17 282	961	8 163	2 100	2 132	93	1 429	22 695	29 006	21 176	28 149	7.2	3.0
Channel Islands Airports														
Alderney	—	—	—	—	—	—	—	—	17	—	19	—	-10.5	—
Guernsey	—	—	—	—	—	—	—	—	531	—	574	—	-7.5	—
Jersey	—	—	—	—	—	—	—	—	573	—	652	—	-12.1	—
TOTAL (Channel Islands Airports)	—	—	—	—	—	—	—	—	1121	—	1 245	—	-10.0	—

All Scheduled Services January 1977

Table 22.1

											Tonne-kilometres used			
	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	9 229	2 656	12 460	217 063	2 429 777	1 559 205	64.2	4 869	305 581	180 528	8 218	28 672	143 638	59.1
British Airways European Division	5 804	8 183	11 274	609 461	719 279	435 294	60.5	3 078	75 703	40 917	1 100	1 612	38 207	54.0
British Airways Regional Division	1 253	3 978	3 694	153 277	101 050	56 854	56.3	700	9 633	5 056	47	174	4 834	52.5
British Airways Helicopters	8	132	31	790	72	48	66.5	3	6	4	—	—	4	66.2
British Caledonian Airways	2 193	2 287	3 781	81 153	258 226	139 178	53.9	1 038	29 995	15 127	429	2 156	12 541	50.4
Air Anglia	472	1 240	1 498	18 687	20 230	8 458	41.8	63	2 067	843	—	30	813	40.8
Aurigny Air Services	65	1 233	364	9 966	914	514	56.2	58	87	45	—	3	42	51.8
British Air Ferries	120	610	483	8 485	3 827	1 663	43.5	590	493	269	—	117	151	54.5
British Island Airways	214	991	825	21 712	10 716	4 607	43.0	147	986	420	1	27	392	42.6
British Midland Airways	371	1 114	1 125	32 405	27 914	11 791	42.2	240	2 385	1 024	—	112	912	42.9
Brymon Airways	27	157	139	754	392	146	37.2	1	35	13	—	—	12	35.7
Dan-Air Services	283	921	916	15 470	16 819	6 150	36.6	—	1 387	506	—	—	506	36.4
Intra Airways	13	152	86	1 840	435	153	35.2	44	41	15	—	3	12	35.7
Loganair	54	486	315	2 642	571	333	58.2	—	52	30	—	—	30	57.9
TOTAL Passenger Services	20 107	24 140	36 991	1 173 705	3 590 223	2 224 393	62.0	10 830	428 449	244 794	9 795	32 907	202 093	57.1
Cargo Services														
British Airways Overseas Division	846	253	1 189					2 202	25 987	14 324	336	13 988	—	55.1
British Airways European Division	432	532	559					2 216	4 549	1 849	43	1 806	—	40.7
British Airways Regional Division	4	30	18					111	26	16	1	15	—	60.2
British Caledonian Airways	111	32	152					353	3 959	1 455	65	1 390	—	36.8
Air Freight	24	111	132					267	80	57	—	57	—	72.0
Air-Bridge Carriers	25	110	131					411	159	89	—	89	—	56.1
British Island Airways	77	245	275					467	352	150	20	130	—	42.6
Intra Airways	19	87	121					179	69	45	—	45	—	65.6
TOTAL Cargo Services	1 538	1 400	2 575					6 207	35 180	17 986	464	17 522	—	51.1
GRAND TOTAL	21 645	25 540	39 566	1 173 705	3 590 223	2 224 393	62.0	17 037	463 629	262 780	10 260	50 428	202 093	56.7

International Scheduled Services January 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 Overseas Division	9 229	2 656	12 460	217 063	2 429 777	1 559 205	64.2	4 869	305 581	180 528	8 218	28 672	143 638	59.1
British Airways European Division	4 880	6 115	9 128	446 651	600 624	360 299	60.0	2 728	63 249	34 364	1 059	1 491	31 815	54.3
British Airways Regional Division	265	601	635	25 413	24 004	12 597	52.5	129	2 414	1 143	4	58	1 081	47.4
British Caledonian Airways	1 789	1 451	2 861	52 706	224 035	124 990	55.8	691	26 455	13 735	319	2 078	11 338	51.9
Air Anglia	343	684	1 015	12 168	15 089	5 800	38.4	63	1 543	577	—	30	547	37.4
Aurigny Air Services	60	1 141	342	9 492	863	485	56.2	55	82	42	—	3	39	51.4
British Air Ferries	120	610	483	8 485	3 827	1 663	43.5	590	493	269	—	117	151	54.5
British Island Airways	110	428	425	9 947	5 504	2 404	43.7	38	506	214	—	10	204	42.3
British Midland Airways	92	256	294	4 667	6 687	2 191	32.8	104	495	218	—	50	168	44.0
Brymon Airways	16	73	82	279	192	64	33.4	—	17	5	—	—	5	32.6
Dan-Air Services	158	313	462	6 340	9 286	3 071	33.1	—	773	254	—	—	254	32.9
Intra Airways	11	146	78	1 773	371	133	36.0	44	36	13	—	3	10	36.9
TOTAL Passenger Services	17 073	14 474	28 264	794 984	3 320 260	2 072 902	62.4	9 311	401 642	231 362	9 601	32 512	189 252	57.6
Cargo Services														
British Airways Overseas Division	846	253	1 189					2 202	25 987	14 324	336	13 988		55.1
British Airways European Division	406	484	493					1 749	4 042	1 590	42	1 547		39.3
British Caledonian Airways	111	32	152					353	3 959	1 455	65	1 390		36.8
Air Freight	24	111	132					267	80	57	—	57		72.0
British Island Airways	33	71	112					93	154	55	—	55		36.0
TOTAL Cargo Services	1 420	951	2 077					4 665	34 221	17 481	443	17 039		51.1
GRAND TOTAL	18 493	15 425	30 341	794 984	3 320 260	2 072 902	62.4	13 975	435 863	248 844	10 043	49 551	189 252	57.1

Domestic Scheduled Services January 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 European Division	924	2 068	2 146	162 810	118 655	74 995	63.2	351	12 454	6 553	41	121	6 392	52.6
British Airways Regional Division	987	3 377	3 058	127 864	77 047	44 257	57.4	570	7 219	3 913	44	116	3 753	54.2
British Airways Helicopters	8	132	31	790	72	48	66.5	3	6	4	—	—	4	66.2
British Caledonian Airways	404	836	921	28 447	34 190	14 187	41.5	347	3 540	1 392	110	79	1 203	39.3
Air Anglia	129	556	484	6 519	5 141	2 658	51.7	—	524	266	—	—	266	50.8
Aurigny Air Services	6	92	22	474	51	29	57.2	3	4	3	—	—	2	59.2
British Island Airways	104	563	400	11 765	5 211	2 202	42.3	110	479	205	1	17	187	42.8
British Midland Airways	280	858	831	27 738	21 227	9 600	45.2	136	1 890	807	—	62	745	42.7
Brymon Airways	11	84	57	475	200	82	40.9	1	18	7	—	—	7	38.5
Dan-Air Services	125	608	454	9 130	7 533	3 080	40.9	—	615	252	—	—	252	40.9
Intra Airways	2	6	8	67	64	20	31.0	—	6	2	—	—	2	27.7
Loganair	54	486	315	2 642	571	333	58.2	—	52	30	—	—	30	57.9
TOTAL Passenger Services	3 034	9 666	8 727	378 721	269 963	151 491	56.1	1 520	26 807	13 432	195	395	12 842	50.1
Cargo Services														
British Airways European Division	27	48	66					467	507	260	1	259		51.2
British Airways Regional Division	4	30	18					111	26	16	1	15		60.2
Air-Bridge Carriers	25	110	131					411	159	89	—	89		56.1
British Island Airways	44	174	163					374	198	95	20	74		47.7
Intra Airways	19	87	121					179	69	45	—	45		65.6
TOTAL Cargo Services	118	449	498					1 542	959	504	21	483		52.6
GRAND TOTAL	3 152	10 115	9 225	378 721	269 963	151 491	56.1	3 062	27 766	13 936	216	878	12 842	50.2

All Non-Scheduled Services January 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 Overseas Division	298	59	437	8 035	65 187	58 529	89.8	—	7 292	5 485	—	5 485	75.2
British Airways European Division	334	304	636	22 663	36 481	28 595	78.4	833	5 854	3 502	909	2 593	59.8
British Airtours	570	195	795	28 958	108 159	83 295	77.0	—	9 845	7 342	—	7 342	74.6
British Airways Regional Division	71	88	138	5 991	6 811	5 406	79.4	—	659	480	—	480	72.8
British Airways Helicopters	286	1 827	1 427	16 246	6 005	2 807	46.7	140	587	250	25	225	42.6
British Caledonian Airways	1 261	597	1 829	37 633	110 259	94 555	85.8	2 322	29 742	21 099	12 688	8 410	70.9
Air Anglia	42	120	129	231	294	83	28.2	—	29	9	—	8	29.2
Air Freight	56	149	298	2 095	1 206	762	63.2	60	162	99	42	57	61.0
Air-Bridge Carriers	43	103	139	—	—	—	—	495	508	244	244	—	48.0
Aldair	82	220	260	2 945	3 266	922	28.2	106	442	128	55	74	29.1
Beecham Imperial	3	5	6	23	23	13	55.8	—	2	1	—	1	59.6
Bristow Helicopters	497	3 089	3 096	28 358	8 514	4 870	57.2	212	725	469	45	424	64.7
Britannia Airways	2 109	1 359	3 372	134 713	272 273	211 332	77.6	9	23 472	17 973	9	17 964	76.6
British Air Ferries	39	61	150	202	387	118	30.4	113	291	95	84	11	32.7
British Executive Air Services	29	651	183	2 599	406	116	28.6	8	45	10	—	10	22.2
British Island Airways	46	105	147	630	291	223	76.7	48	209	85	67	18	40.9
British Midland Airways	210	58	285	6 315	38 555	27 695	71.8	—	3 065	2 207	47	2 160	72.0
Dan-Air Services	2 606	2 101	4 659	146 915	269 769	211 118	78.3	253	33 344	27 393	10 518	16 875	82.2
Green Shield Stamp	21	37	41	142	214	114	53.2	—	21	9	—	9	41.9
International Aviation Service	1 000	333	1 513	—	—	—	—	3 929	36 116	23 178	23 178	—	64.2
Intra Airways	17	44	61	1 108	922	389	42.3	10	91	38	7	31	41.5
Invicta International Airlines	29	15	63	—	—	—	—	93	473	238	238	—	50.3
Laker Airways	1 125	493	1 607	53 550	202 350	156 835	77.5	—	20 221	15 425	—	15 425	76.3
Loganair	89	789	411	2 424	880	354	40.3	—	79	32	—	32	40.4
MAM Aviation	79	76	97	244	474	250	52.7	—	89	20	—	20	22.5
Management Aviation	9	55	49	331	130	59	45.4	3	11	5	1	4	45.5
McAlpine Aviation	145	235	232	584	1 134	389	34.3	—	91	36	—	36	39.6
Monarch Airlines	808	604	1 361	45 997	112 878	70 099	62.1	96	11 411	6 373	87	6 286	55.9
Tradewinds Airways	534	180	1 018	—	—	—	—	1 045	13 422	7 992	7 992	—	59.5
Trans-Meridian Air Cargo	649	215	1 337	—	—	—	—	1 785	17 451	10 672	10 672	—	61.2
TOTAL	13 086	14 167	25 776	548 932	1 246 867	958 927	76.9	11 567	215 750	150 889	66 908	83 981	69.9
Class 5A Licence TOTAL	825	425	1 322	21 058	71 942	59 652	82.9	..	20 807	17 015	11 969	5 046	81.8
TOTAL Excludes 5A Licence	12 261	13 742	24 454	527 874	1 174 925	899 275	76.5	11 567	194 943	133 874	54 939	78 935	68.7

*Does not include cargo carried under Class 5 Licences.

36 International Non-Scheduled Services January 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 Overseas Division	298	59	437	8 035	65 187	58 529	89.8	—	7 292	5 485	—	5 485	75.2
British Airways European Division	334	304	636	22 663	36 481	28 595	78.4	833	5 854	3 502	909	2 593	59.8
British Airtours	570	195	795	28 958	108 159	83 295	77.0	—	9 845	7 342	—	7 342	74.6
British Airways Regional Division	61	61	109	5 188	6 233	5 128	82.3	—	613	455	—	455	74.2
British Airways Helicopters	274	1 683	1 368	16 034	5 910	2 774	46.9	139	578	247	25	222	42.7
British Caledonian Airways	1 261	597	1 829	37 633	110 259	94 555	85.8	2 322	29 742	21 099	12 688	8 410	70.9
Air Anglia	9	20	35	44	67	19	28.1	—	7	2	—	2	32.8
Air Freight	35	81	178	542	533	284	53.2	57	103	62	41	21	60.8
Air-Bridge Carriers	21	19	54	—	—	—	—	63	243	130	130	—	53.7
Alidair	53	153	182	2 703	2 971	816	27.5	—	264	69	3	66	26.1
Beecham Imperial	2	4	5	19	19	11	57.1	—	2	1	—	1	60.1
Bristow Helicopters	497	3 089	3 096	28 358	8 514	4 870	57.2	212	726	649	45	424	64.7
Britannia Airways	2 109	1 359	3 372	134 713	272 273	211 332	77.6	9	23 472	17 973	9	17 964	76.6
British Air Ferries	38	57	145	156	348	93	26.8	113	287	93	84	9	32.5
British Executive Air Services	29	651	183	2 599	406	116	28.6	8	45	10	—	10	22.2
British Island Airways	26	69	86	340	188	123	65.6	2	122	52	42	10	42.1
British Midland Airways	210	58	285	6 315	38 555	27 695	71.8	—	3 065	2 207	47	2 160	72.0
Dan-Air Services	2 485	1 779	4 251	140 627	265 200	208 986	78.8	115	32 830	27 154	10 440	16 714	82.7
Green Shield Stamp	18	24	34	134	175	109	62.3	—	18	9	—	9	49.2
International Aviation Service	1 000	333	1 513	—	—	—	—	3 929	36 116	23 178	23 178	—	64.2
Intra Airways	17	40	59	968	879	368	41.9	10	87	36	7	29	41.2
Invicta International Airlines	29	15	63	—	—	—	—	93	473	238	238	—	50.3
Laker Airways	1 125	493	1 607	53 550	202 350	156 835	77.5	—	20 221	15 425	—	15 425	76.3
MAM Aviation	53	48	64	137	318	151	47.5	—	59	12	—	12	20.3
Management Aviation	9	55	49	331	130	59	45.4	3	11	5	1	4	45.5
McAlpine Aviation	115	147	174	473	916	350	38.2	—	74	31	—	31	41.9
Monarch Airlines	808	604	1 361	45 997	112 878	70 099	62.1	96	11 411	6 373	87	6 286	55.9
Tradewinds Airways	534	180	1 018	—	—	—	—	1 045	13 422	7 992	7 992	—	59.5
Trans-Meridian Air Cargo	649	215	1 337	—	—	—	—	1 785	17 451	10 672	10 672	—	61.2
TOTAL	12 668	12 392	24 324	536 517	1 238 949	955 192	77.1	10 841	214 430	150 323	66 639	83 684	70.1
Class 5A Licence TOTAL	824	424	1 321	21 015	71 928	59 640	82.9	..	20 806	17 014	11 969	5 045	81.8
TOTAL Excludes 5A Licence	11 844	11 968	23 003	515 502	1 167 021	895 552	76.7	10 841	193 624	133 309	54 670	78 639	68.8

*Does not include cargo carried under Class 5 licences.

Domestic Non-Scheduled Services January 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 Regional Division	9	27	29	803	577	278	48.2	—	46	25	—	25	54.3
British Airways Helicopters	12	144	59	212	95	33	34.7	1	9	3	—	3	33.3
Air Anglia	32	100	94	187	227	64	28.2	—	23	6	—	6	28.2
Air Freight	21	68	120	1 553	673	478	71.0	2	60	37	1	36	61.4
Air-Bridge Carriers	22	84	86	—	—	—	—	432	265	114	114	—	42.8
Alldair	30	67	79	242	295	106	35.8	106	178	60	52	8	33.4
Beecham Imperial	1	1	1	4	4	2	50.0	—	—	—	—	—	57.1
British Air Ferries	1	4	5	46	39	24	62.3	—	5	2	—	2	46.7
British Island Airways	20	36	61	290	103	100	97.1	45	87	34	25	9	39.2
Dan-Air Services	121	322	407	6 288	4 569	2 132	46.7	137	513	238	77	161	46.4
Green Shield Stamp	4	13	7	8	39	5	12.2	—	4	—	—	—	9.1
Intra Airways	1	4	3	140	43	21	49.9	—	4	2	—	2	49.0
Loganair	89	789	411	2 424	880	354	40.3	—	79	32	—	32	40.4
MAM Aviation	26	28	33	107	156	99	63.5	—	30	8	—	8	26.7
McAlpine Aviation	30	88	58	111	218	39	17.9	—	17	5	—	5	29.4
TOTAL	418	1 775	1 453	12 416	7 918	3 735	47.2	725	1 320	566	269	297	42.9
Class 5A Licence TOTAL	1	1	1	43	14	12	85.7	..	1	1	—	1	100.0
TOTAL Excludes 5A Licence	417	1 774	1 451	12 372	7 904	3 723	47.1	725	1 319	565	269	296	42.8

*Does not include cargo carried under Class 5 licences.

Class 2 Licence Operations January 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 Overseas Division	28	5	34	1 359	—	9 830	7 642	77·7	1 324	753	56·9
British Airtours	29	6	25	734	—	5 569	3 553	63·8	507	370	72·9
British Caledonian Airways	317	70	411	7 407	—	59 527	53 113	89·2	5 794	4 780	82·5
Dan-Air Services	45	11	63	1 204	—	8 573	7 754	90·4	685	621	90·7
Laker Airways	372	87	498	10 744	3 049	101 451	84 986	83·8	10 356	8 499	82·1
TOTAL	791	179	1 031	21 448	3 049	184 950	157 048	84·9	18 666	15 023	80·5

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers January 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 Overseas Division	61	11	81	1 902	12 157	10 529	86·6	1 470	971	66·0	—	—	—
British Airways European Division	157	124	268	19 941	30 035	25 935	86·4	3 109	2 355	75·7	—	—	—
British Airtours	120	68	176	11 306	22 725	19 666	86·5	2 068	1 686	81·5	—	—	—
British Airways Regional Division	36	36	66	2 587	3 122	2 598	83·2	323	232	71·8	—	—	—
British Caledonian Airways	275	288	485	24 324	33 015	26 289	79·6	3 117	2 283	73·2	—	—	—
Britannia Airways	1 951	1 141	3 100	112 649	251 987	195 737	77·7	21 732	16 639	76·6	—	—	8
Dan-Air Services	1 552	1 278	2 746	113 128	182 833	141 979	77·7	14 624	11 360	77·7	—	—	—
Intra Airways	1	2	2	50	49	17	34·2	4	1	35·0	—	—	—
Laker Airways	484	278	725	31 713	66 963	52 785	78·8	6 493	5 097	78·5	—	—	—
Monarch Airlines	495	280	793	26 875	72 906	51 913	71·2	7 116	4 706	66·1	—	—	—
TOTAL International Services	5 132	3 506	8 442	344 475	675 792	527 448	78·0	60 056	45 330	75·5	—	—	8
Domestic Services—Nil													
GRAND TOTAL	5 132	3 506	8 442	344 475	675 792	527 448	78·0	60 056	45 330	75·5	—	—	8

All Class 4 Licence Operations January 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 Overseas Division	209	43	322	—	4 774	43 200	40 357	93.4	4 498	3 762	83.6
British Airways European Division	3	4	5	—	297	334	168	50.2	34	14	41.4
British Airtours	86	21	116	—	3 034	16 314	12 865	78.9	1 486	1 159	78.0
British Caledonian Airways	98	67	165	—	5 524	14 824	13 007	87.7	1 424	1 155	81.1
Britannia Airways	34	26	58	8	2 533	4 437	3 342	75.3	378	284	75.1
British Island Airways	1	2	3	—	100	34	34	100.0	3	3	93.5
British Midland Airways	1	2	4	—	142	84	82	97.3	7	6	94.1
Dan-Air Services	510	286	832	—	23 332	62 855	51 466	81.9	5 031	4 119	81.9
Intra Airways	6	18	23	—	773	402	285	70.8	33	22	66.8
Laker Airways	134	94	205	—	6 691	12 451	9 069	72.8	1 128	830	73.6
Loganair	11	373	56	—	1 136	88	43	49.3	8	4	49.4
Monarch Airlines	89	56	135	—	5 300	11 615	7 862	67.7	1 138	714	62.7
TOTAL	1 182	992	1 924	8	53 636	166 638	138 580	83.2	15 168	12 072	79.6

International Class 4 Licence Operations January 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 Overseas Division	209	43	322	—	4 774	43 200	40 357	93.4	4 498	3 762	83.6
British Airways European Division	3	4	5	—	297	334	168	50.2	34	14	41.4
British Airtours	86	21	116	—	3 034	16 314	12 865	78.9	1 486	1 159	78.0
British Caledonian Airways	98	67	165	—	5 524	14 824	13 007	87.7	1 424	1 155	81.1
Britannia Airways	34	26	58	8	2 533	4 437	3 342	75.3	378	284	75.1
British Island Airways	1	2	3	—	100	34	34	100.0	3	3	93.5
British Midland Airways	1	2	4	—	142	84	82	97.3	7	6	94.1
Dan-Air Services	509	282	829	—	23 167	62 817	51 432	81.9	5 028	4 116	81.9
Intra Airways	6	17	22	—	737	388	278	71.6	32	22	67.4
Laker Airways	134	94	205	—	6 691	12 451	9 069	72.8	1 128	830	73.6
Monarch Airlines	89	56	135	—	5 300	11 615	7 862	67.7	1 138	714	62.7
TOTAL	1 170	614	1 864	8	52 299	166 499	138 496	83.2	15 156	12 065	79.6

Domestic Class 4 Licence Operations January 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
				ABC	Other	Available (000)	Used (000)		Available (000)	Used (000)	
Dan-Air Services	1	4	3	—	165	38	34	89.5	3	3	89.5
Intra Airways	—	1	1	—	36	14	7	49.3	1	1	50.0
Loganair	11	373	56	—	1 136	88	43	49.3	8	4	49.4
TOTAL	12	378	60	—	1 337	140	84	60.0	12	8	66.7

All Class 6 Licence Operations January 1977

Table 27.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
British Airways European Division	9	20	23	117	134	60	44.7
British Caledonian Airways	382	112	507	1 320	12 838	8 347	65.0
Air Freight	4	17	19	47	12	10	81.6
Air-Bridge Carriers	23	86	88	440	271	115	42.6
Britannia Airways	2	2	4	9	14	9	60.0
British Air Ferries	3	5	13	19	23	10	45.6
Dan-Air Services	52	114	167	246	275	116	42.0
International Aviation Service	153	41	212	425	5 631	3 234	57.4
Tradewinds Airways	179	72	371	569	4 742	3 178	67.0
Trans-Meridian Air Cargo	292	102	625	959	8 090	6 707	82.9
TOTAL	1 099	571	2 028	4 151	32 030	21 786	68.0

International Class 6 Licence Operations January 1977

Table 27.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
British Airways European Division	9	20	23	117	134	60	44.7
British Caledonian Airways	382	112	507	1 320	12 838	8 347	65.0
Air Freight	4	17	19	47	12	10	81.6
Air-Bridge Carriers	—	2	2	8	5	2	33.3
Britannia Airways	2	2	4	9	14	9	60.0
British Air Ferries	3	5	13	19	23	10	45.6
Dan-Air Services	20	56	69	108	106	38	36.1
International Aviation Service	153	41	212	425	5 631	3 234	57.4
Tradewinds Airways	179	72	371	569	4 742	3 178	67.0
Trans-Meridian Air Cargo	292	102	625	959	8 090	6 707	82.9
TOTAL	1 044	429	1 845	3 581	31 596	21 595	68.3

Domestic Class 6 Licence Operations January 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	22	84	86	432	265	114	42.8
Dan-Air Services	33	58	98	138	169	77	45.7
TOTAL	55	142	183	570	434	191	43.9

All Class 7 Licence Operations January 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	286	1 827	1 427	16 246	6 005	2 807	46.7	140	587	250	25	225	42.6
Bristow Helicopters	497	3 089	3 096	28 358	8 514	4 870	57.2	212	725	469	45	424	64.7
British Executive Air Services	29	651	183	2 599	406	116	28.6	8	45	10	—	10	22.2
Management Aviation	9	55	49	331	130	59	45.4	3	11	5	1	4	45.5
TOTAL	821	5 622	4 754	47 534	15 055	7 852	52.2	364	1 368	734	71	663	53.7

International Class 7 Licence Operations January 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	274	1 683	1 368	16 034	5 910	2 774	46.9	139	578	247	25	222	42.7
Bristow Helicopters	497	3 089	3 096	28 358	8 514	4 870	57.2	212	725	469	45	424	64.7
British Executive Air Services	29	651	183	2 599	406	116	28.6	8	45	10	—	10	22.2
Management Aviation	9	55	49	331	130	59	45.4	3	11	5	1	4	45.5
TOTAL	809	5 478	4 895	47 322	14 960	7 819	52.3	363	1 359	731	71	660	53.8

Domestic Class 7 Licence Operations January 1977

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	12	144	59	212	95	33	34.7	1	9	3	—	3	33.3
TOTAL	12	144	59	212	95	33	34.7	1	9	3	—	3	33.3

All Exempt Operations January 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 European Division	162	154	335	2 188	5 704	2 145	37.6	717	2 537	1 041	849	193	41.1
British Airtours	20	4	26	108	3 715	531	14.3	—	338	55	—	55	16.3
British Airways Regional Division	9	27	29	803	577	278	48.2	1	46	25	—	25	54.3
British Caledonian Airways	149	49	209	348	2 186	1 870	85.5	1 003	5 317	3 871	3 703	168	72.8
Air Anglia	42	120	129	231	294	83	28.2	—	29	9	—	8	29.2
Air Freight	42	103	230	2 095	1 206	762	63.2	13	112	68	11	57	60.7
Air-Bridge Carriers	20	17	52	—	—	—	—	55	238	129	129	—	54.2
Alidair	44	83	119	524	1 040	266	25.5	107	266	73	53	21	27.6
Beecham Imperial	3	5	6	23	23	13	55.8	—	2	1	—	1	59.6
Britannia Airways	122	190	212	19 523	15 850	12 253	77.3	—	1 348	1 042	—	1 042	77.3
British Air Ferries	37	56	138	180	373	106	28.4	95	269	85	75	10	31.6
British Island Airways	20	38	65	342	122	119	97.8	48	92	38	27	10	40.8
Dan-Air Services	140	303	409	8 530	10 923	5 687	52.1	8	857	448	13	435	52.3
Green Shield Stamp	21	37	41	142	214	114	53.2	—	21	9	—	9	41.9
International Aviation Services	841	290	1 294	—	—	—	—	3 504	30 255	19 787	19 787	—	65.4
Intra Airways	10	24	36	285	470	88	18.6	10	54	14	7	7	26.3
Invicta International Airlines	29	15	63	—	—	—	—	94	473	238	238	—	50.3
Laker Airways	136	34	178	1 353	21 485	9 994	46.5	—	2 244	999	—	999	44.5
Loganair	78	416	355	1 288	792	311	39.3	—	71	28	—	28	39.4
MAM Aviation	79	76	97	244	474	250	52.7	—	89	20	—	20	22.5
McAlpine Aviation	145	235	232	584	1 134	389	34.3	—	91	36	—	36	39.6
Monarch Airlines	223	263	426	13 178	27 987	10 023	35.8	96	3 122	926	87	839	29.7
Tradewinds Airways	227	67	430	—	—	—	—	477	5 546	3 120	3 120	—	56.3
Trans-Meridian Air Cargo	345	109	690	—	—	—	—	827	9 046	3 692	3 692	—	40.8
TOTAL	2 943	2 715	5 798	51 960	94 570	45 281	47.9	7 053	62 462	35 753	31 790	3 963	57.2

International Exempt Operations January 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			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways European Division	162	154	335	2 188	5 704	2 145	37.6	717	2 537	1 041	849	193	41.1
British Airtours	20	4	26	108	3 715	531	14.3	—	338	55	—	55	16.3
British Caledonian Airways	149	49	209	348	2 186	1 870	85.5	1 003	5 317	3 871	3 703	168	72.8
Air Anglia	9	20	35	44	67	19	28.1	—	7	2	—	2	32.8
Air Freight	21	35	109	542	533	284	53.2	11	53	32	10	21	59.9
Air-Bridge Carriers	20	17	52	—	—	—	—	55	238	129	129	—	54.2
Alidair	15	16	40	282	745	160	21.5	1	88	14	1	13	15.9
Beecham Imperial	2	4	5	19	19	11	57.1	—	2	1	—	1	60.1
Britannia Airways	122	190	212	19 523	15 850	12 253	77.3	—	1 348	1 042	—	1 042	77.3
British Air Ferries	35	52	132	134	335	82	24.4	95	264	83	75	8	31.3
British Island Airways	1	3	5	95	33	32	95.0	3	6	5	2	3	73.0
Dan-Air Services	53	43	102	2 407	6 392	3 589	56.2	8	515	290	13	277	56.3
Green Shield Stamp	18	24	34	134	175	109	62.3	—	18	9	—	9	49.2
International Aviation Service	841	290	1 294	—	—	—	—	3 504	30 255	19 787	19 787	—	65.4
Intra Airways	10	21	35	181	441	73	16.6	10	51	13	7	6	25.3
Invicta International Airlines	29	15	63	—	—	—	—	94	473	238	238	—	50.3
Laker Airways	136	34	178	1 353	21 485	9 994	46.5	—	2 244	999	—	999	44.5
MAM Aviation	53	48	64	137	318	151	47.5	—	59	12	—	12	20.3
McAlpine Aviation	115	147	174	473	916	350	38.2	—	74	31	—	31	41.9
Monarch Airlines	223	263	426	13 178	27 987	10 023	35.8	96	3 122	926	87	839	29.7
Tradewinds Airways	227	67	430	—	—	—	—	477	5 546	3 120	3 120	—	56.3
Trans-Meridian Air Cargo	345	109	690	—	—	—	—	827	9 046	3 692	3 692	—	40.8
TOTAL	2 605	1 605	4 649	41 146	86 901	41 675	48.0	6 898	61 599	35 390	31 712	3 678	57.5

Domestic Exempt Operations January 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 Regional Division	9	27	29	803	577	278	48.2	1	46	25	—	25	54.3
Air Anglia	32	100	94	187	227	64	28.2	—	23	6	—	6	28.2
Air Freight	21	68	120	1 553	673	478	71.0	3	60	37	1	36	61.4
Alldair	30	67	79	242	295	106	35.8	106	178	60	52	8	33.4
Beecham Imperial	1	1	1	4	4	2	50.0	—	—	—	—	—	57.1
British Air Ferries	1	4	5	46	39	24	62.3	—	5	2	—	2	46.7
British Island Airways	19	35	60	247	89	88	98.9	45	86	33	25	8	38.5
Dan-Air Services	87	260	307	6 123	4 531	2 098	46.3	—	341	158	—	158	46.3
Green Shield Stamp	4	13	7	8	39	5	12.2	—	4	—	—	—	9.1
Intra Airways	—	3	2	104	29	14	50.2	—	2	1	—	1	48.5
Loganair	78	416	355	1 288	792	311	39.3	—	71	28	—	28	39.4
MAM Aviation	26	28	33	107	156	99	63.5	—	30	8	—	8	26.7
McAlpine Aviation	30	88	58	111	218	39	17.9	—	17	5	—	5	29.4
TOTAL	338	1 110	1 149	10 823	7669	3 606	47.0	155	863	364	78	285	42.1

Class 5 Operations for UK Operators January 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-kilometre used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways European Division	3	2	5	237	408	346	84.8	..	40	31	—	—	31	77.5
British Airtours	233	74	343	11 181	44 565	37 109	83.3	..	4 057	3 243	—	—	3 243	79.9
British Airways Regional Division	25	25	43	2 601	3 111	2 530	81.3	..	290	223	—	—	223	76.9
Alidair	38	137	142	2 421	2 226	656	29.5	..	176	55	—	2	53	31.3
British Island Airways	3	7	10	188	135	70	51.9	..	12	5	—	—	6	41.7
British Midland Airways	92	25	122	3 065	16 543	14 407	87.1	..	1 317	1 124	—	—	1 124	85.3
Dan-Air Services	305	109	442	721	4 585	4 233	92.3	..	11 872	10 729	—	10 389	340	90.4
Monarch Airlines	2	5	5	644	369	301	81.6	..	36	27	—	—	27	75.0
Tradewinds Airways	122	39	207	—	—	—	—	..	2 969	1 553	—	1 553	—	52.3
Trans-Meridian Air Cargo	2	2	3	—	—	—	—	..	38	25	—	25	—	65.8
TOTAL	825	425	1 322	21 058	71 942	59 652	82.9	..	20 807	17 015	—	11 969	5 046	81.8

Class 5 Operations for Non-UK Operators January 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-kilometre used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airtours	81	22	109	2 595	15 271	9 572	62.7	..	1 389	829	—	—	829	59.7
British Caledonian Airways	40	11	54	—	—	—	—	..	1 251	663	—	663	—	53.0
Air Freight	11	29	49	—	—	—	—	..	38	21	—	21	—	55.3
British Island Airways	22	58	69	—	—	—	—	..	102	40	—	40	—	39.2
British Midland Airways	117	31	159	3 108	21 928	13 206	60.2	..	1 741	1 077	—	47	1 030	61.9
International Aviation Service	6	2	8	—	—	—	—	..	230	158	—	158	—	68.7
Tradewinds Airways	6	2	10	—	—	—	—	..	164	140	—	140	—	85.4
Trans-Meridian Air Cargo	10	2	18	—	—	—	—	..	277	248	—	248	—	89.5
TOTAL	293	157	477	5 703	37 199	22 778	61.2	..	5 192	3 176	—	1 317	1 859	61.2

Aircraft Type and Utilisation — All Airlines January 1977

Table 31.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended December 1976	Daily Utilisation per Aircraft (hrs) Quarter ended December 1976
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	40	91	5	146	13	207	54	3	3.3
Aviation Traders Merchantman	388	—	457	—	699	—	—	6	5.1
AW650 Argosy	32	—	118	—	122	—	—	2	3.3
BAC 111-200	592	1 259	6	1 358	6	43 479	22 701	9	5.3
BAC 111-300/400	1 271	1 550	—	2 369	—	78 083	74 701	17	5.4
BAC 111-500	3 215	5 194	—	6 603	—	320 629	214 393	36	6.1
BAC/Aerospatiale Concorde	170	30	—	123	—	1 590	9 159	4	1.4
Bell 206 Jetranger	9	133	—	46	—	103	7	1	1.5
Bell 212 Twin	41	829	—	256	—	3 679	196	4	1.9
Boeing 707-120/120B	362	106	—	485	—	10 653	41 783	2	8.8
Boeing 707-320C/336	4 756	930	549	4 047	2 493	52 280	309 710	32	7.1
Boeing 707-420	787	261	—	1 165	—	35 795	117 156	10	3.9
Boeing 720/720B	405	228	—	612	—	20 018	41 264	3	8.2
Boeing 727-100	627	301	—	947	—	29 608	66 598	6	5.9
Boeing 737-200	2 109	1 357	2	3 369	4	134 713	211 332	14	8.8
Boeing 747-100	4 328	1 031	—	5 778	—	131 845	1 076 637	19	12.1
Bristol Britannia 300	115	—	52	—	235	—	—	2	4.9
Britten-Norman Islander	99	1 178	—	520	—	4 057	318	11	1.7
Britten-Norman Trislander	122	1 401	—	641	—	11 227	930	13	1.8
Canadair CL 44	1 183	—	395	—	2 355	—	—	13	6.8
Cessna 401/402/411/414/421	2	4	—	6	—	3	2	1	0.4
DC3 Dakota/Pionair	117	257	251	305	350	4 034	946	11	1.9
DH 106 Comet 48/C	403	339	—	725	—	29 751	36 972	18	2.2
DHC 6 Twin-Otter	14	86	—	68	—	502	99	1	3.0
Fokker Friendship 100/600	412	1 068	—	1 303	—	16 898	7 695	7	6.8
Hawker Siddley 121 Trident 1C	379	643	—	806	—	40 798	23 472	10	2.5
Hawker Siddley 121 Trident 1E	258	444	—	542	—	31 959	18 783	3	4.9
Hawker Siddley 121 Trident 2E	1 556	1 345	—	2 622	—	83 664	92 815	15	5.5
Hawker Siddley 121 Trident 3B	2 107	2 816	—	4 143	—	246 876	181 432	25	5.7
HP Herald 100/200	457	1 582	334	1 320	400	30 822	6 556	20	3.5
HS 125	241	327	—	352	—	954	754	18	1.0
HS 748	371	1 178	100	1 162	147	21 973	7 430	12	3.9
Lockheed L1011 Tristar	721	530	—	1 184	—	82 903	124 541	8	6.3
McDonnell-Douglas DC10-10	301	109	—	408	—	25 830	86 744	3	7.3
McDonnell Douglas DC10-30	438	50	—	538	—	8 899	77 893	2	12.9
McDonnell-Douglas DC8-54F/55F	293	—	84	—	395	—	—	2	8.2
McDonnell-Douglas DC9-10 to 40	69	207	—	181	—	9 983	3 359	1	5.1
Piper PA23 Aztec (and Apache)	5	22	—	18	—	36	10	2	0.3
Piper PA31 Navajo (All Series)	57	196	—	190	—	482	135	4	2.2
Sikorsky 58T	76	820	3	478	2	6 194	582	9	2.1
Sikorsky S61N	650	3 078	—	3 651	—	31 874	6 730	33	3.7
Vickers Standard VC10	—	—	—	—	—	—	—	2	0.0
Vickers Super VC10	3 024	982	2	4 160	—	48 622	270 766	15	10.3
Vickers Viscount 700	79	153	63	172	77	2 945	921	4	2.1
Vickers Viscount 700D/800/810	948	3 432	86	3 165	54	103 967	31 133	29	4.0
Westland Wessex	45	759	—	322	—	5 684	337	4	3.2
TOTAL	33 675	36 306	2 507	56 286	7 352	1 713 619	3 167 045	466	5.0

Aircraft Type and Utilisation — Individual Airlines Table 31.2

January 1977

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1976	Daily utilisation per aircraft (hrs) Quarter ended December 1976
British Airways Overseas Division									
McDonnell-Douglas DC10-30	438	50	—	538	—	8 899	77 893	2	12.9
Vickers Standard VC10	—	—	—	—	—	—	—	2	—
Vickers Super VC10	3 024	982	2	4 160	—	48 622	270 766	15	10.3
Lockheed L1011 Tristar	338	151	—	489	—	10 821	53 466	3	9.0
Boeing 707-320C/336	1 939	372	251	1 533	1 189	19 540	107 286	11	9.2
Boeing 707-420	126	28	—	229	—	1 931	22 217	1	2.6
Boeing 747-100	4 328	1 031	—	5 778	—	131 845	1 076 637	19	12.1
BAC/Aerospatiale Concorde	170	30	—	123	—	1 590	9 159	4	1.4
TOTAL	10 364	2 644	253	12 851	1 189	223 248	1 617 424	57	9.5
British Airways European Division									
BAC 111-500	1 488	3 159	—	3 258	—	185 278	83 257	18	6.0
Hawker Siddeley 121 Trident 2E	1 556	1 345	—	2 618	—	83 664	92 816	15	5.5
Aviation Traders Merchantman	373	—	447	—	664	—	—	5	5.3
Hawker Siddeley 121 Trident 1C	379	643	—	806	—	40 798	23 472	10	2.5
Hawker Siddeley 121 Trident 3B	2 107	2 816	—	4 143	—	246 876	181 432	25	5.7
Lockheed L1011 Tristar	383	379	—	695	—	72 082	71 075	5	5.2
TOTAL	6 286	8 342	447	11 524	664	628 698	452 052	78	5.3
British Airtours									
Boeing 707-420	661	233	—	936	—	33 864	94 939	9	4.4
British Airways Regional Division									
HS 748	70	246	—	248	—	6 228	1 963	2	4.4
Vickers Viscount 700D/800/810	616	2 483	30	2 162	18	80 372	22 252	19	4.1
BAC 111-300/400	379	933	—	894	—	40 548	18 653	7	4.8
Hawker Siddeley 121 Trident 1E	261	444	—	542	—	31 959	18 783	3	4.9
TOTAL	1 326	4 106	30	3 846	18	159 107	61 651	31	4.3
British Airways Helicopters									
Sikorsky S61N	261	1 389	—	1 292	—	14 400	2 705	14	3.1
Bell 206 Jetranger	9	133	—	46	—	103	7	1	1.5
Sikorsky 58T	12	183	—	67	—	1 064	72	2	1.4
Bell 212 Twin	4	122	—	22	—	679	23	1	1.4
TOTAL	286	1 827	—	1 427	—	16 246	2 807	18	2.7
British Caledonian Airways									
BAC 111-200	479	1 090	—	1 116	—	35 306	16 814	7	5.5
BAC 111-500	742	1 112	—	1 492	—	56 086	44 401	9	5.9
Boeing 707-320C/336	2 341	504	200	2 238	905	27 178	172 456	11	9.3
TOTAL	3 562	2 706	200	4 846	905	118 570	233 671	27	7.2
Air Anglia									
Fokker Friendship 100/600	412	1 068	—	1 303	—	16 898	7 695	7	6.8
Piper PA31 Navajo (All Series)	57	196	—	190	—	482	135	4	2.2
TOTAL	469	1 264	—	1 493	—	17 380	7 830	11	5.1

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 December 1976	Daily utilisation per aircraft (hrs) Quarter ended December 1976
Air Freight									
DC3 Dakota/Pionair	80	102	158	219	211	2 095	762	7	1.8
Air-Bridge Carriers									
AW650 Argosy	32	—	118	—	122	—	—	2	3.3
Vickers Viscount 700D/800/810	9	—	56	—	36	—	—	1	1.7
Aviation Traders Merchantman	15	—	10	—	35	—	—	1	1.4
TOTAL	56	—	184	—	193	—	—	4	2.8
Alidair									
Vickers Viscount 700	79	153	63	172	77	2 945	922	4	2.1
Vickers Viscount 700D/800/810	3	4	—	11	—	—	—	1	2.3
TOTAL	82	157	63	183	77	2 945	922	5	2.1
Aurigny Air Services									
Britten-Norman Trislander	58	1 115	—	333	—	9 394	479	6	2.3
Britten-Norman Islander	7	118	—	31	—	572	35	2	0.1
TOTAL	65	1 233	—	364	—	9 966	514	8	1.7
Beecham Imperial									
HS 125	3	5	—	6	—	23	13	1	0.4
Bristow Helicopters									
Sikorsky S61N	389	1 689	—	2 359	—	17 474	4 025	19	4.1
Westland Wessex	45	759	—	322	—	5 684	337	4	3.2
Sikorsky 58T	55	585	—	364	—	4 799	451	6	2.5
Bell 212 Twin	8	56	—	51	—	401	57	1	2.4
TOTAL	497	3 089	—	3 096	—	28 358	4 870	30	3.6
Britannia Airways									
Boeing 737-200	2 109	1 357	2	3 369	4	134 713	211 332	14	8.8
British Air Ferries									
HP Herald 100/200	120	575	—	474	—	8 480	1 727	5	2.9
Aviation Traders Carvair	40	91	5	146	13	207	54	3	3.3
TOTAL	159	666	5	620	13	8 687	1 781	8	3.0
British Executive Air Services									
Bell 212 Twin	29	651	—	183	—	2 599	116	2	1.9
British Island Airways									
HP Herald 100/200	337	1 007	334	846	400	22 342	4 829	12	4.1
British Midland Airways									
Vickers Viscount 700D/800/810	308	910	—	949	—	22 586	8 523	7	4.5
McDonnell-Douglas DC9-10 to 40	69	207	—	181	—	9 983	3 359	1	5.1
Boeing 707-320C/336	104	26	—	139	—	3 042	14 140	6	1.5
HP Herald 100/200	—	—	—	—	—	—	—	3	2.0
TOTAL	481	1 143	—	1 269	—	35 611	26 021	17	3.1
Brymon Airways									
Britten-Norman Islander	13	71	—	71	—	252	47	2	2.2
DHC 6 Twin-Otter	14	86	—	68	—	502	99	1	3.0
TOTAL	27	157	—	139	—	754	146	3	2.5

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1976	Daily utilisation per aircraft (hrs) Quarter ended December 1976
	Passenger	Cargo	Passenger	Cargo					
Dan-Air Services									
HS 748	300	932	100	914	147	15 745	5 467	10	3.8
BAC 111-200	113	169	6	242	6	8 173	5 887	2	4.3
BAC 111-300/400	430	339	—	761	—	20 468	27 740	5	5.3
BAC 111-500	582	547	—	1 104	—	53 286	57 900	6	5.4
DH 106 Comet 4B/C	403	339	—	724	—	29 751	36 972	18	2.2
Boeing 727-100	627	301	—	947	—	29 608	66 598	6	5.9
Boeing 707-320C/336	372	28	98	137	399	2 520	15 829	4	3.8
TOTAL	2 828	2 655	204	4 829	552	159 551	216 392	51	3.8
Green Shield Stamp									
HS 125	21	37	—	41	—	142	114	1	1.9
International Aviation Service									
Bristol Britannia 300	86	—	37	—	172	—	—	2	4.9
McDonnell-Douglas DC8-54F/55F	293	—	84	—	395	—	—	2	8.2
TOTAL	379	—	121	—	567	—	—	4	6.5
Intra Airways									
DC3 Dakota/Pionair	37	155	93	86	139	1 939	184	4	2.0
Vickers Viscount 700D/800/810	12	35	—	43	—	1 009	359	1	0.7
TOTAL	49	190	93	129	139	2 948	543	5	1.9
Invicta International Airlines									
Bristol Britannia 300	29	—	15	—	63	—	—	—	—
Laker Airways									
BAC 111-300/400	462	278	—	714	—	17 067	28 308	5	6.5
McDonnell-Douglas DC10-10	301	109	—	408	—	25 830	86 744	3	7.3
Boeing 707-120/120B	362	106	—	485	—	10 653	41 783	2	8.8
TOTAL	1 125	493	—	1 607	—	53 550	156 835	10	7.1
Loganair									
Britten-Norman Trislander	65	286	—	308	—	1 833	451	7	1.4
Britten-Norman Islander	78	989	—	418	—	3 233	236	7	2.0
TOTAL	143	1 275	—	726	—	5 066	687	14	1.7
MAM Aviation									
HS 125	79	76	—	97	—	244	250	2	2.0
Management Aviation									
Sikorsky 58T	9	52	3	47	2	331	59	1	1.9
McAlpine Aviation									
Cessna 401/402/411/414/421	2	4	—	6	—	3	2	1	0.4
HS 125	138	209	—	208	—	545	377	14	0.8
Piper PA23 Aztec (and Apache)	5	22	—	18	—	36	10	2	0.3
TOTAL	145	235	—	232	—	584	389	17	0.7

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 December 1976	Daily utilisation per aircraft (hrs) Quarter ended December 1976
Monarch Airlines									
BAC 111-500	403	376	—	749	—	25 979	28 835	3	9.4
Boeing 720/720B	405	228	—	612	—	20 018	41 264	3	8.2
TOTAL	808	604	—	1 361	—	45 997	70 099	6	8.8
Tradewinds Airways									
Canadair CL 44	534	—	180	—	1 018	—	—	5	6.9
Trans-Meridian Air Cargo									
Canadair CL 44	649	—	215	—	1 337	—	—	8	6.7
GRAND TOTAL	33 675	36 306	2 507	56 286	7 352	1 713 619	3 167 045	466	5.0

Operations Subject to Variable Charge by Type of Licence for January 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	461 498	261 914	60 158	201 757	56.7
Class 2	18 666	15 023	—	15 023	80.4
Class 3	60 042	45 319	—	45 319	75.4
Class 4	15 160	12 068	—	12 068	79.6
Class 5A	20 073	16 423	11 969	4 454	81.8
Class 6	31 990	21 765	21 740	25	68.0
Class 7	1 307	716	71	645	54.7
TOTAL	608 737	373 228	93 939	279 291	61.3
Non-chargeable Operations					
Aircraft hired from Foreign Operators	8 979	5 955	4 718	1 237	66.3
Exempt Services	39 408	20 279	16 317	3 961	51.4
Class 5B	4 430	2 689	1 288	1 401	60.6
Small Aircraft Operations	257	115	4	111	44.7
TOTAL	53 074	29 037	22 327	6 710	54.7
GRAND TOTAL	661 811	402 265	116 266	286 001	60.7

Output by Type of Licence and Aircraft Ownership for January 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	461 686	316	1 627	463 629
Class 2	18 666	—	—	18 666
Class 3	60 042	14	—	60 056
Class 4	15 168	—	—	15 168
Class 6	31 990	40	—	32 030
Class 7	1 368	—	—	1 368
Exempt Services	39 408	17 197	5 856	62 462
TOTAL	628 329	17 567	7 483	653 379
Class 5A	20 073	—	734	20 807
Class 5B	4 430	—	762	5 192
TOTAL	24 503	—	1 496	25 999
GRAND TOTAL	652 832	17 567	8 979	679 378

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Appendix A Definitions—Traffic Statistics

MOVEMENTS AT AIRPORTS

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

AIR PASSENGERS

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

TYPES OF SERVICES

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

**Non-scheduled
or charter services**

include all air transport flights other than scheduled services.

Separate fare charters

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

Inclusive tour

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

**Advance booking
charters**

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

Sole-use charters

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

Licence

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

CLASSES OF LICENCE

Class 1 authorises scheduled service flights;

Class 2 authorises advance booking charter flights;

Class 3 authorises inclusive tour charter flights;

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

Class 5 authorises substitute charter flights;

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

Class 7 authorises sole-use charter flights.

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

Exempt operations

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

Cargo

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

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

Appendix B Measures and their Computation

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

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