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**Civil Aviation Authority**



**CAA Monthly Statistics**  
(up to and including October 1977)

# **CAA Monthly Statistics**

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# Foreword

## 1 CONTENT

- 1.1 *CAA Monthly Statistics* is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airport and airline operators; some of this information is required by the Civil Aviation Act, 1971. Statistics for the Channel Islands airports are provided by the Commandant for Jersey Airport and the Office of the Lieutenant Governor for Guernsey and Alderney Airports. The assistance from all these authorities is gratefully acknowledged.
- 1.2 Some of the figures included in *CAA Monthly Statistics* are provisional only and may be revised in later issues. Figures contained in monthly and quarterly tables have not been seasonally adjusted, but figures are given, in the tables covering past years, for the most recent six months and the corresponding six months one year earlier.
- 1.3 Tables 13, 16–19 and 21 have been revised with effect from January 1977. Figures given in all the Tables are now for the current month only, instead of a monthly average of the latest three months. Tables 13 and 21 have been expanded so as to enable freight carried on all-freight flights to be separated from that carried on passenger flights, and to show a breakdown between International and Domestic and Scheduled and Non-Scheduled Traffic.
- 1.4 Tables 3–7 have been revised with effect from July 1977. Figures given in the Tables are now actuals for each quarter or year instead of a monthly average of three months or twelve months.

## 2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

## 3 ENQUIRIES

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

Civil Aviation Authority  
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43/59 Kingsway  
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Tel. 01 379 7311 Ext. 2475

- 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 &amp; 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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# Civil Aviation Statistics—October 1977

## Activity at UK Airports

The Air Traffic Control Assistants' industrial dispute, which had started in the middle of August, was still in operation throughout the whole of October; the comparison of the traffic figures with those of the previous year are therefore still distorted.

Air transport movements during the month of October 1977 declined to a level of 61 500 (−4.4 per cent against October 1976); the proportion of all-freight movements rose marginally to stand at 6.3 per cent of the total. London area movements accounted for 29 000 (9.7 per cent decline as compared with the previous year). Heathrow reported 3961 fewer movements (17.6 per cent decline); Luton reported 298 additional movements (20.1 per cent growth), Southend 246 additional movements (22.9 per cent growth), Gatwick 227 additional movements (3.4 per cent growth) and Stansted 48 additional movements (12.8 per cent growth). Outside the London area, there was a marginal increase (32 500 movements), Sumburgh reported the greatest increase in actual movements (416 additional movements; 26.0 per cent growth), followed by Bournemouth and Tees-side with 255 additional movements (48.0 per cent growth) and 249 additional movements (46.3 per cent growth) respectively. Glasgow, Edinburgh and Leeds/Bradford reported the heaviest falls in movements (298 fewer movements; 8.9 per cent decline, 291 fewer movements; 16.5 per cent decline and 279 fewer movements; 33.3 per cent decline respectively). Scheduled movements declined 10.3 per cent and charter movements grew 13.8 per cent. The UK operators share of scheduled movements increased marginally to 73.2 per cent and their share of charter movements rose 1.3 percentage points to stand at 86.4 per cent.

The number of terminal passengers reported by UK airports in October 1977 was 3.9 million, a decline of 2.6 per cent as compared with the same month in the previous year. London area passengers accounted for 2.8 million (2.4 per cent decline). Heathrow reported 172 842 fewer passengers (8.2 per cent decline); Gatwick reported 77 092 additional passengers (15.4 per cent growth), Luton 23 602 additional passengers (17.0 per cent growth), Stansted 3525 additional passengers (12.4 per cent growth) and Southend 2233 additional passengers (11.8 per cent growth). Outside the London area, 1.1 million passengers used UK airports (3.1 per cent decline as compared with October 1976). Sumburgh reported the greatest increase in passengers handled (12 922 additional passengers; 53.5 per cent), followed by Manchester and Bournemouth with 11 937 additional passengers (4.9 per cent growth) and 11 634 additional passengers (103.1 per cent growth) respectively. Glasgow reported the heaviest fall in passengers handled (32 866 fewer passengers; 18.7 per cent decline), followed by Edinburgh and Newcastle with 19 542 fewer passengers

(21.2 per cent decline) and 12 299 fewer passengers (22.4 per cent decline) respectively. Passengers travelling on scheduled services fell by 6.5 per cent, whilst those on charter services rose by 9.5 per cent. The UK operators' share of charter passengers rose marginally to stand at 78.6 per cent of the total; their share of total and scheduled passengers fell 2.9 percentage points (64.6 per cent) and 4.6 percentage points (59.3 per cent) respectively.

3.1 million passengers travelled on international services in October 1977 (5.3 per cent growth as compared with October 1976) and 0.8 million on domestic services (24.2 per cent decline). International scheduled services carried 4.4 per cent more passengers and international charter services 7.1 per cent more. The most heavily used scheduled routes were those to USA with 15.7 per cent of the total (20.7 per cent growth), followed by those to France and the Netherlands with 10.7 per cent of the total (2.6 per cent decline) and 8.2 per cent of the total (1.4 per cent decline) respectively. Services to Spain carried 38.7 per cent of total charter passengers (11.3 per cent growth), services to USA carried 8.4 per cent of the total (18.3 per cent growth) and those to Italy 7.1 per cent of the total (10.6 per cent decline). Of the passengers travelling on the domestic routes, those to the Channel Islands, Glasgow and the Isle of Man increased (14.1 per cent, 3.5 per cent and 3.1 per cent respectively). Traffic carried on routes to London, Edinburgh and Belfast declined (−38.8 per cent, −11.4 per cent and −6.7 per cent respectively).

During October 1977, air freight handled at UK airports amounted to 67 000 tonnes (11.5 per cent growth as compared with October 1976); 37 000 tonnes of this travelled on all-freight flights. In the London area, total tonnage increased 14.6 per cent to 55 000 tonnes. Of the five airports in the area, only Southend reported a fall in tonnage (450 fewer tonnes; 46.0 per cent decline). Stansted reported 8.5 per cent growth (177 additional tonnes), Heathrow reported 10.8 per cent growth (4113 additional tonnes), Gatwick reported 45.1 per cent growth (2908 additional tonnes), and Luton 73.5 per cent growth (216 additional tonnes, 215 tonnes of which travelled on all-freight flights). Over the rest of the UK, there was a marginal decline in total tonnage. Prestwick, Bournemouth and Belfast reported the greatest increases in tonnage handled (369 additional tonnes; 32.1 per cent growth, 237 additional tonnes; 50.9 per cent growth and 139 additional tonnes; 12.1 per cent growth). Liverpool reported the heaviest fall in tonnage handled (403 fewer tonnes; 34.6 per cent decline), followed by Manchester and East Midlands with 201 fewer tonnes (6.3 per cent decline), and 168 fewer tonnes (23.8 per cent decline) respectively. Freight carried on scheduled services rose 13.8 per cent, as compared with the previous year, whilst that carried on charter services rose 2.7 per cent. The UK operators' share of total tonnage rose 5.5



percentage points to stand at 52.1 per cent; their share of tonnage carried on scheduled services rose 3.8 percentage points to 43.7 per cent and their share on charter services rose 15.9 percentage points to 88.5 per cent.

### **Output of UK Airlines**

The output of UK airlines for all services in October 1977 was 916 million available tonne-kilometres, an increase of 10.6 per cent on October 1976.

The scheduled service output of 583 million available tonne-kilometres was 7.6 per cent higher than a year earlier. The overall load factor was 57.5 per cent compared with 54.8 the previous year. Seat kilometres used were 56.9 per cent of those available seat factors on

domestic and international scheduled services were 65.9 and 56.5 per cent respectively compared with 61.3 and 56.6 per cent a year earlier. The non-scheduled output of 332 million available tonne-kilometres was 16.1 per cent higher than in October 1976. Advance Booking charters and Inclusive Tour charters accounted for 42.5 and 104.7 million available tonne-kilometres respectively compared with 38.9 and 107.0 million a year earlier.

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

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

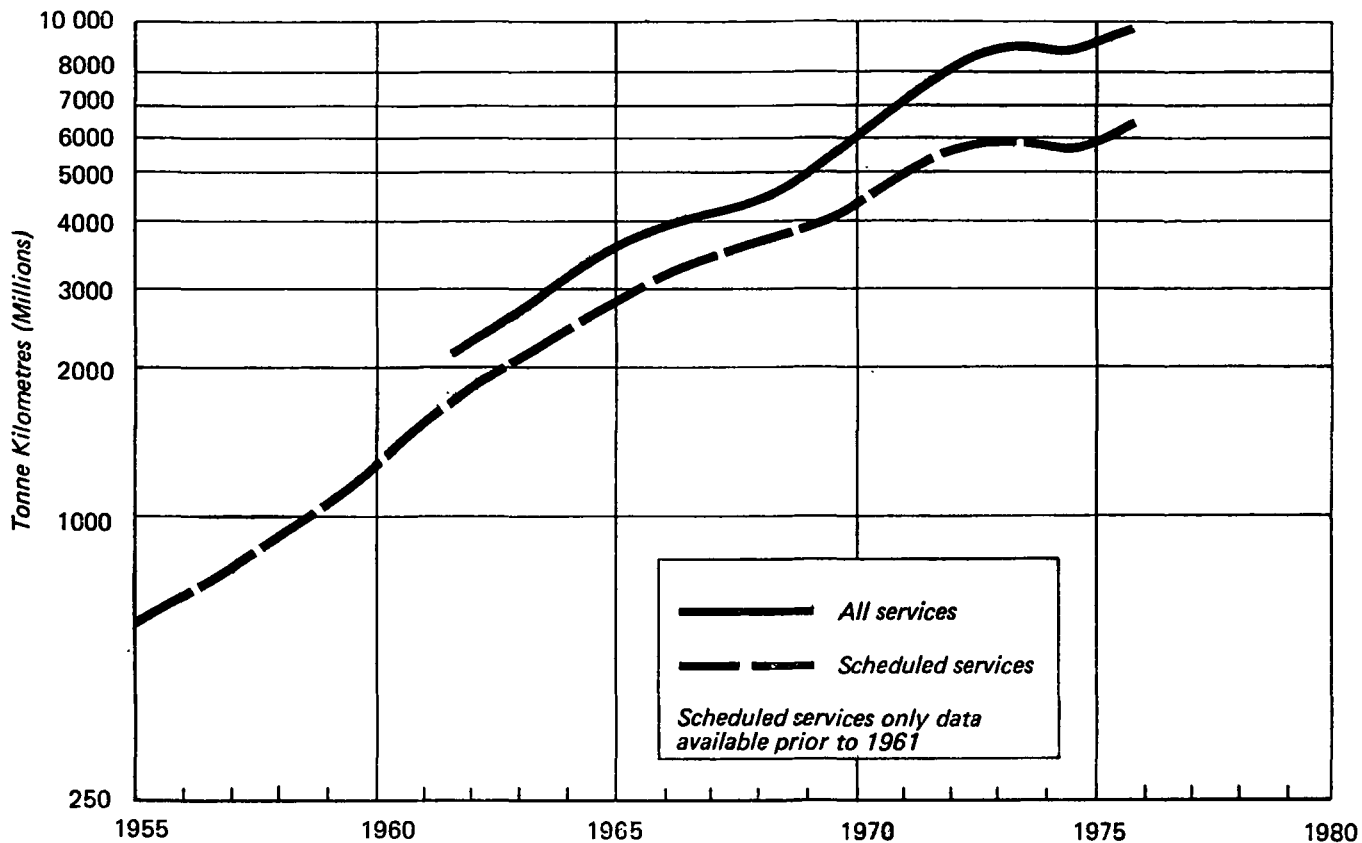
Table 1

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

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

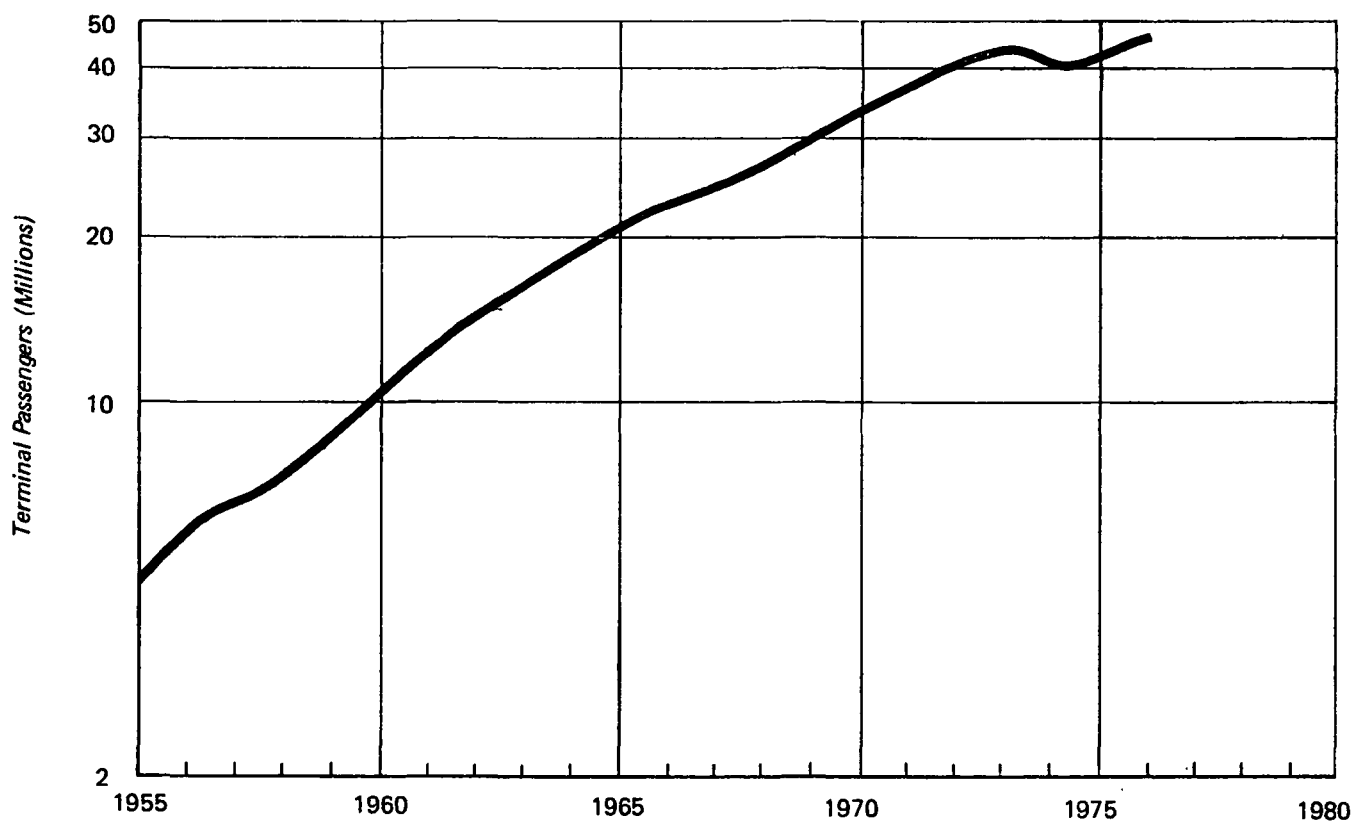
# Output of UK Airlines

Tonne-kilometres made available



## UK Airports

Terminal Passengers arriving or departing



# Main Outputs of UK Airports and Airlines 1951-1977

**Table 2**

	<b>Airports</b>			<b>Airlines</b>		
	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
<b>Year ended</b>						
October 1976	1 901	733	44 121	9 587	6 491	3 097
October 1977	1 890	750	45 660	10 219	6 674	3 545
<b>Latest year's growth (percentages)</b>						
	-0.6	2.3	3.5	6.6	2.8	14.5
<b>Mean rates of growth (percentages) to 1976</b>						
20 years	6.4	4.3	11.1	..	12.5	..
10 years	5.6	6.3	7.6	11.0	9.0	16.5
5 years	1.9	1.8	2.4	3.1	4.1	1.4

# Use of UK Airports

**Table 3**

## Main Categories of Operator and Service

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

# Movements at UK Airports by Purpose

**Table 4**

	<b>Total</b>		<b>Commercial</b>			<b>Non-commercial</b>		
	(000)	Total	Air transport	Other	Total	Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1967	1 213.3	598.3	565.8	32.5	615.0	383.3	116.1	115.6
1968	1 279.4	595.9	560.3	35.7	683.5	433.8	148.7	101.0
1969	1 399.1	638.8	591.4	47.5	760.3	510.1	160.9	89.4
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1975 1st quarter	402.6	160.4	145.4	15.0	242.2	165.3	53.7	23.2
2nd quarter	534.0	206.4	184.8	21.6	327.6	244.8	53.6	29.2
3rd quarter	557.1	235.5	209.4	26.0	321.7	253.8	45.5	22.4
4th quarter	416.8	178.3	160.9	17.5	238.5	177.8	34.5	26.1
1976 1st quarter	390.7	167.7	152.9	14.9	222.9	155.3	40.4	27.2
2nd quarter	543.5	219.2	195.4	23.9	324.2	247.9	47.4	28.9
3rd quarter	558.7	246.7	221.4	25.4	312.0	250.3	35.4	26.2
4th quarter	403.0	187.2	170.3	16.8	215.8	152.4	36.7	26.8
1977 1st quarter	411.6	175.0	159.7	15.3	236.6	161.4	44.1	31.2
2nd quarter	523.0	223.5	198.7	24.8	299.6	226.3	42.1	31.2
3rd quarter	555.4	250.3	224.2	26.2	305.0	234.0	43.3	27.8
1976 April	179.7	67.2	60.2	7.0	112.5	84.5	18.5	9.5
May	179.5	74.0	65.9	8.1	105.4	79.3	16.9	9.3
June	184.3	78.0	69.2	8.8	106.3	84.1	12.1	10.1
July	197.5	84.7	75.6	9.1	112.9	90.9	13.6	8.5
August	195.6	83.2	74.6	8.7	112.4	92.0	11.7	8.7
September	165.5	78.8	71.2	7.6	86.7	67.4	10.2	9.1
October	151.7	71.3	64.4	6.8	80.4	57.3	12.9	10.2
1977 April	158.3	64.5	56.8	7.6	93.9	71.1	13.6	9.1
May	189.4	77.5	68.6	8.8	111.9	82.3	16.7	12.9
June	175.3	81.6	73.2	8.4	93.8	72.8	11.8	9.2
July	200.1	88.4	80.0	8.4	111.7	86.6	15.6	9.5
August	182.7	84.7	75.6	9.2	97.9	77.3	13.3	7.3
September	172.6	77.2	68.6	8.6	95.4	70.1	14.4	11.0
October	148.3	70.0	61.6	8.5	78.3	57.8	10.9	9.5

# Air Transport Movements by Airports

Table 5

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

# Terminal Passengers by Airports

Table 6

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



# Cargo Taken Up and Set Down by Airports

Table 7

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

# Scheduled Services by UK Airlines

Table 8.1

## All Services

### Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973	496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1974	478.9	263.9	9.9	65.5	188.5	55.1	3 684.7	2 117.4	57.5
1975	498.0	275.9	11.0	60.3	204.5	55.4	3 824.0	2 292.7	60.0
1976	548.2	309.2	12.1	64.2	233.0	56.4	4 291.3	2 580.1	60.1
1975 1st quarter	439.3	241.6	10.8	63.2	167.7	55.0	3 315.6	1 868.7	56.4
2nd quarter	496.6	264.9	10.4	63.2	191.3	53.3	3 783.0	2 142.2	56.6
3rd quarter	568.9	333.6	10.6	64.4	258.3	58.7	4 438.7	2 926.4	66.0
4th quarter	487.0	263.5	12.2	50.4	200.8	54.1	3 758.7	2 233.5	59.4
1976 1st quarter	491.2	265.3	11.4	63.6	190.3	54.0	3 778.3	2 119.9	56.1
2nd quarter	568.6	311.7	11.5	65.8	234.3	54.8	4 470.4	2 603.2	58.2
3rd quarter	601.5	362.0	11.3	62.9	287.8	60.2	4 778.6	3 197.2	66.9
4th quarter	531.5	297.9	14.0	64.5	219.5	56.0	4 137.7	2 400.2	58.0
1977 1st quarter	496.7	281.9	12.0	64.7	205.2	56.8	3 805.0	2 244.3	59.0
2nd quarter	571.0	314.6	12.8	68.0	233.9	55.1	4 457.1	2 563.7	57.5
3rd quarter	611.6	363.9	12.7	67.9	283.3	59.5	4 798.6	3 137.3	65.4
1976 April	531.8	285.3	11.5	63.5	210.4	53.7	4 156.7	2 360.1	56.8
May	524.4	284.7	10.7	61.6	212.3	54.3	4 147.4	2 347.5	56.6
June	649.7	365.0	12.2	72.4	280.3	56.2	5 107.0	3 101.9	60.7
July	563.4	333.9	10.4	58.5	265.1	59.3	4 493.4	2 960.7	65.9
August	573.6	345.5	10.6	57.1	277.8	60.2	4 583.0	3 104.7	67.7
September	667.4	406.7	12.9	73.2	320.6	60.9	5 259.5	3 526.3	67.0
October	542.0	296.9	11.7	60.0	225.2	54.8	4 305.0	2 453.3	57.0
1977 April	489.1	256.0	11.7	55.6	188.8	52.3	3 782.9	2 072.9	54.8
May	548.0	300.2	12.4	66.0	221.8	54.8	4 305.4	2 421.4	56.2
June	675.9	387.7	14.3	82.3	291.1	57.4	5 283.0	3 196.9	60.5
July	575.4	351.6	11.8	62.2	277.6	61.0	4 590.4	3 086.7	67.3
August	580.0	344.2	11.7	62.7	269.8	59.3	4 544.2	3 003.9	66.1
September	679.6	395.8	14.6	78.8	302.4	58.2	5 261.3	3 321.4	63.1
October	583.2	335.5	13.0	83.2	239.4	57.5	4 549.3	2 590.6	56.9

# 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		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
					Freight (000 000)	Passengers (000 000)				
1967		25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968		25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969		24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970		25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971		26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972		28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973		32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1974		30.8	17.8	0.2	1.9	15.7	57.8	298.2	188.0	63.0
1975		28.3	16.3	0.2	1.2	14.9	57.6	278.5	177.1	63.6
1976		32.2	17.6	0.2	1.1	16.2	54.7	317.0	192.9	60.9
1975 1st quarter		21.7	11.7	0.2	1.2	10.2	53.9	202.8	121.4	59.9
2nd quarter		29.4	16.9	0.2	1.2	15.4	57.5	292.2	183.6	62.8
3rd quarter		35.1	21.9	0.2	1.2	20.4	62.4	352.9	242.7	68.8
4th quarter		26.9	14.8	0.2	1.0	13.5	55.0	265.9	160.6	60.4
1976 1st quarter		27.2	14.1	0.2	1.1	12.7	51.8	264.9	151.1	57.1
2nd quarter		33.8	18.5	0.2	1.2	17.1	54.7	334.1	202.6	60.7
3rd quarter		37.6	22.0	0.2	1.2	20.6	59.9	375.3	245.1	65.3
4th quarter		30.0	15.8	0.2	1.0	14.5	52.7	293.5	172.6	58.8
1977 1st quarter		28.3	14.9	0.2	1.0	13.6	52.5	275.3	161.8	58.8
2nd quarter		28.4	16.8	0.2	0.9	15.6	59.2	299.7	185.7	61.9
3rd quarter		29.6	18.8	0.2	0.9	17.7	63.5	311.5	209.1	69.4
1976 April		31.3	16.7	0.2	1.2	15.4	53.6	310.6	182.5	58.7
May		34.8	18.9	0.2	1.2	17.4	54.2	342.5	207.0	60.4
June		35.3	19.8	0.2	1.2	18.4	56.0	349.3	218.4	62.5
July		38.6	22.8	0.2	1.2	21.4	59.2	386.2	254.7	66.0
August		37.9	21.9	0.2	1.1	20.5	57.7	379.5	244.4	64.4
September		36.2	21.3	0.2	1.2	19.9	58.9	360.3	236.3	65.6
October		34.1	18.6	0.2	1.2	17.2	54.7	334.3	204.9	61.3
1977 April		18.6	11.2	0.2	0.6	10.4	60.1	193.6	123.9	64.0
May		32.9	18.8	0.3	1.1	17.4	57.0	347.8	206.3	59.3
June		33.7	20.3	0.2	1.0	19.1	60.3	357.7	226.9	63.4
July		36.6	23.1	0.2	1.0	22.0	63.3	389.5	259.8	66.7
August		30.0	18.6	0.2	0.9	17.4	61.9	315.5	207.8	65.8
September		22.1	14.7	0.2	0.9	13.6	66.7	229.5	159.8	69.6
October		20.5	13.1	0.2	0.9	11.9	63.8	213.2	140.6	65.9

# 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		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
				Freight (000 000)	Passengers (000 000)				
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1974	448.1	246.1	9.6	63.7	172.8	54.9	3 386.5	1 929.4	57.0
1975	469.7	259.5	10.8	59.1	189.7	55.3	3 545.6	2 115.6	59.7
1976	516.1	291.6	11.9	63.1	216.8	56.5	3 974.3	2 387.3	60.1
1975 1st quarter	417.6	229.8	10.6	61.9	157.5	55.0	3 112.7	1 747.2	56.1
2nd quarter	467.2	248.0	10.1	62.0	175.9	53.1	3 490.9	1 958.5	56.1
3rd quarter	533.7	311.6	10.4	63.1	238.1	58.4	4 085.8	2 683.7	65.7
4th quarter	460.1	248.7	12.0	49.4	187.3	54.1	3 492.9	2 072.9	59.4
1976 1st quarter	463.9	251.2	11.2	62.5	177.5	54.2	3 513.4	1 968.7	56.0
2nd quarter	534.9	293.2	11.3	64.6	217.3	54.8	4 136.2	2 400.6	58.0
3rd quarter	563.9	340.0	11.1	61.7	267.2	60.3	4 403.3	2 952.1	67.0
4th quarter	501.5	282.1	13.8	63.4	205.0	56.3	3 844.2	2 227.6	57.9
1977 1st quarter	468.5	267.0	11.8	63.7	191.6	57.0	3 529.7	2 082.5	59.0
2nd quarter	542.6	297.9	12.6	67.1	218.3	54.9	4 157.4	2 378.1	57.2
3rd quarter	582.1	345.1	12.5	67.0	265.6	59.3	4 487.1	2 928.2	65.1
1976 April	500.5	268.6	11.3	62.3	195.0	53.7	3 846.1	2 177.6	56.6
May	489.7	265.8	10.5	60.4	194.9	54.3	3 804.8	2 140.6	56.3
June	614.4	345.2	12.0	71.2	262.0	56.2	4 757.7	2 883.5	60.6
July	524.8	311.1	10.2	57.3	243.7	59.3	4 107.3	2 706.0	65.9
August	535.7	323.6	10.4	55.9	257.3	60.4	4 203.5	2 860.3	68.0
September	631.2	385.4	12.7	72.0	300.7	61.1	4 899.2	3 290.0	67.2
October	507.9	278.2	11.5	58.8	207.9	54.8	3 970.7	2 248.4	56.6
1977 April	470.5	244.8	11.5	55.0	178.4	52.0	3 589.3	1 949.0	54.3
May	515.1	281.5	12.2	64.9	204.4	54.6	3 957.6	2 215.1	56.0
June	642.1	367.4	14.0	81.3	272.0	57.2	4 925.3	2 970.1	60.3
July	538.8	328.5	11.6	61.3	255.6	60.9	4 200.9	2 826.9	67.4
August	550.0	325.6	11.5	61.8	252.3	59.2	4 228.7	2 796.1	66.1
September	657.5	381.1	14.4	77.9	288.8	58.0	5 031.8	3 161.6	62.8
October	562.8	322.5	12.8	82.3	227.4	57.3	4 336.1	2 450.1	56.5

# Non-scheduled Services by UK Airlines

Table 9.1

## By Main Type of Service

### Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1974	211.7	30.4	86.3	12.4	44.5	6.1	81.1	12.0
1975	245.2	33.0	85.9	11.6	48.0	6.5	111.3	15.0
1976	259.4	32.1	95.3	11.8	52.2	6.5	111.6	13.8
1975 1st quarter	175.4	28.5	48.9	7.9	23.8	3.8	102.7	16.8
2nd quarter	245.7	33.1	95.8	12.9	48.7	6.6	101.3	13.6
3rd quarter	329.1	36.7	128.1	14.3	88.5	9.9	112.5	12.5
4th quarter	230.4	32.1	70.8	9.9	31.0	4.3	128.5	17.9
1976 1st quarter	183.5	27.2	54.2	8.0	20.4	3.0	109.0	16.2
2nd quarter	267.7	32.0	111.0	13.3	55.6	6.7	100.1	12.1
3rd quarter	342.7	36.2	142.0	15.0	92.0	9.7	108.7	11.5
4th quarter	243.5	31.1	74.1	9.6	40.8	5.3	128.7	16.6
1977 1st quarter	222.7	31.0	60.4	8.4	27.5	3.8	134.7	18.7
2nd quarter	308.5	35.1	104.2	11.8	71.6	8.1	132.6	15.1
3rd quarter	398.7	39.5	135.8	13.4	116.3	11.5	146.6	14.5
1976 April	235.8	30.7	89.4	11.6	39.9	5.2	106.5	13.9
May	262.6	33.3	111.7	14.2	46.7	5.9	104.2	13.2
June	304.7	31.9	131.9	13.8	80.1	8.4	92.7	9.7
July	346.2	38.1	146.8	16.1	93.8	10.3	105.6	11.6
August	354.3	38.2	148.1	16.0	95.6	10.3	110.6	11.9
September	327.5	32.9	131.2	13.2	86.5	8.7	109.8	11.0
October	285.9	34.5	107.0	12.9	51.6	6.2	127.3	15.4
1977 April	277.3	36.2	92.4	12.1	47.3	6.2	137.6	18.0
May	296.0	35.1	98.5	11.7	64.2	7.6	133.3	15.8
June	352.1	34.3	121.8	11.8	103.4	10.1	126.9	12.3
July	407.4	41.5	141.8	14.1	121.5	12.4	144.1	14.7
August	410.1	41.4	137.6	13.9	121.1	12.2	151.4	15.3
September	378.5	35.8	127.9	12.1	106.4	10.1	144.2	13.6
October	332.4	36.3	104.7	11.4	59.6	6.5	168.1	18.4

# Non-scheduled Services by UK Airlines

**Table 9.2**

## Load Factors and Distances: Inclusive Tours

### Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1974	991.5	794.9	80.1	519.5	5 124	7 493	1 462	1 530
1975	981.0	844.3	86.1	558.3	5 158	7 587	1 471	1 512
1976	1 086.0	889.4	81.9	564.1	5 402	8 250	1 527	1 577
1975 1st quarter	559.8	486.7	86.9	328.8	3 048	4 376	1 436	1 480
2nd quarter	1 088.5	908.8	83.5	622.4	5 809	8 367	1 440	1 460
3rd quarter	1 466.5	1 325.2	90.4	868.0	7 649	11 281	1 475	1 527
4th quarter	809.2	656.4	81.1	414.1	4 125	6 323	1 533	1 585
1976 1st quarter	615.9	520.6	84.5	338.5	3 234	4 806	1 486	1 538
2nd quarter	1 262.3	998.5	79.1	639.9	6 276	9 496	1 513	1 560
3rd quarter	1 622.7	1 388.3	85.6	864.4	7 948	12 284	1 546	1 606
4th quarter	842.9	650.2	77.1	413.7	4 149	6 413	1 546	1 572
1977 1st quarter	681.1	599.5	88.0	368.6	3 545	5 174	1 460	1 626
2nd quarter	1 193.0	952.7	79.9	614.4	6 104	9 059	1 484	1 551
3rd quarter	1 559.1	1 381.9	88.6	864.9	7 706	11 743	1 524	1 598
1976 April	1 011.4	852.8	84.3	560.4	5 158	7 604	1 474	1 522
May	1 269.3	946.0	74.5	610.5	6 351	9 533	1 501	1 549
June	1 506.3	1 196.7	79.4	748.9	7 319	11 352	1 551	1 598
July	1 678.2	1 378.0	82.1	869.3	8 351	12 781	1 530	1 585
August	1 691.2	1 496.7	88.5	926.5	8 195	12 744	1 555	1 615
September	1 498.6	1 290.2	86.1	797.4	7 297	11 327	1 552	1 618
October	1 216.8	973.1	80.0	602.0	5 837	9 117	1 562	1 616
1977 April	1 051.5	878.7	83.6	569.0	5 416	7 968	1 471	1 544
May	1 131.1	843.9	75.1	552.6	5 821	8 577	1 474	1 536
June	1 396.3	1 135.4	81.3	721.7	7 075	10 632	1 503	1 573
July	1 628.3	1 385.1	85.1	883.3	8 083	12 238	1 514	1 568
August	1 580.1	1 435.9	90.9	886.5	7 798	11 947	1 532	1 620
September	1 468.8	1 324.8	90.2	825.0	7 236	11 045	1 526	1 606
October	1 200.6	1 029.7	85.8	634.3	5 826	9 057	1 555	1 623

# Non-scheduled Services by UK Airlines

Table 9.3

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

### Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1974	436.1	352.7	80.9	104.8	1 523	2 483	1 630	3 366
1975	466.4	370.4	79.4	112.4	1 574	2 606	1 656	3 295
1976	532.8	430.7	80.8	122.7	1 627	2 876	1 768	3 510
1975 1st quarter	241.7	198.8	82.3	59.4	1 026	1 442	1 406	3 347
2nd quarter	446.9	355.6	76.2	108.6	1 558	2 505	1 608	3 274
3rd quarter	853.3	679.0	79.6	212.6	2 550	4 606	1 806	3 194
4th quarter	323.6	248.0	76.6	69.0	1 163	1 869	1 607	3 594
1976 1st quarter	217.8	174.9	80.3	54.0	1 007	1 397	1 387	3 239
2nd quarter	564.6	425.0	75.3	126.7	1 790	3 013	1 683	3 354
3rd quarter	933.6	783.0	83.9	220.1	2 469	4 924	1 994	3 557
4th quarter	415.3	339.8	81.8	90.1	1 241	2 170	1 749	3 771
1977 1st quarter	290.8	237.9	81.8	68.0	1 165	1 734	1 488	3 499
2nd quarter	739.3	597.1	80.8	152.6	1 512	3 776	2 497	3 912
3rd quarter	1 198.1	1 026.1	85.6	253.6	2 218	5 804	2 617	4 046
1976 April	412.9	319.3	77.3	105.4	1 551	2 355	1 513	3 029
May	474.3	367.9	77.6	109.3	1 693	2 510	1 483	3 366
June	806.5	587.7	72.9	165.4	2 127	4 174	1 962	3 553
July	950.1	779.6	82.1	235.7	2 637	5 136	1 948	3 308
August	972.8	832.2	85.5	235.2	2 573	5 125	1 992	3 538
September	877.9	737.3	84.0	189.3	2 197	4 512	2 053	3 895
October	523.2	409.9	78.3	101.0	1 391	2 653	1 907	4 058
1977 April	495.3	383.8	77.5	123.0	1 407	2 899	2 060	3 120
May	654.2	511.7	78.2	130.3	1 398	3 350	2 396	3 927
June	1 068.4	895.8	83.8	204.6	1 732	5 080	2 933	4 378
July	1 248.0	1 071.2	85.8	267.2	2 367	6 198	2 619	4 009
August	1 239.9	1 079.7	87.1	271.4	2 335	6 047	2 590	3 978
September	1 106.3	927.3	83.8	222.1	1 951	5 168	2 649	4 175
October	617.2	510.2	82.7	129.7	1 248	3 141	2 517	3 934

# UK Passenger Movement by Air<sup>(a)</sup> October 1977

Table 10

## Analysis by Countries of Landing and of Embarkation

### Comparison with a Year Earlier

Analysis by Countries of Landing and of Embarkation																		
Comparison with a Year Earlier																		
		European continent and Mediterranean Sea area	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East(b) (000)	Netherlands (000)	North Africa(c) (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe(d) (000)	Spain (000)	Sweden (000)	Switzerland (000)
1968			10 955	732	288	1 884	1 176	168	948	324	1 032	131	144	168	131	2 256	144	780
1969			13 064	732	336	2 160	1 404	228	1 128	355	1 164	145	168	216	188	3 060	158	876
1970			15 288	818	383	2 365	1 874	289	1 430	427	1 306	154	189	295	204	3 472	184	1 053
1971			17 965	831	425	2 499	2 033	481	1 669	535	1 435	177	209	385	230	4 728	188	1 105
1972			20 417	832	447	2 805	2 438	625	1 900	594	1 508	406	244	483	284	5 493	236	1 130
1973			22 450	934	474	2 928	2 525	747	2 032	718	1 734	440	279	578	334	6 974	275	1 181
1974			19 759	859	479	2 678	2 247	543	1 771	794	1 619	313	275	429	347	4 842	281	1 032
1975			20 981	788	486	2 740	2 277	691	1 860	975	1 634	353	351	309	410	5 298	336	1 093
1976			22 072	850	567	2 901	2 470	882	1 941	1 259	1 835	415	522	296	395	4 667	423	1 181
1975	4th quarter		4 375	189	118	603	492	128	349	232	401	93	84	54	69	990	73	231
1976	1st quarter		3 780	174	108	588	530	72	300	224	357	82	85	48	63	651	66	245
	2nd quarter		5 923	227	138	775	648	258	525	288	491	102	129	75	102	1 329	114	308
	3rd quarter		7 551	230	168	877	726	401	773	437	513	129	168	106	159	1 815	124	350
	4th quarter		4 818	219	153	661	566	151	343	310	474	102	140	67	71	872	119	278
	October		1 998	78	50	264	210	91	150	110	177	39	46	30	28	441	41	108
1977	1st quarter		4 299	196	141	627	603	87	347	305	407	84	127	60	60	653	103	292
	2nd quarter		6 054	227	157	786	706	236	533	376	519	98	157	104	74	1 226	144	350
	3rd quarter		7 781	220	185	840	757	407	762	587	533	131	178	141	132	1 831	161	362
	October		2 064	73	51	235	215	89	152	141	174	41	45	43	25	486	42	109
				Rest of World			Australia and New Zealand (000)				India, Pakistan, Bangladesh and Sri Lanka					United States of America (000)	West Africa(m) (000)	Others (000)
		Yugoslavia (000)	Others(e) (000)	Total (000)		Canada (000)	Caribbean(f) (000)	Central Africa(g) (000)	East Africa(h) (000)	Far East(j) (000)			Japan (000)	South Africa(k) (000)	South America(l) (000)			
1968		96	553	3 256	70	641	133	28	120	105	152	19	104	37	1 639	66	142	
1969		132	616	3 941	92	796	175	35	122	102	161	32	122	53	2 020	74	157	
1970		192	653	4 721	113	904	160	40	144	129	162	45	155	60	2 511	87	221	
1971		291	746	5 210	108	933	174	44	156	162	141	71	163	54	2 814	91	299	
1972		291	701	6 157	146	1 102	222	49	190	302	169	80	179	67	3 203	94	354	
1973		394	903	6 735	207	1 289	246	53	171	336	227	114	198	75	3 320	117	382	
1974		323	927	6 628	257	1 303	259	59	162	344	278	126	248	62	2 926	135	469	
1975		410	970	7 235	328	1 407	276	71	189	382	346	181	307	89	2 939	173	547	
1976		414	1 054	8 271	374	1 448	297	69	218	465	388	171	342	89	3 518	221	671	
1975	4th quarter	61	208	1 652	89	246	71	15	43	96	98	44	82	23	645	39	161	
1976	1st quarter	27	160	1 450	85	170	62	15	50	102	94	47	86	22	515	38	164	
	2nd quarter	132	282	2 049	90	368	73	14	48	106	83	34	78	18	943	42	152	
	3rd quarter	189	386	2 910	107	653	91	22	69	144	100	48	94	28	1 282	72	200	
	4th quarter	66	226	1 862	92	257	71	13	51	113	111	42	84	21	778	54	175	
	October	40	95	740	27	123	26	4	18	38	35	14	27	7	339	18	64	
1977	1st quarter	24	183	1 626	93	177	60	15	49	111	111	48	80	24	610	68	180	
	2nd quarter	80	279	2 360	90	430	61	17	42	120	95	49	80	22	1 107	79	168	
	3rd quarter	128	426	3 132	109	662	84	23	63	157	109	52	92	27	1 435	112	207	
	October	30	113	819	26	121	27	5	16	36	37	16	23	8	407	23	73	

The above figures are derived from airport statistics.

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

The following countries are included in the groups below:—

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

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

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

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

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

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

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

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

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

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

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



	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	9 334	6 990	—	700	—	63	20	—	1 528	—	33
+ Heathrow	19 724	18 572	—	48	—	54	286	—	565	11	188
+ Luton	5 623	1 780	—	284	34	197	33	892	2 393	—	10
+ Southend	5 569	1 320	2	—	—	215	—	2 548	1 478	6	—
+ Stansted	2 344	423	—	88	—	792	7	—	956	76	2
Total (London Area)	42 594	29 085	2	1 120	34	1 321	346	3 440	6 920	93	233
Westland Heliport (Battersea)	785	201	2	196	—	—	—	—	200	—	186
Other UK Airports											
+ Aberdeen	7 588	4 108	—	819	—	756	9	1 323	536	—	37
+ Belfast	5 713	1 786	—	134	88	—	—	839	341	20	2 505
Benbecula	264	198	—	10	24	4	—	—	—	—	28
+ Birmingham	5 645	1 783	536	108	6	36	27	2 080	1 037	4	28
+ Blackpool	8 475	437	118	69	76	1 360	—	5 469	918	—	28
+ Bournemouth	2 465	786	—	185	1	467	—	—	977	4	45
+ Bristol	2 294	411	—	52	—	13	27	1 298	491	—	2
+ Cambridge	3 945	147	—	37	20	82	13	1 312	387	—	1 947
+ Coventry	5 022	44	—	33	—	329	2	3 997	604	11	2
+ East Midlands	3 206	1 095	—	206	7	233	33	782	804	10	36
+ Edinburgh	4 237	1 469	—	21	—	22	13	656	790	—	1 266
+ Exeter	2 813	246	—	11	159	31	4	1 097	581	—	684
+ Glamorgan	1 879	553	—	43	—	60	—	970	236	7	10
+ Glasgow	4 374	3 043	—	115	—	92	100	2	954	4	64
Gloucester/Cheltenham	2 971	87	28	—	70	474	—	1 735	501	—	76
Hawarden	1 630	—	—	—	—	74	—	1 398	143	—	15
Humberside	1 895	313	—	1	256	1 132	—	—	193	—	—
Inverness	2 022	678	—	6	348	294	—	586	102	—	8
Islay	175	128	—	1	30	—	—	—	14	—	2
+ Isle of Man	1 920	704	—	35	202	506	—	325	101	2	45
Isles of Scilly	380	352	—	6	—	—	—	—	20	—	2
+ Kirkwall	1 248	934	—	55	134	2	2	76	41	2	2
+ Leeds/Bradford	2 871	558	—	53	44	136	48	1 426	582	6	18
+ Liverpool	4 244	706	14	117	37	83	26	2 469	729	4	59
+ Lydd	2 704	368	—	—	2	23	—	1 282	977	—	52
+ Manchester	6 628	4 030	4	387	17	22	282	1 132	723	5	26
+ Manston	442	169	—	5	147	40	—	—	81	—	—
+ Newcastle	2 300	949	16	45	483	14	—	467	252	—	74
+ Norwich	1 977	838	—	39	98	412	351	—	235	2	2
Penzance Heliport	376	292	—	10	68	2	—	—	4	—	—
+ Prestwick	1 420	663	—	37	—	203	6	4	210	—	297
+ Southampton	3 993	902	—	41	39	2 266	5	73	657	—	10
Stornoway	316	260	—	24	6	—	6	6	—	2	12
+ Sumburgh	3 321	2 017	—	247	765	279	—	13	—	—	—
Swansea	629	36	—	13	66	4	—	253	253	—	4
+ Tees-side	3 007	786	—	167	36	114	4	1 115	548	19	218
Tiree	56	56	—	—	—	—	—	—	—	—	—
Wick	468	368	—	16	5	2	3	60	2	—	12
Total (Incl. London Area)	148 292	61 586	720	4 464	3 268	10 888	1 307	35 685	22 144	195	8 035
Channel Islands Airports											
Alderney	725	725	..	..	..	..	..	..	..	..	..
Guernsey	2 886	2 886	..	..	..	..	..	..	..	..	..
Jersey	5 197	5 197	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	8 808	8 808	..	..	..	..	..	..	..	..	..

# Air Transport Movements by Type and Nationality of Operator    October 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	6 990	27	2 962	295	382	2 700	624
+ Heathrow	18 572	7 946	664	9 605	191	16	150
+ Luton	1 780	1	24	4	4	1 512	235
+ Southend	1 320	—	780	—	—	510	30
+ Stansted	423	4	3	8	—	110	298
TOTAL (London Area)	29 085	7 978	4 433	9 912	577	4 848	1 337
Westland Heliport (Battersea)	201	—	—	—	4	197	—
Other UK Airports							
+ Aberdeen	4 108	623	461	—	478	2 394	152
+ Belfast	1 786	1 060	467	38	2	183	36
Benbecula	198	52	146	—	—	—	—
+ Birmingham	1 783	632	527	132	4	467	21
+ Blackpool	437	—	316	—	—	120	1
+ Bournemouth	786	—	600	5	—	178	3
Bristol	411	122	127	46	—	87	29
+ Cambridge	147	—	45	—	—	48	54
+ Coventry	44	—	2	—	—	40	2
+ East Midlands	1 095	—	664	—	—	377	54
+ Edinburgh	1 469	626	694	50	—	73	26
Exeter	246	—	229	—	—	2	15
Glamorgan	553	176	252	—	—	74	51
+ Glasgow	3 043	1 165	928	368	12	477	93
Gloucester/Cheltenham	87	—	72	—	—	15	—
Hawarden	—	—	—	—	—	—	—
Humberside	313	—	188	—	—	120	5
Inverness	678	309	181	—	34	136	18
Islay	128	—	106	—	—	22	—
+ Isle of Man	704	398	306	—	—	—	—
Isles of Scilly	352	292	60	—	—	—	—
+ Kirkwall	934	176	480	—	54	222	2
+ Leeds/Bradford	558	93	337	20	1	101	6
+ Liverpool	706	375	—	64	3	237	27
+ Lydd	368	—	368	—	—	—	—
+ Manchester	4 030	1 244	412	879	63	1 247	185
Manston	169	—	—	—	—	82	87
+ Newcastle	949	79	655	—	—	162	53
Norwich	838	—	591	—	—	209	38
Penzance Heliport	292	292	—	—	—	—	—
+ Prestwick	663	357	3	147	4	68	84
+ Southampton	902	142	677	—	—	62	21
Stornoway	260	104	126	—	—	30	—
+ Sumburgh	2 017	243	17	—	650	1 082	25
Swansea	36	—	—	—	—	32	4
+ Tees-side	786	—	501	—	—	274	11
Tiree	56	—	52	—	—	4	—
Wick	368	100	249	—	—	16	3
TOTAL (Incl. London Area)	61 586	16 638	15 272	11 661	1 886	13 686	2 443
Channel Islands Airports							
Alderney	725	—	684	—	—	41	—
Guernsey	2 886	188	2 415	50	—	233	—
Jersey	5 197	821	3 642	80	—	538	116
TOTAL (Channel Islands Airports)	8 808	1 009	6 741	130	—	812	116

# Air Transport Movements October 1977

Table 13

## Comparison with a Year Earlier

	International				Domestic				October 77		October 76		Percentage Change	
	Scheduled Passenger	Scheduled Aircraft	Charter Passenger	Charter Aircraft	Cargo	Scheduled Passenger	Scheduled Aircraft	Charter Passenger	Charter Aircraft	Cargo	Total Passenger	Total Aircraft	Passenger	Aircraft
<b>London Area Airports</b>														
+ Gatwick	1 732	141	3 338	289	1 221	190	47	32	6 338	652	6 149	614	3.1	6.2
+ Heathrow	14 475	1 190	330	18	2 491	59	9	—	17 305	1 267	21 037	1 496	-17.7	-15.3
+ Luton	3	—	1 617	37	26	—	86	11	1 732	48	1 451	31	19.4	54.8
+ Southend	780	—	252	—	—	—	288	—	1 320	—	1 074	—	22.9	—
+ Stansted	12	—	312	90	3	—	6	—	333	90	263	112	26.6	-19.6
TOTAL (London Area)	17 002	1 331	5 849	434	3 741	249	436	43	27 028	2 057	29 974	2 253	-9.8	-8.7
Westland Heliport (Battersea)	—	—	—	—	—	—	201	—	201	—	114	—	76.3	—
<b>Other UK Airports</b>														
+ Aberdeen	219	—	1 763	34	863	2	1 193	34	4 038	70	3 800	91	6.3	23.1
+ Belfast	43	1	36	19	1 392	129	65	101	1 536	250	1 548	159	-0.8	57.2
+ Benbecula	—	—	—	—	197	1	—	—	197	1	233	—	-15.5	—
+ Birmingham	444	1	411	1	846	—	79	1	1 780	3	1 927	6	-7.6	-50.0
+ Blackpool	46	—	27	—	228	42	69	25	370	67	377	—	-1.9	—
+ Bournemouth	18	—	145	—	428	159	36	—	627	159	411	120	52.6	32.5
+ Bristol	106	—	90	—	188	1	26	—	410	1	511	—	-19.8	—
+ Cambridge	—	—	64	1	45	—	37	—	146	1	143	—	2.1	—
+ Coventry	—	—	10	8	2	—	24	—	36	8	19	—	89.5	—
+ East Midlands	234	40	279	34	372	18	102	16	987	108	975	105	1.2	2.9
+ Edinburgh	281	—	82	—	1 054	35	17	—	1 434	35	1 722	38	-16.7	-7.9
+ Exeter	27	—	15	—	202	—	2	—	246	—	275	—	-10.5	—
+ Glamorgan	124	—	122	2	304	—	1	—	551	2	497	10	10.9	-80.0
+ Glasgow	422	107	282	1	1 834	98	282	17	2 820	223	3 145	196	-10.3	13.8
+ Gloucester/Cheltenham	—	—	—	—	72	—	15	—	87	—	57	—	52.6	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	42	—	35	1	146	—	89	—	312	1	—	—	—	—
+ Inverness	—	—	60	—	490	—	128	—	678	—	610	—	11.1	—
+ Islay	—	—	—	—	106	—	22	—	128	—	72	—	77.8	—
+ Isle of Man	46	—	—	—	624	34	—	—	670	34	682	32	-1.8	6.3
+ Isles of Scilly	—	—	—	—	352	—	—	—	352	—	383	—	-8.1	—
+ Kirkwall	—	—	59	2	652	4	217	—	928	6	731	—	26.9	—
+ Leeds/Bradford	123	—	39	—	326	1	68	1	556	2	835	2	-33.4	—
+ Liverpool	129	2	46	25	278	30	140	56	593	113	781	144	-24.1	-21.5
+ Lydd	188	180	—	—	—	—	—	—	188	180	193	205	-2.6	-12.2
+ Manchester	1 190	302	1 310	7	1 040	3	142	36	3 682	348	3 799	399	-3.1	-12.8
+ Manston	—	—	169	—	—	—	—	—	169	—	119	—	42.0	—
+ Newcastle	276	1	197	—	457	—	18	—	948	1	1 139	—	-16.8	—
+ Norwich	241	—	115	3	350	—	129	—	835	3	609	—	37.1	—
+ Penzance Heliport	—	—	—	—	292	—	—	—	292	—	298	—	-2.0	—
+ Prestwick	198	85	108	2	183	41	46	—	535	128	724	151	-26.1	-15.2
+ Southampton	71	1	32	9	746	1	41	1	890	12	924	—	-3.7	—
+ Stornoway	—	—	3	—	228	2	27	—	258	2	302	5	-14.6	-60.0
+ Sumburgh	—	—	1 062	19	259	1	667	9	1 988	29	1 601	—	24.2	—
+ Swansea	—	—	3	—	—	—	33	—	36	—	44	—	18.2	—
+ Tees-side	55	—	47	—	446	—	237	1	785	1	537	—	46.2	—
+ Tiree	—	—	—	—	48	4	4	—	52	4	55	—	-5.5	—
+ Wick	—	—	—	2	347	2	16	1	363	5	341	—	6.5	—
TOTAL (Incl. London Area)	21 525	2 051	12 460	604	19 138	857	4 609	342	57 732	3 854	60 507	3 916	-4.6	-1.6
<b>Channel Islands Airports</b>														
Alderney	—	—	—	—	—	—	—	—	725	—	668	—	8.5	—
Guernsey	—	—	—	—	—	—	—	—	3 886	—	2 747	—	5.1	—
Jersey	—	—	—	—	—	—	—	—	5 197	—	4 654	—	11.7	—
TOTAL (Channel Islands Airports)	—	—	—	—	—	—	—	—	8 808	—	8 069	—	9.2	—

# Air Transport Landings Diverted from/to UK Reporting Airports    October 1977

Table 14

Airport of intended landing	Total number of diversions	Airport of actual arrival																														Table	
		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	135					6St 7Bo	2Bo							1Lu 1Bo	1Ma 6Lu 7He 1Bo	1Ma 3Lu 7He 2Gm	13Ma 2Lu 6He 3Gm 10Bo	7Ma 1Em 2He 1Pr 2Gm 6Bo	3He 1Gm 1He	2Lu 1He	2Ma 2Lu 6He 1Bi		1Ma 3Bo	6Bo	4Bo	3He	1He						1He
Heathrow	72							1Ga						1Sh	4Ma 4Pr	11Ma 10Pr 4St 1Bo 2Sh 1Bo	5Ma 3Pr 1Li									5Ma 1Lu 5Ga 2St 2Bi		1Ma					4Ga
Luton	46								1Em 1Ga	2Em 1Ga				2Bi	4Ma 2Em 1St 1Bi	1Ma 1Em 4He 6St 2Bi	1Ma 1He 1Bi	6Ma 1Li		1He 1Bi	4Bi						1Bi						
Southend	2															1Lu	1Lu	1Ma 1He															
Stansted	6																3He 2Ed																
Aberdeen	6																					1Wi	1Ed										1Em
Birmingham	18														2Ma 2Em	1Ma 2Lu	2Lu 2Li	1Ma 1Lu 1Li 1Gm 1Gm 1Ma 1Li 1Bi 5Bi	3Ma														
Bristol	2																																
East Midlands	17																2Ma 3Lu 1He 1Li 5Bi	1Ma 2Ma															
Edinburgh	6																		5Gi 1Pr	1Gi													
Glasgow	4																																
Humberside	2																																
Inverness	1																																
Isle of Man	1																																
Kirkwall	1																																
Leeds	49																																
Manchester	13																																
Newcastle	3																																
Norwich	1																																
Sumburgh	7																																
Other Internal	11				1Ex					1Sh																							
Overseas	12	1He	1Ga	1Gm						1He	1Em																						
	415	1	1	2	—	13	6	5	6	4	1	—	—	2	30	35	108	54	38	16	25	14	4	6	5	20	3	4	3	1	2	6	

Aerodrome of actual landing: letter code

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

# Air Passengers by Type and Nationality of Operator    October 1977

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators			Overseas operators			United Kingdom operators			Overseas operators		
				British Airways	Others		British Airways	Others		British Airways	Others		British Airways	Others	
	Terminal	Transit		Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
<b>London Area Airports</b>															
+ Gatwick	585 802	579 293	6 509	902	40	165 827	—	4 435	—	59 440	—	257 783	1 427	90 906	5 042
+ Heathrow	1 982 580	1 950 478	32 102	812 568	88	21 257	89	1 065 962	31 463	27 484	—	1 060	31	22 147	431
+ Luton	162 473	162 061	412	75	—	863	—	118	—	638	—	140 694	364	19 673	48
+ Southend	21 211	21 211	—	—	—	20 576	—	—	—	—	—	611	—	24	—
+ Stansted	32 310	31 993	317	463	—	17	63	1 130	—	—	—	1 966	254	28 417	—
TOTAL (London Area)	2 784 376	2 745 036	39 340	814 008	128	208 540	152	1 071 645	31 463	87 562	—	402 114	2 076	161 167	5 521
Westland Heliport (Battersea)	549	549	—	—	—	—	—	—	—	18	—	531	—	—	—
<b>Other UK Airports</b>															
+ Aberdeen	76 802	75 605	1 197	21 652	741	13 759	15	—	—	5 422	—	30 960	303	3 812	138
+ Belfast	80 574	80 474	100	58 363	82	16 873	18	1 087	—	167	—	618	—	3 366	—
Benbecula	2 156	2 116	40	1 397	—	719	40	—	—	—	—	—	—	—	—
+ Birmingham	100 356	96 727	3 629	32 883	234	11 788	2 581	8 420	518	405	—	42 251	158	980	138
+ Blackpool	8 863	8 858	5	—	—	8 259	5	—	—	—	—	597	—	2	—
+ Bournemouth	23 490	22 923	567	—	—	15 213	502	382	1	—	—	7 222	64	106	—
+ Bristol	16 969	14 959	2 010	2 527	1 344	2 111	464	2 409	—	—	—	5 296	202	2 616	—
+ Cambridge	2 763	2 763	—	—	—	2 221	—	—	—	—	—	157	—	385	—
+ Coventry	147	99	48	—	—	17	48	—	—	—	—	78	—	4	—
+ East Midlands	48 813	48 517	296	—	—	22 211	29	—	—	—	—	22 292	267	4 014	—
+ Edinburgh	74 910	72 577	2 333	39 286	697	22 175	1 559	2 998	44	—	—	6 115	14	2 003	19
+ Exeter	7 498	6 803	695	—	—	5 706	695	—	—	—	—	55	—	1 042	—
+ Glamorgan	23 353	21 313	2 040	6 225	30	2 945	1 945	—	—	—	—	7 705	—	4 438	65
+ Glasgow	144 937	143 142	1 795	61 189	117	28 608	31	15 344	1 356	1 029	—	25 524	291	11 448	—
Gloucester/Cheltenham	1 853	1 853	—	—	—	1 801	—	—	—	—	—	52	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	3 451	3 451	—	—	—	2 973	—	—	—	—	—	441	—	37	—
Inverness	13 161	12 027	1 134	9 963	1 132	1 049	—	—	—	106	—	738	2	171	—
Islay	901	901	—	—	—	859	—	—	—	—	—	42	—	—	—
+ Isle of Man	23 637	22 110	1 527	14 164	887	7 946	640	—	—	—	—	—	—	—	—
Isles of Scilly	7 058	7 058	—	6 819	—	239	—	—	—	—	—	—	—	—	—
+ Kirkwall	10 221	9 052	1 169	3 811	1 099	2 217	—	—	—	1 020	25	2 004	45	—	—
+ Leeds/Bradford	15 074	13 019	2 055	3 374	—	5 547	2 044	1 011	—	1	—	3 028	11	58	—
+ Liverpool	23 229	22 746	483	14 635	173	—	—	3 332	45	204	—	4 412	265	163	—
+ Lydd	7 151	7 151	—	—	—	7 151	—	—	—	—	—	—	—	—	—
+ Manchester	271 761	257 683	14 078	73 505	1 793	7 670	2 170	35 817	3 365	8 936	140	114 212	3 760	17 543	2 850
+ Manston	452	452	—	—	—	—	—	—	—	—	—	271	—	181	—
+ Newcastle	48 790	42 532	4 258	2 741	—	18 103	4 258	—	—	—	—	15 891	—	5 797	—
+ Norwich	15 819	15 819	—	—	—	14 163	—	—	—	—	—	936	—	720	—
Penzance Heliport	6 819	6 819	—	6 819	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	47 620	26 297	21 323	11 582	9 490	140	—	3 128	5 183	11	76	4 634	2 807	6 802	3 767
+ Southampton	26 913	26 867	46	7 114	—	19 524	—	—	—	—	—	145	46	84	—
Stornoway	4 062	4 062	—	3 296	—	661	—	—	—	—	—	105	—	—	—
+ Sumburgh	37 310	37 090	220	6 694	—	72	—	—	—	9 481	—	20 597	216	246	4
Swansea	478	478	—	—	—	—	—	—	—	—	—	466	—	12	—
+ Tees-side	19 452	17 790	1 662	—	—	15 198	1 636	—	—	—	—	2 024	26	568	—
Tiree	194	190	4	—	—	184	3	—	—	—	—	6	1	—	—
Wick	3 471	2 355	1 116	1 165	1 116	1 129	—	—	—	—	—	61	—	—	—
TOTAL (Incl. London Area)	3 983 433	3 880 263	103 170	1 203 212	19 063	467 771	18 835	1 145 573	41 975	114 362	241	721 580	10 554	227 765	12 502
<b>Channel Islands Airports</b>															
Alderney	5 843	5 839	4	—	—	5 730	4	—	—	—	—	109	—	—	—
Guernsey	46 156	43 040	3 116	8 010	—	33 692	2 805	231	—	—	—	1 107	311	—	—
Jersey	146 341	145 280	1 061	46 182	20	88 540	856	2 957	—	—	—	3 699	136	3 902	49
TOTAL (Channel Is. Airports)	198 340	194 159	4 181	54 192	20	127 962	3 665	3 188	—	—	—	4 915	447	3 902	49

# Terminal Air Passengers for October 1977

Table 16

## Comparison with a Year Earlier

	1977	1976	Percentage change
<b>London Area Airports</b>			
+ Gatwick	579 293	502 201	15.4
+ Heathrow	1 950 478	2 123 320	-8.2
+ Luton	162 061	138 459	17.0
+ Southend	21 211	18 978	11.8
+ Stansted	31 993	28 468	12.4
TOTAL (London Area)	2 745 036	2 811 426	-2.4
Westland Heliport (Battersea)	549	256	—
<b>Other UK Airports</b>			
+ Aberdeen	75 605	74 175	1.9
+ Belfast	80 474	82 414	-2.4
Benbecula	2 116	2 138	-1.0
+ Birmingham	96 727	104 791	-7.7
+ Blackpool	8 858	7 523	17.7
+ Bournemouth	22 923	11 289	—
+ Bristol	14 959	16 043	-6.8
+ Cambridge	2 763	1 552	78.0
+ Coventry	99	3	—
+ East Midlands	48 517	48 092	0.9
+ Edinburgh	72 577	92 119	-21.2
+ Exeter	6 803	7 336	-7.3
+ Glamorgan	21 313	16 135	32.1
+ Glasgow	143 142	176 008	-18.7
Gloucester/Cheltenham	1 853	767	—
Hawarden	—	—	—
Humberside	3 451	—	—
Inverness	12 027	12 488	-3.7
Islay	901	1 120	-19.6
+ Isle of Man	22 110	20 946	5.6
Isles of Scilly	7 058	6 760	4.4
+ Kirkwall	9 052	7 735	17.0
+ Leeds/Bradford	13 019	22 078	-41.0
+ Liverpool	22 746	28 158	-19.2
+ Lydd	7 151	4 904	45.8
+ Manchester	257 683	245 746	4.9
+ Manston	452	272	66.2
+ Newcastle	42 532	54 831	-22.4
+ Norwich	15 819	11 763	34.5
Penzance Heliport	6 819	6 642	2.7
+ Prestwick	26 297	29 245	-10.1
+ Southampton	26 867	27 350	-1.8
Stornoway	4 062	4 433	-8.4
+ Sumburgh	37 090	24 168	53.5
Swansea	478	333	43.5
+ Tees-side	17 790	19 370	-8.2
Tiree	190	215	-11.6
Wick	2 355	2 225	5.8
TOTAL (Incl. London Area)	3 880 263	3 982 849	-2.6
<b>Channel Islands Airports</b>			
Alderney	5 839	5 017	16.4
Guernsey	43 040	41 882	2.8
Jersey	145 280	133 623	8.7
TOTAL (Channel Islands Airports)	194 159	180 522	7.6

# International and Domestic Passenger Traffic October 1977

Table 17

## Terminal Passengers

### Comparison with a Year Earlier

	Total	International				Domestic		
	1977	1977	1976	Per- centage change		1977	1976	Per- centage change
<b>London Area Airports</b>								
+ Gatwick	579 293	509 499	442 205	15		69 794	59 996	16
+ Heathrow	1 950 478	1 791 558	1 809 380	-1		158 920	313 940	-49
+ Luton	162 061	160 096	137 107	17		1 965	1 352	45
+ Southend	21 211	21 044	18 792	12		167	186	-10
+ Stansted	31 993	31 905	28 421	12		88	47	87
TOTAL (London Area)	2 745 036	2 514 102	2 435 905	3		230 934	375 521	-39
Westland Heliport (Battersea)	549	—	2	—		549	254	—
<b>Other UK Airports</b>								
+ Aberdeen	75 605	29 636	24 307	22		45 969	49 868	-8
+ Belfast	80 474	4 508	5 414	-17		75 966	77 000	-1
Benbecula	2 116	—	—	—		2 116	2 138	-1
+ Birmingham	96 727	68 159	71 204	-4		28 568	33 587	-15
+ Blackpool	8 858	889	469	90		7 969	7 054	13
+ Bournemouth	22 923	8 353	2 695	—		14 570	8 594	70
+ Bristol	14 959	11 600	12 709	-9		3 359	3 334	1
+ Cambridge	2 763	421	467	-10		2 342	1 085	—
+ Coventry	99	32	—	—		67	3	—
+ East Midlands	48 517	32 563	31 875	2		15 954	16 217	-2
+ Edinburgh	72 577	15 867	10 481	51		56 710	81 638	-31
+ Exeter	6 803	1 610	1 358	19		5 193	5 978	-13
+ Glamorgan	21 313	14 915	10 422	43		6 398	5 713	12
+ Glasgow	143 142	50 638	51 845	-2		92 504	124 163	-25
Gloucester/Cheltenham	1 853	—	—	—		1 853	767	—
Hawarden	—	—	—	—		—	—	—
Humberside	3 451	1 440	—	—		2 011	—	—
Inverness	12 027	375	—	—		11 652	12 488	-7
Islay	901	—	—	—		901	1 120	-20
+ Isle of Man	22 110	825	750	10		21 285	20 196	5
Isles of Scilly	7 058	—	—	—		7 058	6 760	4
+ Kirkwall	9 052	722	—	—		8 330	7 735	8
+ Leeds/Bradford	13 019	6 818	3 722	83		6 201	18 356	-66
+ Liverpool	22 746	10 265	8 432	22		12 481	19 726	-37
+ Lydd	7 151	7 151	4 900	46		—	4	—
+ Manchester	257 683	213 284	175 134	22		44 399	70 612	-37
+ Manston	452	452	272	66		—	—	—
+ Newcastle	42 532	30 670	24 637	24		11 862	30 194	-61
+ Norwich	15 819	8 225	6 193	33		7 594	5 570	36
Penzance	6 819	—	—	—		6 819	6 642	3
+ Prestwick	26 297	25 262	25 583	-1		1 035	3 662	-72
+ Southampton	26 867	1 094	488	—		25 773	26 862	-4
Stornoway	4 062	8	9	-11		4 054	4 424	-8
+ Sumburgh	37 090	14 628	8 301	76		22 462	15 867	42
Swansea	478	9	1	—		469	332	41
+ Tees-side	17 790	2 379	5 096	-53		15 411	14 274	8
Tiree	190	—	—	—		190	215	-12
Wick	2 355	—	1	—		2 355	2 224	6
TOTAL (Incl. London Area)	3 880 263	3 076 900	2 922 672	5		803 363	1 060 177	-24

(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 October 1977

Table 18

## Comparison with a Year Earlier

Comparison with a Year Earlier							
	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
<b>Austria</b>	25 427	12 735	12 692	20 526	12 254	8 272	24
London – Vienna	16 035	11 865	4 170	15 836	11 531	4 305	1
Other Routes	9 392	870	8 522	4 690	723	3 967	—
<b>Belgium</b>	72 763	70 077	2 686	78 172	76 217	1 955	–7
London – Brussels	48 084	47 792	292	54 309	53 568	741	–11
Other S.E. England – Belgium	16 082	14 959	1 123	17 893	17 273	620	–10
Other Routes	8 597	7 326	1 271	5 970	5 376	594	44
<b>Denmark</b>	51 478	36 064	15 414	50 469	39 288	11 181	2
London – Copenhagen	37 219	29 368	7 851	41 996	33 701	8 295	–11
Other Routes	14 259	6 696	7 563	8 473	5 587	2 886	68
<b>Finland</b>	9 569	9 419	150	8 867	8 687	180	8
<b>France</b>	235 275	220 568	14 707	264 064	226 355	37 709	–11
London – Nice	12 929	12 726	203	10 799	10 235	564	20
– Paris	164 153	157 426	6 727	180 124	168 674	11 450	–9
– N. France (a)	7 668	7 267	401	9 064	7 816	1 248	–15
– Other France	18 340	15 516	2 824	25 811	18 019	7 792	–29
Manchester – Paris	8 518	8 425	93	6 942	6 810	132	23
Other UK – Paris	10 575	8 417	2 158	9 905	7 702	2 203	7
Luton – Other France	454	—	454	2 913	—	2 913	–84
Other S.E. England – France	9 380	9 335	45	6 416	6 357	59	46
Other Routes	3 258	1 456	1 802	12 090	742	11 348	–73
<b>Germany (Fed. Republic)</b>	197 995	153 114	44 881	194 006	159 019	34 987	2
London – Dusseldorf	22 361	20 109	2 252	32 621	29 872	2 749	–31
– Frankfurt	66 244	57 870	8 374	55 453	47 529	7 924	19
– Hamburg	23 384	18 159	5 225	24 671	22 505	2 166	–5
– Munich	21 575	15 611	5 964	20 303	15 399	4 904	6
– Other Germany	34 623	29 604	5 019	38 269	34 874	3 395	–10
Luton – Germany	14 583	—	14 583	11 985	—	11 985	22
Manchester – Germany	9 583	8 205	1 378	6 994	6 274	720	37
Other Routes	5 642	3 556	2 086	3 710	2 566	1 144	52
<b>Gibraltar</b>	6 243	4 732	1 511	6 387	6 357	30	–2
<b>Greece</b>	88 998	36 629	52 369	90 693	34 867	55 826	–2
<b>Iceland</b>	3 300	3 005	295	3 688	3 688	—	–11
London – Reykjavik	1 947	1 947	—	2 025	2 025	—	–4
Glasgow – Reykjavik	1 058	1 058	—	1 663	1 663	—	–36
Other Routes	295	—	295	—	—	—	—



Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Irish Republic</b>	144 600	143 019	1 581	144 682	142 923	1 759	—
London – Cork	11 690	11 516	174	10 827	10 827	—	8
– Dublin	66 173	65 632	541	71 587	70 983	604	-8
– Shannon	10 509	10 509	—	11 022	11 022	—	-5
Manchester – Dublin	12 718	12 693	25	12 266	12 259	7	4
Birmingham – Dublin	11 424	11 278	146	10 231	10 221	10	12
Glasgow – Dublin	8 726	8 726	—	8 404	7 801	603	4
Liverpool – Dublin	6 119	6 119	—	5 845	5 817	28	5
Leeds/Bradford – Dublin	1 967	1 967	—	1 939	1 915	24	1
Edinburgh – Dublin	2 998	2 998	—	2 690	2 690	—	11
Bristol – Dublin	2 347	2 347	—	1 983	1 983	—	18
Other Routes	9 929	9 234	695	7 888	7 405	483	26
<b>Italy</b>	152 135	82 077	70 058	150 124	71 742	78 382	1
London – Genoa (g)	690	—	690	569	—	569	21
– Milan	34 405	29 247	5 158	36 111	26 378	9 733	-5
– Rimini (g)	982	—	982	1 049	—	1 049	-6
– Rome	41 898	33 175	8 723	36 850	26 664	10 186	14
– Venice	11 882	4 203	7 679	9 461	3 989	5 472	26
– Other taly	22 162	11 710	10 452	27 667	12 611	15 056	-20
Luton – Rimini	1 586	—	1 586	1 269	—	1 269	25
– Other Italy	25 409	—	25 409	23 681	—	23 681	7
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	5 138	—	5 138	5 818	—	5 818	-12
Other Routes	7 983	3 742	4 241	7 649	2 100	5 549	4
<b>Luxembourg</b>	6 955	5 737	1 218	5 675	5 668	7	23
London – Luxembourg	6 513	5 729	784	5 668	5 668	—	15
Other Routes	442	8	434	7	—	7	—
<b>Netherlands</b>	174 395	170 654	3 741	176 978	173 014	3 964	-1
London – Amsterdam—	100 870	99 549	1 321	110 858	108 199	2 659	-9
– Rotterdam	11 696	11 696	—	22 296	22 238	58	-48
Other S.E. England – Netherlands	11 347	10 614	733	8 723	8 398	325	30
Manchester – Amsterdam	12 660	12 442	218	10 732	10 634	98	18
Other Routes	37 822	36 353	1 469	24 369	23 545	824	55
<b>Norway</b>	45 313	31 460	13 853	46 045	31 731	14 314	-2
London – Oslo	20 608	15 601	5 007	26 119	17 472	8 647	-21
Other Routes	24 705	15 859	8 846	19 926	14 259	5 667	24
<b>Portugal</b>	43 196	22 244	20 952	29 507	19 883	9 624	46
London – Lisbon	16 743	13 581	3 162	13 328	11 100	2 228	26
Other Routes	26 453	8 663	17 790	16 179	8 783	7 396	64
<b>Soviet Union and Eastern Europe (b)</b>	24 304	21 083	3 221	27 813	21 054	6 759	-13
London – Moscow	7 595	7 127	468	7 471	7 208	263	2
– Prague	2 438	2 438	—	2 540	2 540	—	-4
Other Routes	14 271	11 518	2 753	17 802	11 306	6 496	-20

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>Spain</b>	485 516	101 751	383 765	440 503	95 855	344 648	10
London – Barcelona	20 302	14 455	5 847	15 592	13 170	2 422	30
– Ibiza	10 565	1 231	9 334	10 579	1 678	8 901	—
– Madrid	37 752	33 446	4 306	34 742	29 192	5 550	9
– Malaga	34 198	16 522	17 676	28 536	15 893	12 643	20
– Palma	58 063	15 975	42 088	58 012	15 716	42 296	—
– Other Spain	56 045	18 836	37 209	52 976	19 712	33 264	6
Luton – Alicante	8 214	—	8 214	6 733	—	6 733	22
– Barcelona	2 300	—	2 300	181	—	181	—
– Gerona	6 655	—	6 655	4 833	—	4 833	38
– Ibiza	6 990	—	6 990	8 228	—	8 228	-15
– Palma	17 490	—	17 490	17 493	—	17 493	—
– Other Spain	11 157	—	11 157	13 628	—	13 628	-18
Other S.E. England – Spain	226	—	226	136	—	136	66
Manchester – Barcelona	3 566	—	3 566	1 876	—	1 876	90
– Palma	31 691	—	31 691	28 641	51	28 590	11
Other N. England – Spain	75 806	522	75 284	52 982	303	52 679	43
Scotland – Spain	32 322	228	32 094	20 009	105	29 904	8
Other Routes	72 174	536	71 638	75 326	35	75 291	-4
<b>Sweden</b>	42 153	21 571	20 582	40 957	21 967	18 990	3
London – Stockholm	22 916	16 288	6 628	23 873	15 001	8 872	-4
Other Routes	19 237	5 283	13 954	17 084	6 966	10 118	13
<b>Switzerland</b>	108 571	70 638	37 933	108 048	74 593	33 455	—
London – Basle	7 051	5 431	1 620	8 598	5 926	2 672	-18
– Geneva	34 111	24 311	9 800	35 811	29 031	6 780	-5
– Zurich	55 729	33 935	21 794	56 623	35 124	21 499	-2
Luton – Switzerland	3 408	—	3 408	2 364	—	2 364	44
Other Routes	8 272	6 961	1 311	4 652	4 512	140	78
<b>Yugoslavia</b>	29 696	14 763	14 933	40 486	17 347	23 139	-27
London – Dubrovnic	4 783	1 406	3 377	7 424	878	6 546	-36
– Ljubljana	2 875	1 696	1 179	3 036	2 587	449	-5
Luton – Yugoslavia	725	—	725	940	—	940	-23
Other Routes	21 313	11 661	9 652	29 086	13 882	15 204	-27
<b>Other Europe</b>	91 849	59 419	32 430	76 014	46 662	29 352	21
<b>WESTERN HEMISPHERE</b>							
<b>Canada</b>	121 375	71 613	49 762	123 137	76 558	46 579	-1
London – Montreal	19 185	18 317	868	18 456	16 935	1 521	4
– Toronto	38 888	22 735	16 153	44 633	26 712	17 921	-13
– Other Canada	33 166	17 568	15 598	32 018	18 028	13 990	4
Other UK Montreal	3 243	2 774	469	3 071	2 923	148	6
– Toronto	21 221	7 767	13 454	20 598	9 688	10 910	3
Other Routes	5 672	2 452	3 220	4 361	2 272	2 089	30

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
<b>United States</b>	407 889	324 872	83 017	339 237	269 077	70 160	20
London – New York	176 017	149 222	26 795	129 824	104 159	25 665	36
– Other East Coast USA	94 468	81 909	12 559	87 339	76 188	11 151	8
– Chicago and Detroit	45 435	32 656	12 779	42 500	33 759	8 741	7
– West Coast USA	69 082	49 856	19 226	59 823	45 865	13 958	15
– Other USA	7 736	2 147	5 589	6 136	1 401	4 735	26
Other UK – New York	12 486	9 082	3 404	11 616	7 705	3 911	7
Other Routes	2 665	—	2 665	1 999	—	1 999	33
<b>West Atlantic and Caribbean Islands</b>	27 282	25 944	1 338	25 853	25 246	607	6
<b>Central and South America</b>	10 296	10 218	78	9 207	8 632	575	12
REST OF THE WORLD							
<b>Canary Islands</b>	57 526	4 615	52 911	50 096	5 265	44 831	15
<b>North Africa (c)</b>	28 212	16 298	11 914	28 168	14 002	14 166	—
<b>East Africa (d)</b>	12 620	11 575	1 045	13 193	11 596	1 597	–4
<b>Central Africa (e)</b>	6 431	6 431	—	5 415	5 215	200	19
<b>West Africa (d)</b>	21 293	21 247	46	17 627	17 174	453	21
<b>South Africa</b>	22 350	22 350	—	25 528	25 528	—	–12
<b>Middle East (f)</b>	143 586	141 989	1 597	114 087	110 741	3 346	26
<b>India</b>	21 538	21 538	—	19 869	19 869	—	8
<b>Pakistan</b>	10 863	10 863	—	9 790	9 757	33	11
<b>Far East</b>	56 059	53 353	2 706	57 302	55 327	1 975	–2
<b>Australia and New Zealand</b>	25 951	25 951	—	27 044	27 044	—	–4
<b>Other Routes n.e.i.</b>	47 597	9 427	38 170	37 982	10 803	27 179	25
<b>ALL ROUTES</b>	3 060 599	2 069 043	991 556	2 907 239	1 981 005	926 234	5

**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 October 1977

**Table 19**

## COMPARISON WITH A YEAR EARLIER

Origin/Destination		1977	1976	Percentage change
London (a)	Aberdeen	6 478	19 882	-67
	Belfast	39 666	38 112	4
	Birmingham	5 217	9 899	-47
	Channel Islands	45 377	51 368	-12
	Edinburgh	42 971	66 013	-35
	Glasgow	47 492	81 200	-42
	Isle of Man	1 810	1 576	15
	Leeds/Bradford	7	10 869	—
	Liverpool	—	8 507	—
	Manchester	17 100	40 865	-58
	Newcastle	5 321	24 517	-78
	Tees-side	11 134	12 329	-10
	Other airports	6 229	8 846	-30
Belfast	Birmingham	5 544	5 722	-3
	East Midlands	2 470	2 518	-2
	Edinburgh	1 392	1 683	-17
	Glasgow	8 122	7 485	9
	Isle of Man	1 257	1 041	21
	Leeds/Bradford	2 003	2 252	-11
	Liverpool	3 702	2 329	59
	Manchester	7 325	9 405	-22
	Newcastle	1 212	1 338	-9
	Other airports	3 273	5 115	-36
Channel Islands	Bournemouth	12 475	7 217	73
	Birmingham	8 647	8 548	1
	Bristol/Glamorgan	5 695	5 377	6
	East Midlands	9 371	8 028	17
	Glasgow	1 003	869	15
	Leeds/Bradford	432	1 042	-59
	Liverpool	622	361	72
	Manchester	5 016	4 037	24
	Newcastle	521	647	-19
	Southampton	25 083	24 923	1
	Other airports	11 771	9 594	23
Edinburgh	Birmingham	2 528	3 324	-24
	Glasgow	57	—	—
	Manchester	2 717	3 516	-23
	Other airports	7 045	7 102	-1
Glasgow	Birmingham	3 996	5 022	-20
	East Midlands	3 658	3 625	1
	Isle of Man	1 279	1 155	11
	Leeds/Bradford	1 074	1 353	-21
	Liverpool	5	41	-88
	Manchester	4 121	5 315	-22
	Southampton	6	1 134	-99
	Other Scottish airports	19 201	15 696	22
	Other airports	2 490	1 268	96
Isle of Man	Blackpool	4 223	4 336	-3
	Liverpool	7 447	7 780	-4
	Manchester	3 746	3 319	13
	Newcastle	130	88	48
Penzance	Other airports	1 393	901	55
	Isles of Scilly	6 819	6 642	3
Other Routes		47 015	35 963	31
TOTAL		464 688	591 094	-21

(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 October 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	9 358.6	—	—	738.0	1 916.6	31.5	61.4	—	—	2 088.1	4 483.2	22.4	17.4		
+Heathrow	42 031.1	6 969.0	7 390.3	92.4	435.3	10 822.8	15 922.4	129.3	3.7	9.5	22.5	43.1	190.8		
+Luton	511.4	—	—	—	—	—	4.0	—	—	103.0	159.3	134.2	110.9		
+Southend	529.0	—	—	198.0	177.0	—	—	—	—	39.0	115.0	—	—		
+Stansted	2 263.3	—	—	—	—	—	—	—	—	183.2	1 666.6	0.3	423.2		
TOTAL (London Area)	54 693.4	6 969.0	7 390.3	1 028.4	2 528.9	10 854.3	15 987.8	129.3	3.7	2 422.8	6 436.6	200.0	742.3		
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—		
Other UK Airports															
+Aberdeen	447.4	43.5	91.1	25.6	26.2	—	—	14.0	31.9	63.9	147.1	1.3	2.8		
+Belfast	1 288.9	71.7	195.9	213.2	55.5	8.0	6.7	—	—	599.4	138.5	—	—		
+Benbecula	12.4	10.8	0.5	0.9	0.2	—	—	—	—	—	—	—	—		
+Birmingham	300.6	76.2	78.3	19.8	5.0	63.8	45.7	—	—	6.8	5.0	—	—		
+Blackpool	156.2	—	—	3.4	38.1	—	—	—	—	0.6	114.1	—	—		
+Bournemouth	702.0	—	—	347.3	354.7	—	—	—	—	—	—	—	—		
+Bristol	46.6	5.9	4.5	4.9	1.2	17.1	13.0	—	—	—	—	—	—		
+Cambridge	196.1	—	—	—	—	—	—	—	—	3.3	—	116.9	75.9		
+Coventry	15.7	—	—	—	—	—	—	—	—	—	15.7	—	—		
+East Midlands	537.3	—	—	72.0	114.9	—	—	—	—	19.1	331.3	—	—		
+Edinburgh	102.6	19.7	26.1	21.0	27.2	4.8	3.8	—	—	—	—	—	—		
+Exeter	38.0	—	—	10.9	27.1	—	—	—	—	—	—	—	—		
+Glamorgan	27.2	5.0	7.4	2.5	0.9	—	—	—	—	—	1.3	—	9.6		
+Glasgow	1 711.3	647.5	286.3	55.4	26.9	249.1	412.0	—	0.5	0.2	23.4	—	10.0		
+Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—		
+Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—		
+Humberside	1.0	—	—	—	—	—	—	—	—	—	1.0	—	—		
+Inverness	33.9	6.0	27.9	—	—	—	—	—	—	—	—	—	—		
+Islay	9.3	—	—	5.2	4.1	—	—	—	—	—	—	—	—		
+Isle of Man	229.5	154.5	26.7	44.5	3.8	—	—	—	—	—	—	—	—		
+Isles of Scilly	8.6	7.2	1.4	—	—	—	—	—	—	—	—	—	—		
+Kirkwall	42.0	28.4	9.4	0.7	1.2	—	—	0.3	1.0	—	—	—	1.0		
+Leeds/Bradford	26.0	4.2	9.1	5.2	3.3	3.0	0.7	—	—	—	0.1	—	0.4		
+Liverpool	760.2	26.1	151.3	—	—	15.4	13.0	—	—	7.5	325.7	5.8	215.4		
+Lydd	342.8	—	—	137.9	204.9	—	—	—	—	—	—	—	—		
+Manchester	2 966.5	283.5	282.9	11.1	21.8	741.2	1 445.0	1.2	2.3	—	136.1	—	41.4		
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—		
+Newcastle	75.5	3.9	2.5	38.5	30.5	—	—	—	—	—	—	0.1	—		
+Norwich	46.5	—	—	16.0	29.0	—	—	—	—	0.3	1.2	—	—		
+Penzance Heliport	8.6	1.4	7.2	—	—	—	—	—	—	—	—	—	—		
+Prestwick	1 517.8	578.4	297.6	—	—	393.9	208.2	—	—	26.5	—	—	13.2		
+Southampton	154.2	2.5	19.0	21.5	69.6	—	—	—	—	—	37.6	4.0	—		
+Stornoway	35.9	26.6	8.3	0.1	0.9	—	—	—	—	—	—	—	—		
+Sumburgh	139.9	56.4	10.4	—	—	—	—	8.9	17.7	21.2	24.3	0.9	0.1		
+Swansea	2.3	—	—	—	—	—	—	—	—	0.6	1.7	—	—		
+Tees-side	25.9	—	—	11.1	14.6	—	—	—	—	0.1	0.1	—	—		
+Tiree	0.8	—	—	0.8	—	—	—	—	—	—	—	—	—		
+Wick	4.2	2.5	0.7	0.2	0.5	—	—	—	—	—	—	—	0.3		
TOTAL (Incl. London Area)	66 707.1	9 031.4	8 934.8	2 098.1	3 591.0	12 350.6	18 135.9	153.7	57.1	3 172.3	7 740.8	329.0	1 112.4		
Channel Islands Airports															
Alderney	21.0	—	—	16.6	3.5	—	—	—	—	0.9	—	—	—		
Guernsey	671.6	4.9	2.9	151.3	84.4	—	0.2	—	—	184.9	243.0	—	—		
Jersey	841.5	51.9	43.4	452.8	276.4	4.0	0.1	—	—	3.5	9.4	—	—		
TOTAL (Channel Islands Airports)	1 534.1	56.8	46.3	620.7	364.3	4.0	0.3	—	—	189.3	252.4	—	—		

# Cargo October 1977

Table 21

## Comparison with a Year Earlier

	International				Domestic				October 1977			October 1976			Percentage change		
	Scheduled		Charter		Scheduled		Charter		Total			Total					
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo		Passenger	Cargo		Passenger	Cargo	
	Aircraft		Aircraft		Aircraft		Aircraft		Aircraft			Aircraft			Aircraft		
<b>London Area Airports</b>																	
+ Gatwick	883	1 275	105	6 367	267	322	1	138	1 256	8 102		918	5 532		36.8	46.5	
+ Heathrow	23 861	16 924	63	336	256	591	—	—	24 180	17 851		19 813	18 105		22.0	-1.4	
+ Luton	4	—	107	358	—	—	—	41	111	399		110	184		0.9	—	
+ Southend	375	—	141	—	—	—	13	—	529	—		979	—		-46.0	—	
+ Stansted	—	—	389	1 874	—	—	—	—	389	1 874		318	1 768		22.3	6.0	
TOTAL (London Area)	25 123	18 199	805	8 935	523	913	14	179	26 465	28 226		22 138	25 589		19.5	10.3	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—		—	—		—	—	
<b>Other UK Airports</b>																	
+ Aberdeen	40	—	180	13	145	1	54	14	419	28		393	55		6.6	-49.1	
+ Belfast	15	3	—	127	362	171	—	611	377	912		489	661		-22.9	38.0	
+ Benbecula	—	—	—	—	13	—	—	—	13	—		22	—		-40.9	—	
+ Birmingham	224	1	5	4	64	—	—	3	293	8		261	8		12.3	—	
+ Blackpool	6	—	—	—	35	—	—	115	41	115		50	—		-18.0	—	
+ Bournemouth	—	—	—	—	2	701	—	—	2	701		41	425		-95.1	64.9	
+ Bristol	36	—	—	—	11	—	—	—	47	—		52	—		-9.6	—	
+ Cambridge	—	—	182	14	—	—	—	—	182	14		193	—		-5.7	—	
+ Coventry	—	—	—	16	—	—	—	—	—	16		40	—		—	—	
+ East Midlands	32	44	—	335	56	55	—	16	88	450		102	604		-13.7	-25.5	
+ Edinburgh	28	—	—	—	74	—	—	—	102	—		135	—		-24.4	—	
+ Exeter	5	—	—	—	33	—	—	—	38	—		23	—		65.2	—	
+ Glamorgan	11	—	—	11	5	—	—	—	16	11		28	4		-42.9	—	
+ Glasgow	198	589	—	10	239	652	1	23	438	1 274		574	1 091		-23.7	16.8	
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—		—	—		—	—	
+ Hawarden	—	—	—	—	—	—	—	—	—	—		—	—		—	—	
+ Humberside	—	—	—	1	—	—	—	—	—	1		—	—		—	—	
+ Inverness	—	—	—	—	34	—	—	—	34	—		33	—		3.0	—	
+ Islay	—	—	—	—	9	—	—	—	9	—		3	—		—	—	
+ Isle of Man	—	—	—	—	97	132	—	—	97	132		114	131		-14.9	0.8	
+ Isles of Scilly	—	—	—	—	9	—	—	—	9	—		8	—		12.5	—	
+ Kirkwall	—	—	—	1	40	—	1	—	41	1		50	—		-18.0	—	
+ Leeds/Bradford	11	—	—	—	14	—	—	—	25	—		47	11		-46.8	—	
+ Liverpool	23	8	—	226	54	122	—	329	77	685		165	1 000		-53.3	-31.5	
+ Lydd	—	343	—	—	—	—	—	—	—	343		2	390		—	-12.1	
+ Manchester	650	2 003	2	70	122	10	3	106	777	2 189		693	2 474		12.1	-11.5	
+ Manston	—	—	—	—	—	—	—	—	—	—		—	—		—	—	
+ Newcastle	45	13	—	—	17	—	—	—	62	13		76	—		-18.4	—	
+ Norwich	29	—	—	1	16	—	—	—	45	1		36	—		25.0	—	
+ Penzance Heliport	—	—	—	—	9	—	—	—	9	—		8	—		12.5	—	
+ Prestwick	175	1 029	—	39	12	262	—	—	187	1 330		125	1 023		49.6	30.0	
+ Southampton	2	2	—	41	109	—	—	—	111	43		215	—		-48.4	—	
+ Stornoway	—	—	—	—	36	—	—	—	36	—		38	1		-5.3	—	
+ Sumburgh	—	—	39	7	66	—	25	2	130	9		155	—		-16.1	—	
+ Swansea	—	—	—	—	—	—	3	—	3	—		1	—		—	—	
+ Tees-side	3	—	—	—	22	—	—	—	25	—		25	—		—	—	
+ Tiree	—	—	—	—	1	—	—	—	1	—		1	—		—	—	
+ Wick	—	—	—	—	4	—	—	—	4	—		6	—		-33.3	—	
TOTAL (Incl. London Area)	26 656	22 234	1 213	9 851	2 233	3 019	101	1 398	30 203	36 502		26 342	33 467		14.7	9.1	
<b>Channel Islands Airports</b>																	
Alderney	—	—	—	—	—	—	—	—	21	—		24	—		-12.5	—	
Guernsey	—	—	—	—	—	—	—	—	672	—		645	—		4.2	—	
Jersey	—	—	—	—	—	—	—	—	842	—		829	—		1.6	—	
TOTAL (Channel Islands Airports)	—	—	—	—	—	—	—	—	1 535	—		1 498	—		2.5	—	

# All Scheduled Services October 1977

Table 22.1

											Tonne-kilometres used				
	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available	
Passenger Services															
British Airways Long Haul Division	11 340	3 027	15 115	254 949	3 196 666	1 707 447	53.4	8 824	401 003	225 642	10 680	54 391	160 571	56.3	
British Airways Short Haul Division	6 920	11 273	14 790	768 175	813 893	558 094	68.6	4 191	83 991	52 409	1 246	2 308	48 854	62.4	
British Airways Helicopters	18	298	98	6 518	582	398	68.4	10	39	32	—	1	32	83.2	
British Caledonian Airways	2 277	2 267	3 832	114 227	312 106	166 379	53.3	1 264	37 866	18 969	560	3 427	14 982	50.1	
Air Anglia	642	1 613	1 806	32 279	26 873	15 746	58.6	94	2 742	1 621	—	47	1 574	59.1	
Aurigny Air Services	109	2 108	629	22 034	1 535	1 085	70.7	79	146	91	—	4	87	62.6	
British Air Ferries	154	700	595	16 393	5 537	3 590	64.9	391	619	434	—	107	327	70.1	
British Island Airways	349	1 628	1 405	51 476	17 464	11 042	63.2	183	1 607	976	—	37	939	60.8	
British Midland Airways	342	1 102	1 099	35 219	24 967	13 189	52.8	120	1 995	1 074	—	46	1 029	53.8	
Brymon Airways	62	329	303	2 184	870	421	48.4	1	78	35	—	—	34	44.7	
Dan-Air Services	418	1 488	1 390	37 495	25 394	13 532	53.3	—	1 907	1 017	—	—	1 017	53.3	
Haywards Aviation	9	68	47	113	45	28	62.7	—	5	3	—	—	3	62.7	
Intra Airways	61	301	253	6 919	3 039	1 712	56.3	—	244	128	—	—	128	52.4	
Laker Airways	345	62	447	17 492	119 014	97 325	81.8	—	11 740	9 733	—	—	9 733	82.9	
Loganair	118	1 405	594	6 446	1 281	632	49.3	—	117	58	—	—	58	49.6	
TOTAL Passenger Services	23 164	27 669	42 402	1 371 919	4 549 264	2 590 621	56.9	15 157	544 096	312 221	12 487	60 366	239 367	57.4	
Cargo Services															
British Airways Long Haul Division	922	258	1 295					2 746	28 747	18 551	357	18 191		64.5	
British Airways Short Haul Division	379	491	643					3 172	4 837	2 533	57	2 476		52.4	
British Caledonian Airways	133	45	181					467	4 865	1 813	38	1 774		37.3	
Air Freight	21	104	121					254	71	52	—	52		73.1	
Air-Bridge Carriers	8	50	34					368	98	62	—	62		62.9	
British Island Airways	96	308	349					691	443	228	23	205		51.4	
Intra Airways	20	135	109					344	74	56	—	56		75.9	
TOTAL Cargo Services	1 581	1 391	2 731					8 041	39 135	23 293	475	22 816		59.5	
GRAND TOTAL	24 745	29 060	45 133	1 371 919	4 549 264	2 590 621	56.9	23 198	583 231	335 514	12 963	83 182	239 367	57.5	

# International Scheduled Services October 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-km used		Passengers (000)	As percentage of available
Passenger Services														
British Airways Long Haul Division	11 340	3 027	15 115	254 949	3 196 666	1 707 447	53.4	8 824	401 003	225 642	10 680	54 391	160 571	56.3
British Airways Short Haul Division	5 341	6 621	10 354	535 686	681 238	466 508	68.5	3 262	71 826	44 251	1 181	2 072	40 997	61.6
British Caledonian Airways	1 909	1 462	2 988	71 693	280 270	146 346	52.2	913	34 678	17 097	456	3 358	13 283	49.3
Air Anglia	444	857	1 161	22 106	19 551	11 683	59.8	94	2 000	1 215	—	47	1 168	60.7
Aurigny Air Services	109	2 108	629	22 034	1 535	1 085	70.7	79	146	91	—	4	87	62.6
British Air Ferries	154	700	595	16 393	5 537	3 590	64.9	391	619	434	—	107	327	70.1
British Island Airways	163	649	641	21 141	8 140	5 064	62.2	46	749	443	—	13	430	59.2
British Midland Airways	118	319	377	8 403	8 584	3 993	46.5	46	674	333	—	21	312	49.4
Brymon Airways	30	132	145	555	352	132	37.4	1	30	11	—	—	11	36.0
Dan-Air Services	226	503	674	13 833	14 293	6 505	45.5	—	1 073	489	—	—	489	45.5
Intra Airways	20	177	105	2 958	925	377	40.8	—	76	28	—	—	28	36.8
Laker Airways	345	62	447	17 492	119 014	97 325	81.8	—	11 740	9 733	—	—	9 733	82.9
TOTAL Passenger Services	20 198	16 617	33 231	987 243	4 336 104	2 450 057	56.5	13 656	524 613	299 766	12 318	60 012	227 435	57.1
Cargo Services														
British Airways Long Haul Division	922	258	1 295					2 746	28 747	18 551	357	18 191		64.5
British Airways Short Haul Division	346	410	556					2 454	4 270	2 186	56	2 130		51.2
British Caledonian Airways	132	42	178					458	4 851	1 808	34	1 774		37.3
Air Freight	21	104	121					254	71	52	—	52		73.1
British Island Airways	44	93	151					156	202	96	—	96		47.6
TOTAL Cargo Services	1 466	907	2 300					6 067	38 142	22 692	447	22 243		59.5
GRAND TOTAL	21 664	17 524	35 531	987 243	4 336 104	2 450 057	56.5	19 723	562 755	322 458	12 765	82 255	227 435	57.3



# Domestic Scheduled Services October 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			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Short Haul Division	1 579	4 652	4 436	232 489	132 655	91 586	69.0	929	12 165	8 158	64	236	7 857	67.1
British Airways Helicopters	18	298	98	6 518	582	398	68.4	10	39	32	—	1	32	83.2
British Caledonian Airways	368	805	844	42 534	31 836	20 033	62.9	351	3 188	1 872	105	69	1 699	58.7
Air Anglia	198	756	645	10 173	7 322	4 063	55.5	—	743	406	—	—	406	54.7
British Island Airways	186	979	764	30 335	9 323	5 978	64.1	136	858	533	—	24	509	62.1
British Midland Airways	224	783	722	26 816	16 383	9 196	56.1	74	1 322	742	—	25	717	56.1
Brymon Airways	33	197	158	1 629	518	289	55.8	1	47	24	—	—	24	50.3
Dan-Air Services	192	985	716	23 662	11 101	7 027	63.3	—	833	528	—	—	528	63.3
Haywards Aviation	9	68	47	113	45	28	62.7	—	5	3	—	—	3	62.7
Intra Airways	40	124	148	3 961	2 114	1 335	63.1	—	168	100	—	—	100	59.5
Loganair	118	1 405	594	6 446	1 281	632	49.3	—	117	58	—	—	58	49.6
TOTAL Passenger Services	2 966	11 052	9 172	384 676	213 160	140 564	65.9	1 501	19 483	12 455	169	354	11 932	63.9
Cargo Services														
British Airways Short Haul Division	33	81	87					718	567	347	1	346		61.2
British Caledonian Airways	2	3	3					9	14	5	5	—		36.1
Air-Bridge Carriers	8	50	34					368	98	62	—	62		62.9
British Island Airways	52	215	198					535	240	131	23	108		54.7
Intra Airways	20	135	109					344	74	56	—	56		75.9
TOTAL Cargo Services	115	484	431					1 974	993	601	29	572		60.5
GRAND TOTAL	3 081	11 536	9 603	384 676	213 160	140 564	65.9	3 475	20 476	13 056	198	926	11 932	63.8

# All Non-Scheduled Services October 1977

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Long Haul Division	313	64	416	8 829	69 896	61 930	88.6	—	7 837	6 070	—	6 070	77.5
British Airways Short Haul Division	430	396	825	26 702	43 038	34 286	79.7	1 088	6 750	4 230	1 216	3 013	62.7
British Airtours	1 256	572	1 838	83 017	237 451	185 747	78.2	—	21 616	16 258	—	16 258	75.2
British Airways Helicopters	387	2 607	1 925	26 499	8 348	4 196	50.3	136	816	359	22	337	44.0
British Caledonian Airways	1 772	787	2 878	61 555	200 143	170 860	85.4	2 095	35 879	27 568	12 438	15 130	76.8
Air Anglia	37	115	111	235	217	86	39.6	—	22	9	—	9	39.8
Air Freight	52	150	256	1 526	868	541	62.3	97	159	97	56	41	60.8
Air-Bridge Carriers	170	238	469	—	—	—	—	1 155	2 652	1 242	1 242	—	46.8
Alldair	62	261	212	10 733	3 778	2 364	62.6	5	384	190	7	183	49.5
Bristow Helicopters	453	3 029	2 799	25 411	7 740	4 505	58.2	178	646	436	32	404	67.5
Britannia Airways	3 105	1 914	4 818	220 338	404 072	359 958	89.1	40	34 366	30 610	12	30 598	89.1
British Air Ferries	102	197	381	1 700	1 706	697	40.9	241	669	266	203	62	39.7
British Executive Air Services	94	2 732	587	12 782	1 315	440	33.5	1	122	44	—	44	36.1
British Island Airways	73	162	252	1 878	1 167	737	63.1	92	331	165	103	62	49.7
British Midland Airways	1 172	1 024	1 949	72 253	192 165	94 568	49.2	174	15 815	8 365	934	7 431	52.9
Brymon Airways	—	2	2	21	6	4	75.7	—	1	—	—	—	72.7
Dan-Air Services	4 599	3 371	7 929	288 215	531 137	458 020	86.2	235	53 534	45 195	8 576	36 620	84.4
Ferranti Helicopters	6	115	50	175	24	9	37.5	—	2	—	—	—	37.5
International Aviation Service	1 193	387	1 766	—	—	—	—	4 423	44 374	26 576	26 576	—	59.9
Intra Airways	76	164	278	4 998	3 306	2 368	71.6	43	369	238	61	176	64.4
Invicta International Airlines	2	1	6	—	—	—	—	—	40	—	—	—	—
Laker Airways	2 056	833	3 073	94 342	425 130	331 000	77.9	—	42 398	32 462	—	32 462	76.6
Loganair	131	517	595	2 826	1 514	838	55.3	33	152	84	7	77	55.3
Management Aviation	77	1 901	386	5 674	535	281	52.5	179	54	24	3	21	44.4
Monarch Airlines	945	580	1 506	62 494	138 064	112 567	81.5	—	13 472	10 208	—	10 208	75.8
Redcoat Air Cargo	102	34	221	—	—	—	—	235	1 496	848	848	—	56.7
Tradewinds Airways	805	276	1 456	—	—	—	—	2 903	23 843	14 006	14 006	—	58.7
Transmeridian Air Cargo	767	223	1 374	—	—	—	—	1 851	24 639	12 146	12 146	—	49.3
TOTAL	20 235	22 652	38 356	1 012 203	2 271 620	1 826 002	80.4	15 211	332 437	237 692	78 487	159 205	71.5
Class 5A Licence TOTAL	871	501	1 421	27 685	79 016	61 339	77.6	..	21 276	15 609	10 261	5 348	73.4
TOTAL Excludes 5A Licence	19 364	22 151	36 935	984 518	2 192 604	1 764 663	80.5	15 211	311 161	222 083	68 226	153 857	71.4

\*Does not include cargo carried under Class 5 Licence.

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Long Haul Division	313	64	416	8 829	69 896	61 930	88.6	—	7 837	6 070	—	6 070	77.5
British Airways Short Haul Division	424	381	810	26 043	42 687	34 049	79.8	1 088	6 721	4 210	1 216	2 994	62.6
British Airtours	1 256	572	1 838	83 017	237 451	185 747	78.2	—	21 616	16 258	—	16 258	75.2
British Airways Helicopters	382	2 586	1 903	26 451	8 250	4 185	50.7	136	806	357	22	335	44.3
British Caledonian Airways	1 772	787	2 878	61 555	200 143	170 860	85.4	2 095	35 879	27 568	12 438	15 130	76.8
Air Anglia	12	26	40	93	85	47	54.9	—	8	5	—	5	56.1
Air Freight	26	72	128	118	70	60	85.9	89	87	58	53	5	66.1
Air-Bridge Carriers	152	151	383	—	—	—	—	802	2 417	1 141	1 141	—	47.2
Alidair	34	171	125	8 076	2 110	1 540	73.0	—	217	126	5	121	57.8
Bristow Helicopters	453	3 029	2 799	25 411	7 740	4 505	58.2	178	646	436	32	404	67.5
Britannia Airways	3 105	1 914	4 818	220 338	404 072	359 958	89.1	40	34 366	30 610	12	30 598	89.1
British Air Ferries	98	188	367	1 558	1 570	644	41.0	241	655	261	203	58	39.8
British Executive Air Services	94	2 732	587	12 782	1 315	440	33.5	1	122	44	—	44	36.1
British Island Airways	43	101	150	1 182	876	546	62.3	20	197	108	63	45	54.8
British Midland Airways	974	591	1 501	49 221	175 426	83 913	47.8	67	14 206	7 476	879	6 597	52.6
Brymon Airways	—	2	2	21	6	4	75.7	—	1	—	—	—	72.7
Dan-Air Services	4 401	2 823	7 230	273 111	522 460	452 472	86.6	78	52 793	44 691	8 488	36 203	84.7
Ferranti Helicopters	6	115	50	175	24	9	37.5	—	2	—	—	—	37.5
International Aviation Service	1 193	387	1 766	—	—	—	—	4 423	44 374	26 576	26 576	—	59.9
Intra Airways	67	135	230	4 757	3 243	2 315	71.4	33	335	210	38	173	62.7
Invicta International Airlines	2	1	6	—	—	—	—	—	40	—	—	—	—
Laker Airways	2 056	833	3 073	94 342	425 130	331 000	77.9	—	42 398	32 462	—	32 462	76.6
Management Aviation	77	1 901	386	5 674	535	281	52.5	179	54	24	3	21	44.4
Monarch Airlines	945	580	1 506	62 494	138 064	112 567	81.5	—	13 472	10 208	—	10 208	75.8
Redcoat Air Cargo	102	34	221	—	—	—	—	235	1 496	848	848	—	56.7
Tradewinds Airways	805	276	1 456	—	—	—	—	2 903	23 843	14 006	14 006	—	58.7
Trans-Meridian Air Cargo	767	223	1 374	—	—	—	—	1 851	24 639	12 146	12 146	—	49.3
TOTAL	19 558	20 675	36 041	965 248	2 241 154	1 807 072	80.6	14 464	329 227	235 895	78 167	157 728	71.7
Class 5A Licence TOTAL	861	470	1 372	27 290	78 837	61 191	77.6	..	21 226	15 572	10 236	5 336	73.4
TOTAL Excludes 5A Licence	18 697	20 205	34 669	937 958	2 162 317	1 745 881	80.7	14 464	308 001	220 323	67 931	152 392	71.5

\*Does not include cargo carried under Class 5 Licence.

# Domestic Non-Scheduled Services October 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			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Short Haul Division	5	15	16	659	350	238	68.0	—	29	20	—	20	69.0
British Airways Helicopters	5	21	22	48	98	11	11.2	—	10	2	—	2	20.0
Air Anglia	25	89	71	142	132	39	29.6	—	13	4	—	4	29.4
Air Freight	26	78	128	1 408	798	481	60.3	7	72	39	3	36	54.3
Air-Bridge Carriers	19	87	86	—	—	—	—	353	236	101	101	—	42.6
Alidair	28	90	87	2 657	1 668	825	49.5	5	167	64	2	63	38.6
British Air Ferries	4	9	14	142	136	53	38.7	—	14	5	—	5	32.3
British Island Airways	30	61	101	698	291	190	65.5	72	135	57	40	17	42.3
British Midland Airways	198	433	448	23 032	16 739	10 655	63.6	106	1 609	889	55	834	55.3
Dan-Air Services	198	548	699	15 104	8 677	5 548	63.9	157	741	504	88	416	68.0
Intra Airways	9	29	48	241	62	53	85.1	10	34	27	24	4	81.3
Loganair	131	517	595	2 826	1 514	838	55.3	33	152	84	7	77	55.3
<b>TOTAL</b>	<b>677</b>	<b>1 977</b>	<b>2 314</b>	<b>46 955</b>	<b>30 466</b>	<b>18 930</b>	<b>62.1</b>	<b>746</b>	<b>3 211</b>	<b>1 797</b>	<b>320</b>	<b>1 477</b>	<b>56.0</b>
<b>Class 5A Licence TOTAL</b>	<b>10</b>	<b>31</b>	<b>49</b>	<b>395</b>	<b>179</b>	<b>148</b>	<b>82.7</b>	<b>..</b>	<b>50</b>	<b>37</b>	<b>25</b>	<b>12</b>	<b>74.0</b>
<b>TOTAL Excludes 5A Licence</b>	<b>667</b>	<b>1 946</b>	<b>2 265</b>	<b>46 560</b>	<b>30 287</b>	<b>18 782</b>	<b>62.0</b>	<b>746</b>	<b>3 161</b>	<b>1 760</b>	<b>295</b>	<b>1 465</b>	<b>55.7</b>

\*Does not include cargo carried under Class 5 Licence.

# Class 2 Licence Operations    October 1977

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km -		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Airways Long Haul Division	179	34	235	6 491	—	43 388	37 683	86.9	5 145	3 752	72.9
British Airtours	60	14	79	823	—	11 423	6 773	59.3	1 040	667	64.2
British Caledonian Airways	499	103	926	15 030	—	109 441	96 527	88.2	10 342	8 686	84.0
Dan-Air Services	165	41	222	4 572	—	31 132	29 579	95.0	2 487	2 368	95.2
Laker Airways	773	152	1 024	23 850	4 137	231 003	176 669	76.5	23 525	17 667	75.1
TOTAL	1 677	344	2 486	50 766	4 137	426 386	347 230	81.4	42 539	33 140	77.9

## Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers    October 1977

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Available (000)	Used (000)	Percentage of available	Number of passengers uplifted	
											Class 2	Class 4
International Services												
British Airways Short Haul Division	154	142	279	16 526	23 693	19 831	83.7	2 452	1 722	70.2	—	—
British Airtours	791	428	1 183	65 072	149 545	119 886	80.2	13 612	10 337	75.9	—	—
British Caledonian Airways	650	461	1 067	40 694	75 436	61 920	82.1	7 095	5 346	75.4	—	—
Britannia Airways	2 971	1 747	4 583	203 188	387 138	345 838	89.3	32 915	29 401	89.3	—	1 956
British Island Airways	9	18	37	543	464	276	59.5	43	24	54.9	—	—
British Midland Airways	9	9	23	474	648	480	74.0	51	37	72.4	—	—
Dan-Air Services	2 994	2 098	5 029	214 315	362 224	317 672	87.7	28 979	25 430	87.8	—	209
Intra Airways	31	64	101	2 864	2 169	1 334	61.5	176	100	56.6	—	—
Laker Airways	752	406	1 166	41 302	96 887	77 265	79.7	9 351	7 299	78.1	—	—
Monarch Airlines	694	448	1 125	49 159	102 388	85 120	83.1	9 997	7 720	77.2	—	—
TOTAL International Services	9 055	5 821	14 592	634 137	1 200 593	1 029 623	85.8	104 671	87 416	83.5	—	2 165
Domestic Services												
Intra Airways	1	5	8	161	54	48	89.4	5	4	78.9	—	—
TOTAL Domestic Services	1	5	8	161	54	48	89.4	5	4	78.9	—	—
GRAND TOTAL	9 057	5 826	14 600	634 298	1 200 647	1 029 671	85.8	104 675	87 419	83.5	—	2 165

## All Class 4 Licence Operations October 1977

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Long Haul Division	134	30	181	—	2 338	26 509	24 247	91.5	2 691	2 318	86.1
British Airways Short Haul Division	12	20	26	—	1 600	1 231	1 019	82.8	128	86	67.0
British Airtours	64	16	86	—	900	12 142	9 189	75.7	1 110	826	74.4
British Caledonian Airways	93	65	159	—	4 937	13 529	11 570	85.5	1 297	1 025	79.1
Britannia Airways	31	19	49	1 956	419	4 042	3 872	95.8	345	330	95.6
British Island Airways	1	3	3	—	150	37	37	100.0	3	3	91.3
British Midland Airways	8	8	23	—	583	618	617	99.8	51	48	94.2
Dan-Air Services	638	409	1 092	209	33 960	73 115	61 860	84.6	5 846	4 948	84.6
Intra Airways	17	37	53	—	1 949	1 077	983	91.3	85	73	86.1
Laker Airways	392	239	702	—	20 359	49 716	42 701	85.9	4 700	4 059	86.4
Monarch Airlines	73	58	131	—	5 428	8 798	6 850	77.9	865	621	71.8
<b>TOTAL</b>	<b>1 464</b>	<b>904</b>	<b>2 504</b>	<b>2 165</b>	<b>72 623</b>	<b>190 812</b>	<b>162 943</b>	<b>85.4</b>	<b>17 120</b>	<b>14 337</b>	<b>83.7</b>

## International Class 4 Licence Operations October 1977

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Long Haul Division	134	30	181	—	2 338	26 509	24 247	91.5	2 691	2 318	86.1
British Airways Short Haul Division	12	20	26	—	1 600	1 231	1 019	82.8	128	86	67.0
British Airtours	64	16	86	—	900	12 142	9 189	75.7	1 110	826	74.4
British Caledonian Airways	93	65	159	—	4 937	13 529	11 570	85.5	1 297	1 025	79.1
Britannia Airways	31	19	49	1 956	419	4 042	3 872	95.8	345	330	95.6
British Island Airways	—	1	1	—	50	11	11	100.0	1	1	91.3
British Midland Airways	8	8	23	—	583	618	617	99.8	51	48	94.2
Dan-Air Services	636	405	1 085	209	33 790	73 032	61 787	84.6	5 840	4 942	84.6
Intra Airways	17	35	52	—	1 893	1 075	981	91.3	85	73	86.2
Laker Airways	392	239	702	—	20 359	49 716	42 701	85.9	4 700	4 059	86.4
Monarch Airlines	73	58	131	—	5 428	8 798	6 850	77.9	865	621	71.8
<b>TOTAL</b>	<b>1 461</b>	<b>896</b>	<b>2 494</b>	<b>2 165</b>	<b>72 297</b>	<b>190 701</b>	<b>162 842</b>	<b>85.4</b>	<b>17 111</b>	<b>14 329</b>	<b>83.7</b>

## Domestic Class 4 Licence Operations October 1977

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Island Airways	1	2	2	—	100	26	26	100.0	2	2	91.3
Dan-Air Services	2	4	7	—	170	83	73	88.5	6	6	88.9
Intra Airways	—	2	1	—	56	3	2	77.8	—	—	66.1
<b>TOTAL</b>	<b>2</b>	<b>8</b>	<b>10</b>	<b>—</b>	<b>326</b>	<b>112</b>	<b>101</b>	<b>90.9</b>	<b>9</b>	<b>8</b>	<b>88.9</b>

## All Class 6 Licence Operations October 1977

**Table 27.1**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways Short Haul Division	2	5	5	94	43	42	99.2
British Caledonian Airways	386	103	522	1 603	12 943	9 323	72.0
Air Freight	6	28	33	75	20	16	79.3
Air-Bridge Carriers	162	210	431	1 156	2 538	1 216	47.9
British Air Ferries	10	35	47	71	88	27	30.8
Dan-Air Services	22	47	75	229	116	110	94.8
International Aviation Service	158	47	214	587	6 149	4 108	66.8
Redcoat Air Cargo	102	34	221	235	1 496	848	56.7
Tradewinds Airways	427	152	793	1 250	12 041	6 504	54.0
Trans-Meridian Air Cargo	169	59	300	598	5 806	4 234	72.9
TOTAL	1 446	720	2 639	5 899	41 240	26 429	64.1

## International Class 6 Licence Operations October 1977

**Table 27.2**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways Short Haul Division	2	5	5	94	43	42	99.2
British Caledonian Airways	386	103	522	1 603	12 943	9 323	72.0
Air Freight	6	28	33	75	20	16	79.3
Air-Bridge Carriers	144	127	349	802	2 315	1 120	48.4
British Air Ferries	10	35	47	71	88	27	30.8
Dan-Air Services	5	16	21	72	26	22	86.4
International Aviation Service	158	47	214	587	6 149	4 108	66.8
Redcoat Air Cargo	102	34	221	235	1 496	848	56.7
Tradewinds Airways	427	152	793	1 250	12 041	6 504	54.0
Trans-Meridian Air Cargo	169	59	300	598	5 806	4 234	72.9
TOTAL	1 410	606	2 504	5 388	40 926	26 245	64.1

## Domestic Class 6 Licence Operations October 1977

**Table 27.3**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		
					Available (000)	Used (000)	Percentage of available
Air-Bridge Carriers	19	83	82	354	224	96	42.7
Dan-Air Services	17	31	54	157	91	88	97.2
TOTAL	36	114	136	511	314	184	58.4

## All Class 7 Licence Operations October 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	387	2 607	1 925	26 499	8 348	4 196	50.3	136	816	359	22	337	44.0
Bristow Helicopters	453	3 029	2 799	25 411	7 740	4 505	58.2	178	646	436	32	404	67.5
British Executive Air Services	94	2 732	587	12 782	1 315	440	33.5	1	122	44	—	44	36.1
Ferranti Helicopters	6	115	50	175	24	9	37.5	—	2	—	—	—	37.5
Management Aviation	77	1 901	386	5 674	535	281	52.5	179	54	24	3	21	44.4
<b>TOTAL</b>	<b>1 017</b>	<b>10 384</b>	<b>5 746</b>	<b>70 541</b>	<b>17 962</b>	<b>9 431</b>	<b>52.5</b>	<b>494</b>	<b>1 640</b>	<b>863</b>	<b>58</b>	<b>805</b>	<b>52.6</b>

## International Class 7 Licence Operations October 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	382	2 586	1 903	26 451	8 250	4 185	50.7	136	806	357	22	335	44.3
Bristow Helicopters	453	3 029	2 799	25 411	7 740	4 505	58.2	178	646	436	32	404	67.5
British Executive Air Services	94	2 732	587	12 782	1 315	440	33.5	1	122	44	—	44	36.1
Ferranti Helicopters	6	115	50	175	24	9	37.5	—	2	—	—	—	37.5
Management Aviation	77	1 901	386	5 674	535	281	52.5	179	54	24	3	21	44.4
<b>TOTAL</b>	<b>1 012</b>	<b>10 363</b>	<b>5 725</b>	<b>70 493</b>	<b>17 864</b>	<b>9 420</b>	<b>52.7</b>	<b>494</b>	<b>1 630</b>	<b>861</b>	<b>58</b>	<b>804</b>	<b>52.8</b>

## Domestic Class 7 Licence Operations October 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	5	21	22	48	98	11	11.2	—	10	2	—	2	20.0
<b>TOTAL</b>	<b>5</b>	<b>21</b>	<b>22</b>	<b>48</b>	<b>98</b>	<b>11</b>	<b>11.2</b>	<b>—</b>	<b>10</b>	<b>2</b>	<b>—</b>	<b>2</b>	<b>20.0</b>



# All Exempt Operations      October 1977

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Short Haul Division	215	200	446	5 983	13 343	9 130	68.4	995	3 602	1 948	1 138	809	54.1
British Airtours	9	7	15	1 008	1 716	1 506	87.8	—	156	128	—	128	81.9
British Caledonian Airways	89	37	125	626	942	484	51.3	492	2 993	2 417	2 376	42	80.8
Air Anglia	37	115	111	235	217	86	39.6	—	22	9	—	9	39.8
Air Freight	35	91	171	1 526	868	541	62.3	22	98	54	13	41	54.8
Allidair	33	98	101	3 031	1 958	1 066	54.5	6	197	87	2	85	44.2
Britannia Airways	87	135	161	13 513	11 137	8 857	79.5	41	961	765	12	753	79.6
British Air Ferries	91	162	335	1 637	1 647	671	40.7	171	581	239	179	60	41.0
British Island Airways	38	75	130	1 016	615	382	62.0	92	173	83	51	32	48.0
British Midland Airways	345	576	687	35 010	38 464	23 521	61.2	174	3 616	1 981	145	1 836	54.8
Brymon Airways	—	2	2	21	6	4	75.7	—	1	—	—	—	72.7
Don-Air Services	229	557	739	17 571	14 620	8 888	60.8	6	1 125	683	10	672	60.7
International Aviation Service	996	329	1 499	—	—	—	—	3 837	36 722	21 551	21 551	—	58.7
Intra Airways	10	14	36	—	—	—	—	44	42	29	29	—	69.3
Invicta International Airlines	2	1	6	—	—	—	—	—	40	—	—	—	—
Laker Airways	138	36	181	4 694	47 525	34 365	72.3	—	4 821	3 437	—	3 437	71.3
Loganair	131	517	595	2 826	1 514	838	55.4	33	152	84	7	77	55.3
Monarch Airlines	18	12	29	820	2 896	1 438	49.7	—	282	130	—	130	46.2
Tradewinds Airways	262	93	443	—	—	—	—	1 653	8 705	5 626	5 626	—	64.6
Trans-Meridian Air Cargo	571	159	1 027	—	—	—	—	1 253	18 075	7 240	7 240	—	40.1
<b>TOTAL</b>	<b>3 335</b>	<b>3 216</b>	<b>6 836</b>	<b>89 517</b>	<b>137 469</b>	<b>91 777</b>	<b>66.8</b>	<b>8 819</b>	<b>82 364</b>	<b>46 488</b>	<b>38 378</b>	<b>8 110</b>	<b>56.4</b>

# International Exempt Operations October 1977

**Table 29.2**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Short Haul Division	210	185	430	5 324	12 992	8 893	68.4	994	3 573	1 928	1 138	790	54.0
British Airtours	9	7	15	1 008	1 716	1 506	87.8	—	156	128	—	128	81.9
British Caledonian Airways	89	37	125	626	942	484	51.3	492	2 993	2 417	2 376	42	80.8
Air Anglia	12	26	40	93	85	47	54.9	—	8	5	—	5	56.1
Air Freight	9	13	43	118	70	60	85.9	14	26	15	10	5	56.2
Alidair	5	8	14	374	290	242	83.2	—	30	23	—	23	74.9
Britannia Airways	87	135	161	13 513	11 137	8 857	79.5	41	961	765	12	753	79.6
British Air Ferries	88	153	320	1 495	1 510	618	40.9	171	568	234	179	55	41.2
British Island Airways	10	19	34	541	388	247	63.6	20	44	31	11	21	71.5
British Midland Airways	149	147	224	12 228	21 860	12 981	59.4	67	2 018	1 110	90	1 011	54.5
Brymon Airways	—	2	2	21	6	4	75.7	—	1	—	—	—	72.7
Dan-Air Services	50	44	101	2 637	6 026	3 413	56.6	6	480	272	10	261	56.6
International Aviation Service	996	329	1 499	—	—	—	—	3 837	36 722	21 551	21 551	—	58.7
Intra Airways	9	12	33	—	—	—	—	33	38	26	26	—	68.9
Invicta International Airlines	2	1	6	—	—	—	—	—	40	—	—	—	—
Laker Airways	138	36	181	4 694	47 525	34 365	72.3	—	4 821	3 437	—	3 437	71.3
Monarch Airlines	18	12	29	820	2 896	1 438	49.7	—	282	130	—	130	46.2
Tradewinds Airways	262	93	443	—	—	—	—	1 653	8 705	5 626	5 626	—	64.6
Transmeridian Air Cargo	571	159	1 027	—	—	—	—	1 253	18 075	7 240	7 240	—	40.1
<b>TOTAL</b>	<b>2 713</b>	<b>1 418</b>	<b>4 746</b>	<b>43 492</b>	<b>107 445</b>	<b>73 156</b>	<b>68.1</b>	<b>8 583</b>	<b>79 542</b>	<b>44 926</b>	<b>38 267</b>	<b>6 659</b>	<b>56.5</b>

## Domestic Exempt Operations October 1977

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Short Haul Division	5	15	16	659	350	238	68.0	1	29	20	—	20	69.0
Air Anglia	25	89	71	142	132	39	29.6	—	13	4	—	4	29.4
Air Freight	26	78	128	1 408	798	481	60.3	8	72	39	3	36	54.3
Alldair	28	90	87	2 657	1 668	825	49.5	6	167	64	2	63	38.6
British Air Ferries	4	9	14	142	136	53	38.7	—	14	5	—	5	32.3
British Island Airways	28	56	96	475	227	135	59.3	72	129	52	40	11	40.0
British Midland Airways	196	429	442	22 782	16 604	10 540	63.5	107	1 599	880	55	825	55.1
Dan-Air Services	179	513	638	14 934	8 594	5 475	63.7	—	645	411	—	411	63.7
Intra Airways	1	2	3	—	—	—	—	10	4	4	4	—	92.7
Loganair	131	517	595	2 826	1 514	838	55.4	33	152	84	7	77	55.3
<b>TOTAL</b>	<b>622</b>	<b>1 798</b>	<b>2 091</b>	<b>46 025</b>	<b>30 024</b>	<b>18 622</b>	<b>62.0</b>	<b>236</b>	<b>2 823</b>	<b>1 563</b>	<b>111</b>	<b>1 451</b>	<b>55.4</b>

## Class 5 Operations for UK Operators October 1977

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airtours	331	107	476	15 214	62 624	48 393	77.3	..	5 698	4 300	—	—	4 300	75.5
British Caledonian Airways	5	4	9	268	795	360	45.3	..	76	31	—	—	31	40.8
Air-Bridge Carriers	1	6	8	—	—	—	—	..	24	6	—	6	—	25.0
Alidair	29	163	111	7 702	1 820	1 298	71.3	..	187	103	—	5	98	55.1
Britannia Airways	16	13	25	1 262	1 756	1 392	79.3	..	145	114	—	—	114	78.6
British Island Airways	1	4	4	169	51	42	82.4	..	4	4	—	1	3	100.0
British Midland Airways	4	8	11	468	260	209	80.4	..	19	16	—	—	16	84.2
Dan-Air Services	331	107	446	1 488	8 940	8 105	90.7	..	11 696	8 989	—	8 341	648	76.9
Intra Airways	17	44	81	24	6	3	50.0	..	61	32	—	32	—	52.5
Monarch Airlines	20	14	30	1 090	2 764	1 537	55.6	..	269	138	—	—	138	51.3
Tradewinds Airways	116	31	221	—	—	—	—	..	3 097	1 876	—	1 876	—	60.6
<b>TOTAL</b>	<b>871</b>	<b>501</b>	<b>1 421</b>	<b>27 685</b>	<b>79 016</b>	<b>61 339</b>	<b>77.6</b>	<b>..</b>	<b>21 276</b>	<b>15 609</b>	<b>—</b>	<b>10 261</b>	<b>5 348</b>	<b>73.4</b>

## Class 5 Operations for Non-UK Operators October 1977

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Short Haul Division	46	29	71	2 593	4 771	4 306	90.3	..	526	432	13	22	397	82.1
British Caledonian Airways	50	14	69	—	—	—	—	..	1 135	739	—	739	—	65.1
Air Freight	11	31	52	—	—	—	—	..	41	27	—	27	—	65.9
Air-Bridge Carriers	7	22	30	—	—	—	—	..	90	20	—	20	—	22.2
British Island Airways	24	62	77	—	—	—	—	..	108	51	—	51	—	47.2
British Midland Airways	806	423	1 207	35 718	152 175	69 741	45.8	..	12 077	6 283	—	789	5 494	52.0
Dan-Air Services	220	112	327	16 100	41 105	31 916	77.6	..	3 285	2 668	—	114	2 554	81.2
International Aviation Service	39	11	53	—	—	—	—	..	1 503	917	—	917	—	61.0
Monarch Airlines	139	48	190	5 997	21 218	17 622	83.1	..	2 060	1 598	—	—	1 598	77.6
Transmeridian Air Cargo	27	5	48	—	—	—	—	..	758	672	—	672	—	88.7
<b>TOTAL</b>	<b>1 369</b>	<b>757</b>	<b>2 123</b>	<b>60 408</b>	<b>219 269</b>	<b>123 585</b>	<b>56.4</b>	<b>..</b>	<b>21 583</b>	<b>13 407</b>	<b>13</b>	<b>3 351</b>	<b>10 043</b>	<b>62.1</b>

# Aircraft Type and Utilisation—All Airlines October 1977

Table 31.1

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1977	Daily utilisation per aircraft (hrs) Quarter ended September 1977
Aérospatiale SA330J Puma	36	157	—	176	—	1 910	438	2	3.4
Aviation Traders Carvair	65	60	35	188	47	64	27	2	3.2
Aviation Traders Merchantman	521	—	552	—	967	—	—	6	4.2
AW650 Argosy	80	—	233	—	302	—	—	3	2.9
BAC 111-200	691	1 467	—	1 582	—	74 326	38 337	9	6.2
BAC 111-300/400	1 850	1 922	—	3 515	—	115 356	122 557	17	7.9
BAC 111-500	3 971	5 406	—	7 658	—	393 829	319 645	36	8.3
BAC/Aérospatiale Concorde	412	72	—	290	—	3 887	22 115	5	1.7
Bell 206 Jetranger	6	126	—	55	—	203	10	2	0.3
Bell 212 Twin	104	3 042	—	640	—	14 641	500	8	3.0
Boeing 707-120/120B	335	110	—	467	—	13 590	41 740	2	11.8
Boeing 707-320C/336	5 416	1 269	534	5 206	2 543	97 387	367 209	34	8.0
Boeing 707-420	1 552	669	—	2 304	—	92 724	224 583	9	10.9
Boeing 720/720B	552	262	—	811	—	34 712	77 108	4	9.6
Boeing 727-100	1 089	582	—	1 638	—	66 605	131 899	6	10.9
Boeing 737-200	3 105	1 910	4	4 813	5	220 338	359 958	16	12.5
Boeing 747-100	5 127	1 249	—	6 817	—	143 872	1 054 225	19	13.0
Boeing 747-200	753	159	—	1 050	—	22 359	157 787	3	10.0
Bristol Britannia 300	197	—	74	—	431	—	—	3	6.3
Britten-Norman Islander	131	1 489	—	640	—	5 389	449	11	2.3
Britten-Norman Trislander	249	2 634	50	1 248	52	26 235	2 114	14	3.4
Canadair CL 44	1 110	—	350	—	2 178	—	—	12	5.3
DC3 Dakota/Pionair	157	333	360	344	456	6 373	1 446	13	2.7
DH 106 Comet 4B/C	1 066	747	—	1 823	—	75 494	108 695	18	5.3
DHC 6 Twin-Otter	41	188	—	183	—	1 887	418	2	3.5
Fokker Friendship 100/600	553	1 329	—	1 529	—	29 206	14 494	8	6.5
Hawker Siddeley 121 Trident 1C	698	1 217	—	1 489	—	97 641	55 777	11	4.4
Hawker Siddeley 121 Trident 1E	288	328	—	541	—	28 673	24 420	3	6.6
Hawker Siddeley 121 Trident 2E	1 783	1 491	—	3 225	—	108 725	129 913	16	6.7
Hawker Siddeley 121 Trident 3B	917	878	—	1 493	—	81 262	85 624	25	4.0
HP Herald 100/200	708	2 482	416	2 238	509	71 325	16 031	20	5.5
HS 748	592	2 034	44	2 113	70	47 300	16 136	18	5.6
Lockheed L1011 Tristar	1 247	748	—	1 950	—	115 224	191 024	9	7.7
MBB BO 105	50	1 599	123	227	20	4 790	134	3	4.4
McDonnell-Douglas DC10-10	1 201	271	—	1 592	—	63 057	326 960	4	14.9
McDonnell-Douglas DC8-54F/55F	810	—	245	—	1 134	—	—	5	6.2
McDonnell-Douglas DC9-10 to 40	205	428	—	453	—	23 044	11 232	2	7.0
McDonnell-Douglas DC-10-30	993	199	—	1 266	—	23 253	169 379	4	12.7
Piper PA23 Aztec (and Apache)	9	68	—	47	—	113	28	2	1.2
Piper PA31 Navajo (All Series)	77	295	—	253	—	935	242	6	1.9
Sikorsky 58T	92	656	29	542	15	3 875	538	10	2.2
Sikorsky S61N	697	3 924	—	3 805	—	47 088	7 987	36	3.8
Vickers Super VC10	3 165	959	—	4 382	—	51 849	272 222	15	10.2
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Viscount 700	62	260	1	211	1	10 733	2 364	4	2.9
Vickers Viscount 700D/800/810	1 077	3 733	32	3 761	21	135 431	43 786	29	5.3
Westland S.55 Whirlwind	4	46	—	34	—	206	18	2	0.8
Westland Wessex	46	980	—	330	—	4 346	204	4	2.7
<b>TOTAL</b>	<b>43 887</b>	<b>47 778</b>	<b>3 082</b>	<b>72 929</b>	<b>8 751</b>	<b>2 359 257</b>	<b>4 399 773</b>	<b>493</b>	<b>6.4</b>

# Aircraft Type and Utilisation—Individual Airlines Table 31.2

## October 1977

	Aircraft—km (000)	Stage Flights Passenger Cargo	Aircraft Hours Passenger Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended September 1977	Daily utilisation per aircraft (hrs) Quarter ended September 1977
<b>British Airways Long Haul Division</b>							
McConnell-Douglas DC10-30	490	56 —	608 —	9 480	82 978	2	12.4
Vickers VC10	—	— —	— —	—	—	1	—
Vickers Super VC10	3 165	959 —	4 382 —	51 849	272 222	15	10.2
Lockheed L1011 Tristar	694	279 —	992 —	15 309	75 956	4	8.8
Boeing 707-320C/336	1 858	307 258	1 258 1 295	17 266	90 054	11	9.6
Boeing 747-100	5 127	1 249 —	6 817 —	143 872	1 054 225	19	13.0
Boeing 747-200	753	159 —	1 050 —	22 359	157 787	3	10.0
BAC/Aerospatiale Concorde	412	72 —	290 —	3 887	22 115	5	1.7
<b>TOTAL</b>	<b>12 499</b>	<b>3 081 258</b>	<b>15 397 1 295</b>	<b>264 022</b>	<b>1 755 337</b>	<b>60</b>	<b>10.3</b>
<b>British Airways Short Haul Division</b>							
HS 748	93	351 —	375 —	8 143	2 497	2	6.0
Vickers Viscount 700D/800/810	651	2 481 30	2 427 18	93 063	26 548	18	5.1
BAC 111-300/400	487	1 029 —	1 159 —	55 788	27 316	7	5.9
BAC 111-500	1 516	3 180 —	3 286 —	209 426	98 771	18	6.8
Hawker Siddeley 121 Trident 2E	1 782	1 491 —	3 225 —	108 725	129 913	16	6.7
Aviation Traders Merchantman	423	— 497	— 767	—	—	5	4.3
Hawker Siddeley 121 Trident 1C	698	1 217 —	1 489 —	97 641	55 777	11	4.4
Hawker Siddeley 121 Trident 3B	918	878 —	1 493 —	81 262	85 624	25	4.0
Hawker Siddeley 121 Trident 1E	288	328 —	541 —	28 673	24 420	3	6.6
Lockheed L1011 Tristar	553	469 —	958 —	99 915	115 068	5	6.9
<b>TOTAL</b>	<b>7 409</b>	<b>11 424 527</b>	<b>14 953 785</b>	<b>782 636</b>	<b>565 934</b>	<b>110</b>	<b>5.4</b>
<b>British Airways Airtours</b>							
Boeing 707-420	1 552	669 —	2 304 —	92 724	224 583	9	10.9
<b>TOTAL</b>	<b>1 552</b>	<b>669 —</b>	<b>2 304 —</b>	<b>92 724</b>	<b>224 583</b>	<b>9</b>	<b>10.9</b>
<b>British Airways Helicopters</b>							
Sikorsky S61N	385	2 426 —	1 914 —	30 255	4 481	19	3.5
Sikorsky 58T	10	169 —	56 —	903	53	2	1.4
Bell 212 Twin	10	310 —	53 —	1 859	60	1	2.3
<b>TOTAL</b>	<b>405</b>	<b>2 905 —</b>	<b>2 023 —</b>	<b>33 017</b>	<b>4 594</b>	<b>22</b>	<b>3.2</b>
<b>British Caledonian Airways</b>							
BAC 111-200	539	1 257 —	1 264 —	61 056	28 166	7	5.9
BAC 111-500	1 082	1 131 —	1 940 —	77 921	82 987	9	8.8
McConnell-Douglas DC10-30	503	143 —	658 —	13 773	86 401	2	13.0
Boeing 707-320C/336	2 058	383 185	2 152 877	23 032	139 685	10	10.2
<b>TOTAL</b>	<b>4 182</b>	<b>2 914 185</b>	<b>6 014 877</b>	<b>175 782</b>	<b>337 239</b>	<b>28</b>	<b>8.9</b>
<b>Air Anglia</b>							
Fokker Friendship 100/600	553	1 329 —	1 529 —	29 206	14 494	8	6.5
Piper PA31 Navajo (All Series)	77	295 —	253 —	935	242	6	1.9
<b>TOTAL</b>	<b>631</b>	<b>1 624 —</b>	<b>1 782 —</b>	<b>30 141</b>	<b>14 736</b>	<b>14</b>	<b>4.6</b>

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1977	Daily utilisation per aircraft (hrs) Quarter ended September 1977
<b>Air Freight</b>									
DC3 Dakota/Pionair	73	81	173	136	242	1 526	541	5	2.6
TOTAL	73	81	173	136	242	1 526	451	5	2.6
<b>Air-Bridge Carriers</b>									
AW650 Argosy	80	—	233	—	302	—	—	3	2.9
Aviation Traders Merchantman	99	—	55	—	200	—	—	1	3.9
Viscount 700D/800/810	—	—	—	—	—	—	—	—	1.3
TOTAL	179	—	288	—	502	—	—	4	2.9
<b>Alidair</b>									
Vickers Viscount 700	62	260	1	211	1	10 733	2 364	4	2.9
TOTAL	62	260	1	211	1	10 733	2 364	4	2.9
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	99	1 960	—	576	—	21 270	1 034	6	4.1
Britten-Norman Islander	10	148	—	53	—	764	52	2	0.5
TOTAL	109	2 108	—	629	—	22 034	1 085	8	3.2
<b>Bristow Helicopters</b>									
Sikorsky S61N	312	1 498	—	1 891	—	16 833	3 506	17	4.1
Westland S.55 Whirlwind	4	46	—	34	—	206	18	2	0.8
Bell 206 Jetranger	1	14	—	9	—	30	2	2	0.3
Westland Wessex	46	980	—	330	—	4 346	204	4	2.7
Sikorsky 58T	54	334	—	358	—	2 086	337	6	2.1
Aerospatiale SA330J Puma	36	157	—	176	—	1 910	438	2	3.4
Bell 212 Twin	—	—	—	—	—	—	—	—	2.9
TOTAL	453	3 029	—	2 798	—	25 411	4 505	33	3.4
<b>Britannia Airways</b>									
Boeing 737-200	3 105	1 910	4	4 813	5	220 338	359 958	16	12.5
TOTAL	3 105	1 910	4	4 813	5	220 338	359 958	16	12.5
<b>British Air Ferries</b>									
HP Herald 100/200	191	802	—	742	—	18 029	4 261	8	3.2
Aviation Traders Carvair	65	60	35	188	47	64	27	2	3.2
TOTAL	255	862	35	930	47	18 093	4 287	10	3.2
<b>British Executive Air Services</b>									
Bell 212 Twin	94	2 732	—	587	—	12 782	440	7	3.1
TOTAL	94	2 732	—	587	—	12 782	440	7	3.1
<b>British Island Airways</b>									
HP Herald 100/200	518	1 680	416	1 496	509	53 296	11 770	12	7.3
TOTAL	518	1 680	416	1 496	509	53 296	11 770	12	7.3
<b>British Midland Airways</b>									
Vickers Viscount 700D/800/810	381	1 155	—	1 205	—	37 809	15 204	10	5.9
McDonnell-Douglas DC9-10 to 40	205	428	—	453	—	23 044	11 232	2	7.0
Boeing 707-320C/336	805	422	—	1 206	—	35 692	69 731	8	2.2
TOTAL	1 391	2 005	—	2 864	—	96 545	96 166	20	4.5

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1977	Daily utilisation per aircraft (hrs) Quarter ended September 1977
<b>Brymon Airways</b>									
Britten-Norman Islander	32	173	—	165	—	638	113	2	4.2
DHC 6 Twin-Otter	31	158	—	140	—	1567	312	1	5.4
TOTAL	63	331	—	305	—	2 205	425	3	4.6
<b>Dan-Air Services</b>									
HS 748	499	1 683	44	1 738	70	39 157	13 640	16	5.5
BAC 111-200	152	210	—	318	—	13 270	10 171	2	7.5
BAC 111-300/400	498	379	—	895	—	24 381	35 616	5	8.3
BAC 111-500	979	777	—	1 737	—	78 700	102 427	6	11.0
DH 106 Comet 4B/C	1 066	747	—	1 823	—	75 494	108 695	18	5.3
Boeing 727-100	1 089	582	—	1 638	—	66 605	131 899	6	10.9
Boeing 707-320C/336	695	157	91	590	371	21 397	67 739	5	9.1
TOTAL	4 977	4 535	135	8 739	441	319 004	470 188	58	7.2
<b>Ferranti Helicopters</b>									
Bell 206 Jetranger	5	112	—	46	—	173	8	..	..
MBB BO 105	1	3	—	4	—	2	1	..	..
TOTAL	6	115	—	50	—	175	9	..	..
<b>Haywards Aviation</b>									
Piper PA23 Aztec (and Apache)	9	68	—	47	—	113	28	2	1.2
TOTAL	9	68	—	47	—	113	28	2	1.2
<b>International Aviation Service</b>									
Bristol Britannia 300	92	—	39	—	204	—	—	1	7.2
McDonnell-Douglas DC8-54F/55F	547	—	164	—	751	—	—	2	12.6
TOTAL	640	—	203	—	995	—	—	3	10.8
<b>Intra Airways</b>									
DC3 Dakota/Pionair	84	252	187	208	214	4 847	904	8	2.9
Vickers Viscount 700D/800/810	45	97	2	129	3	4 559	2 034	1	5.4
TOTAL	129	349	189	337	217	9 406	2 938	9	3.3
<b>Invicta International Airlines</b>									
Bristol Britannia 300	2	—	1	—	6	—	—	1	5.7
TOTAL	2	—	1	—	6	—	—	1	5.7
<b>Laker Airways</b>									
BAC 111-300/400	865	514	—	1 461	—	35 187	59 626	5	10.2
McDonnell-Douglas DC10-10	1 201	271	—	1 592	—	63 057	326 959	4	14.9
Boeing 707-120/120B	335	110	—	467	—	13 590	41 740	2	11.8
TOTAL	2 401	895	—	3 520	—	111 834	428 325	11	12.2
<b>Loganair</b>									
Britten-Norman Trislander	150	674	50	672	52	4 965	1 080	8	2.8
Britten-Norman Islander	89	1 168	—	422	—	3 987	284	7	2.3
DHC 6 Twin-Otter	10	30	—	43	—	320	106	1	1.6
TOTAL	249	1 872	50	1 137	52	9 272	1 470	16	2.5



**Table 31.2 cont.**

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1977	Daily utilisation per aircraft (hrs) Quarter ended September 1977
		Passenger	Cargo	Passenger	Cargo				
<b>Management Aviation</b>									
Sikorsky 58T	28	153	29	128	15	886	148	2	10.4
MMB BO 105	49	1 596	123	223	20	4 788	133	3	4.4
TOTAL	77	1 749	152	351	35	5 674	281	5	5.1
<b>Monarch Airlines</b>									
BAC 111-500	393	318	—	695	—	27 782	35 460	3	10.7
Boeing 720/720B	552	262	—	811	—	34 712	77 108	4	9.6
TOTAL	945	580	—	1 506	—	62 494	112 567	7	10.1
<b>Redcoat Air Cargo</b>									
Bristol Britannia 300	102	—	34	—	221	—	—	1	6.2
TOTAL	102	—	34	—	221	—	—	1	6.2
<b>Tradewinds Airways</b>									
Canadair CL 44	611	—	210	—	1 198	—	—	5	5.5
TOTAL	611	—	210	—	1 198	—	—	5	5.5
<b>Transmeridian Air Cargo</b>									
Canadair CL 44	498	—	140	—	980	—	—	7	5.2
McDonnell-Douglas DC8-54F/55F	262	—	81	—	383	—	—	3	2.5
TOTAL	761	—	221	—	1 363	—	—	10	4.5
GRAND TOTAL	43 887	47 778	3 082	72 929	8 751	2 359 257	4 399 773	493	6.4

# Operations Subject to Variable Charge by Type of Licence    October 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	581 266	334 480	95 661	238 816	57.5
Class 2	42 539	33 140	—	33 140	77.9
Class 3	104 647	87 399	—	87 399	83.5
Class 4	17 076	14 297	—	14 297	83.7
Class 5A	21 276	15 609	10 261	5 348	73.3
Class 6	38 273	24 525	24 523	3	64.0
Class 7	1 466	797	56	741	54.1
TOTAL	806 543	510 248	130 501	379 746	63.2
Non-chargeable Operations					
Aircraft hired from Foreign Operators	12 292	7 041	5 889	1 152	57.2
Exempt Services	54 494	29 726	22 541	7 186	54.5
Class 5B	21 583	13 407	3 364	10 043	62.1
Small Aircraft Operations	537	262	6	256	48.7
TOTAL	88 906	50 436	31 799	18 637	56.7
GRAND TOTAL	895 449	560 684	162 301	398 383	62.6

# Output by Type of Licence and Aircraft Ownership    October 1977

**Table 33**

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available		Total (000)
		Hired from UK Airline (000)	Hired Otherwise (000)	
Class 1	581 630	197	1 404	583 231
Class 2	42 539	—	—	42 539
Class 3	104 647	28	—	104 675
Class 4	17 076	44	—	17 120
Class 6	38 273	172	2 794	41 240
Class 7	1 640	—	—	1 640
Exempt Services	54 494	19 778	8 093	82 364
<b>TOTAL</b>	<b>840 298</b>	<b>20 220</b>	<b>12 292</b>	<b>872 810</b>
Class 5A	21 276	—	—	21 276
Class 5B	21 583	—	—	21 583
<b>TOTAL</b>	<b>42 859</b>	<b>—</b>	<b>—</b>	<b>42 859</b>
<b>GRAND TOTAL</b>	<b>883 157</b>	<b>20 220</b>	<b>12 292</b>	<b>915 669</b>

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# Appendix A Definitions—Traffic Statistics

## MOVEMENTS AT AIRPORTS

<b>An air transport movement</b>	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.).
<b>Empty charter positioning flights</b>	are flights by chartered aircraft moving into position for transport flights or returning to base after such flights.
<b>Other commercial flights</b>	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).
<b>Test and training flights</b>	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'.
<b>Other non-commercial flights</b>	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.
<b>Private flights</b>	are flights for purely private purposes by private owners or other private aircraft operators, excluding aero-club flights.
<b>Aero-club flights</b>	are flights operated by aero-club members for instruction or pleasure.
<b>Official flights</b>	are flights for official purposes by British or foreign civil Government Departments excluding air transport movements.
<b>Military flights</b>	are flights by British or foreign military personnel exclusively for military purposes.

## AIR PASSENGERS

<b>Passengers</b>	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.
<b>Revenue passengers</b>	are those who pay 25 per cent or more of the normal applicable fare.
<b>A terminal passenger</b>	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.
<b>A transit passenger</b>	is a passenger who arrives at and departs from a reporting airport on the same aircraft which is transitting the airport. Each transit passenger is counted once only and not once on arrival and once on departure.

## TYPES OF SERVICES

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

**Non-scheduled or charter services** include all air transport flights other than scheduled services.

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

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

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

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

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

## CLASSES OF LICENCE

**Class 1** authorises scheduled service flights;

**Class 2** authorises advance booking charter flights;

**Class 3** authorises inclusive tour charter flights;

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

**Class 5** authorises substitute flights;

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

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

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

**Exempt operations** are operations for which a licence is not required. The Civil Aviation Authority in pursuance of its powers under paragraph (a) of Section 21 (2) of the Civil Aviation Act 1971 has by an instrument dated 29 March 1972 and later instruments specified a number of types of flights for which a licence is not required. The specifications of such flights are published in the Authority's Official Record Series 1 and include all sole-use charter flights other than those made to or from vessels or installations used in connection with oil or gas exploration or production under the sea. Other examples are ambulance flights, aircrew training and test flights, Government charters, helicopters carrying externally suspended loads, etc.

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

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

## Appendix B Measures and their Computation

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

<b>Aircraft accident</b>	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.
<b>Aircraft days available</b>	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.
<b>Aircraft departures</b>	The number of take-offs of aircraft. For statistical uses, departures are equal to the number of landings made or flight-stages flown.
<b>Aircraft hours</b>	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.
<b>Aircraft hours flown per day</b>	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.
<b>Aircraft kilometres performed</b>	Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.
<b>Aircraft movements</b>	An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.
<b>All cargo services</b>	Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, i.e. freight, baggage, mail.
<b>Baggage</b>	Personal property of passengers and crew carried on an aircraft by agreement with the operator.
<b>Block-to-block/ chock-to-chock time</b>	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.
<b>Capacity offered per aircraft hour</b>	This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft hours of flight.
<b>Capacity offered per flight</b>	This is an average per aircraft computed by dividing the tonne-kilometres available by the related number of aircraft departures.
<b>Cargo (or mail) tonne-kilometres performed</b>	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.

<b>Cargo (or mail) tonnes carried</b>	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.
<b>Distance flown per passenger</b>	The average distance flown per passenger is computed by dividing the passenger-kilometres by the related number of passengers carried.
<b>Distance flown per tonne of cargo</b>	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.
<b>Flights (commercial air transport)</b>	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.
<b>Passenger-kilometres performed</b>	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.
<b>Passenger load factor</b>	Passenger-kilometres performed divided by seat-kilometres available and expressed as a percentage.
<b>Passenger revenue per traffic-unit</b>	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.
<b>Passengers carried</b>	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.
<b>Passengers carried per aircraft</b>	The average number of passengers per aircraft is computed by dividing passenger-kilometres by the related aircraft kilometres flown.
<b>Payload capacity</b>	Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes.
<b>Payload capacity per aircraft</b>	This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft kilometres flown.
<b>Payload carried</b>	The revenue load of passengers, baggage, cargo and mail carried in the aircraft as measured in metric tonnes.
<b>Seat-kilometres available</b>	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.