

Civil Aviation Authority



CAA Monthly Statistics
(up to and including August 1977)

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Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

Civil Aviation Authority
Printing and Publication Services
Greville House
37 Gratton Road
Cheltenham
Glos GL50 2BN

4 CIVIL AVIATION STATISTICS FOR EARLIER YEARS Statistics for the period from January 1968 to December 1972 were published in the Civil Aviation Series of the Department of Trade & Industry's *Business Monitors*.

The series comprise:

CA. 1	<i>Airport activity</i>	(Monthly)
CA. 2	<i>Air passengers</i>	"
CA. 3	<i>Air freight & mail</i>	"
CA. 4	<i>Airline operations</i>	"
CA. 5	<i>Airline operations</i>	(Quarterly)
CA. 6	<i>Domestic passenger traffic</i>	"
CA. 7	<i>Air passengers – international and cabotage</i>	"
CA. 8	<i>Airline financial statistics</i>	(Annually – 1968 to 1971 only)

Annual versions of CA. 1 to CA. 7 were also published.

Contents

Foreword

Civil Aviation Statistics—August 1977	1
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Graphs

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

Tables

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

Airport Activity

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

Air Passengers

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

Air Cargo

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

Contents *continued*

Airline Operations

	<i>Scheduled Services</i>	
22.1	All Services	32
22.2	International Services	33
22.3	Domestic Services	34
	<i>Non-scheduled Services</i>	
23.1	All Services	35
23.2	International Services	36
23.3	Domestic Services	37
24	Class 2 Licence Operations	38
25	Class 3 Licence Operations	38
26.1	All Class 4 Licence Operations	39
26.2	International Class 4 Operations	39
26.3	Domestic Class 4 Operations	39
27.1	All Class 6 Licence Operations	40
27.2	International Class 6 Licence Operations	40
27.3	Domestic Class 6 Operations	40
28.1	All Class 7 Licence Operations	41
28.2	International Class 7 Licence Operations	41
28.3	Domestic Class 7 Licence Operations	41
29.1	Exempt Operations	42
29.2	International Exempt Operations	43
29.3	Domestic Exempt Operations	44
30.1	Class 5 Operations for UK Operators	45
30.2	Class 5 Operations for Non-UK Operators	45
	<i>Aircraft Type and Utilisation</i>	
31.1	All Airlines	46
31.2	Individual Airlines	47–50
32	Operations Subject to Variable Charge	51
33	Output by Type of Licence	51
34	Passenger Analysis by Type of Licence and Fare Category	52

Appendix A	Definitions—Traffic Statistics	53
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Appendix B	Measures and their Computation	55
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Civil Aviation Statistics—August 1977

Activity at UK Airports

From mid-August 1977, there was an industrial dispute which led the Air Traffic Control Assistants to withdraw their services. The traffic pattern was not the normal one and the monthly statistics presented a distorted picture, particularly in the comparison of the figures with those of the previous year.

Air transport movements during August 1977 reached a level of 76 000, a growth of 1.4 per cent against August 1976; the proportion of all-freight movements rose marginally to stand at 4.8 per cent of the total. London area movements accounted for 35 000 (5.1 per cent decline as compared with the previous year). Heathrow reported 9.2 per cent decline (2231 fewer movements) and Gatwick 2.1 per cent decline (190 fewer movements). Southend reported 30.4 per cent growth (353 additional movements), Stansted 6.8 per cent growth (24 additional movements) and Luton 6.7 per cent growth (154 additional movements). Outside the London area, a total of 41 000 movements was reported (7.8 per cent growth). Aberdeen and Sumburgh reported the greatest increases in actual movements (1104 additional movements; 28.2 per cent growth and 1031 additional movements; 78.0 per cent growth respectively), followed by Norwich with 355 additional movements (63.1 per cent growth). Glasgow and Prestwick reported the heaviest falls in movements (252 fewer movements; 6.8 per cent decline and 242 fewer movements; 19.1 per cent decline respectively), followed by Liverpool with 214 fewer movements; 20.1 per cent decline). Scheduled movements declined 1.7 per cent and charter movements grew by 9.7 per cent. The UK operators' share of scheduled movements rose 1.1 percentage points to stand at 74.7 per cent of the total and their share of charter traffic rose 1.8 percentage points to 85.3 per cent.

The number of terminal passengers reported by UK airports in August 1977 was 5.0 million, a decline of 1.9 per cent as compared with the same month in the previous year. London area passengers accounted for 3.4 million (2.5 per cent decline). Heathrow reported 147 650 fewer passengers (6.0 per cent decline) and Stansted 2261 fewer passengers (7.5 per cent decline). Gatwick reported 5.8 per cent growth (45 083 additional passengers), Luton 5.9 per cent growth (14 400 additional passengers) and Southend 11.2 per cent growth (3297 additional passengers). Outside the London area, 1.6 million passengers used UK airports (a marginal decline as compared with August 1976). Sumburgh and Aberdeen reported the greatest increases in passengers handled (19 352 additional passengers; 85.0 per cent growth and 13 869 additional passengers; 17.4 per cent growth respectively), followed by Southampton with 8295 additional passengers (21.9 per cent growth). Glasgow reported the heaviest fall in passengers (30 198 fewer passengers; 14.7 per cent decline), followed by Liverpool and Manchester with

10 703 fewer passengers (25.3 per cent decline) and 9132 fewer passengers (2.7 per cent decline) respectively. Passengers travelling on scheduled services fell by 3.3 per cent and those on charter services rose by 1.1 per cent. The UK operators' share of scheduled passengers fell 3.1 percentage points to stand at 60.2 per cent of the total and their share of charter passengers fell 1.0 percentage points to 76.8 per cent.

3.9 million passengers travelled on international services in August 1977 (1.1 per cent growth as compared with August 1976) and 1.1 million on domestic services (11.4 per cent decline). International scheduled services carried 2.1 per cent more passengers and those on international charter services marginally declined. The most heavily used scheduled routes were those to USA with 13.0 per cent of the total traffic (2.4 per cent growth), followed by those to France and the Irish Republic with 10.2 per cent of the total (1.2 per cent decline) and 9.0 per cent of the total (3.8 per cent decline) respectively. Services to Spain carried 33.2 per cent of total charter passengers (6.5 per cent decline), services to USA carried 12.2 per cent of the total (39.6 per cent growth) and those to Italy 11.5 per cent of the total (10.3 per cent decline). Of the passengers travelling on the domestic routes, those on the Glasgow, Edinburgh and Channel Islands services increased (9.7 per cent, 6.6 per cent and 3.6 per cent growth respectively). Traffic carried on routes to London, Belfast and Isle of Man declined (23.0 per cent, 11.9 per cent and 7.0 per cent respectively).

During August 1977, air freight handled at UK airports amounted to 52 000 tonnes (3.7 per cent growth as compared with August 1976). 28 000 tonnes of this travelled on all-freight flights (3.4 per cent growth). In the London area, total tonnage rose by 2.5 per cent. Heathrow and Southend reported falls in traffic, Heathrow 427 fewer tonnes (1.3 per cent decline) and Southend 705 fewer tonnes (67.3 per cent decline). Gatwick reported 1481 additional tonnes (24.4 per cent growth), Stansted 684 additional tonnes (39.4 per cent growth) and Luton 9 additional tonnes (2.7 per cent growth). Over the rest of the UK, total tonnage rose by 8.5 per cent. Prestwick, Bournemouth and Manchester reported the greatest increases in tonnage handled (363 additional tonnes; 42.1 per cent growth, 304 additional tonnes; 63.5 per cent growth and 271 additional tonnes; 12.3 per cent growth respectively). Liverpool and East Midlands reported the heaviest falls in tonnage handled (272 fewer tonnes; 28.8 per cent decline and 127 fewer tonnes; 18.5 per cent decline respectively). Freight carried on scheduled services rose 1.9 per cent as compared with the previous year, whilst that carried on charter services rose 10.5 per cent. The UK operators' share of total tonnage rose 3.0 percentage points to stand at 52.6 per cent; their share of scheduled services tonnage fell marginally to stand at 42.7 per cent of the total but their share of charter services tonnage rose 13.6 percentage points to 88.2 per cent.

Output of UK Airlines

The output of UK airlines for all services in August 1977 was 990 million available tonne-kilometres, an increase of 6·7 per cent on August 1976.

The scheduled service output of 580 million available tonne-kilometres was 1·1 per cent higher than a year earlier. The overall load factor was 59·3 per cent compared with 60·2 the previous year. Seat kilometres used were 66·1 per cent of those available. Seat factors on domestic and international scheduled services were 65·8 and 66·1 per cent respectively compared with 64·4 and 68·0 per cent a year earlier.

The non-scheduled output of 410 million available tonne-kilometres was 15·8 per cent higher than in August 1976. Advance Booking Charters and Inclusive Tour charters accounted for 98·4 and 137·6 million available tonne-kilometres respectively compared with 65·2 and 148·1 million a year earlier.

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

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

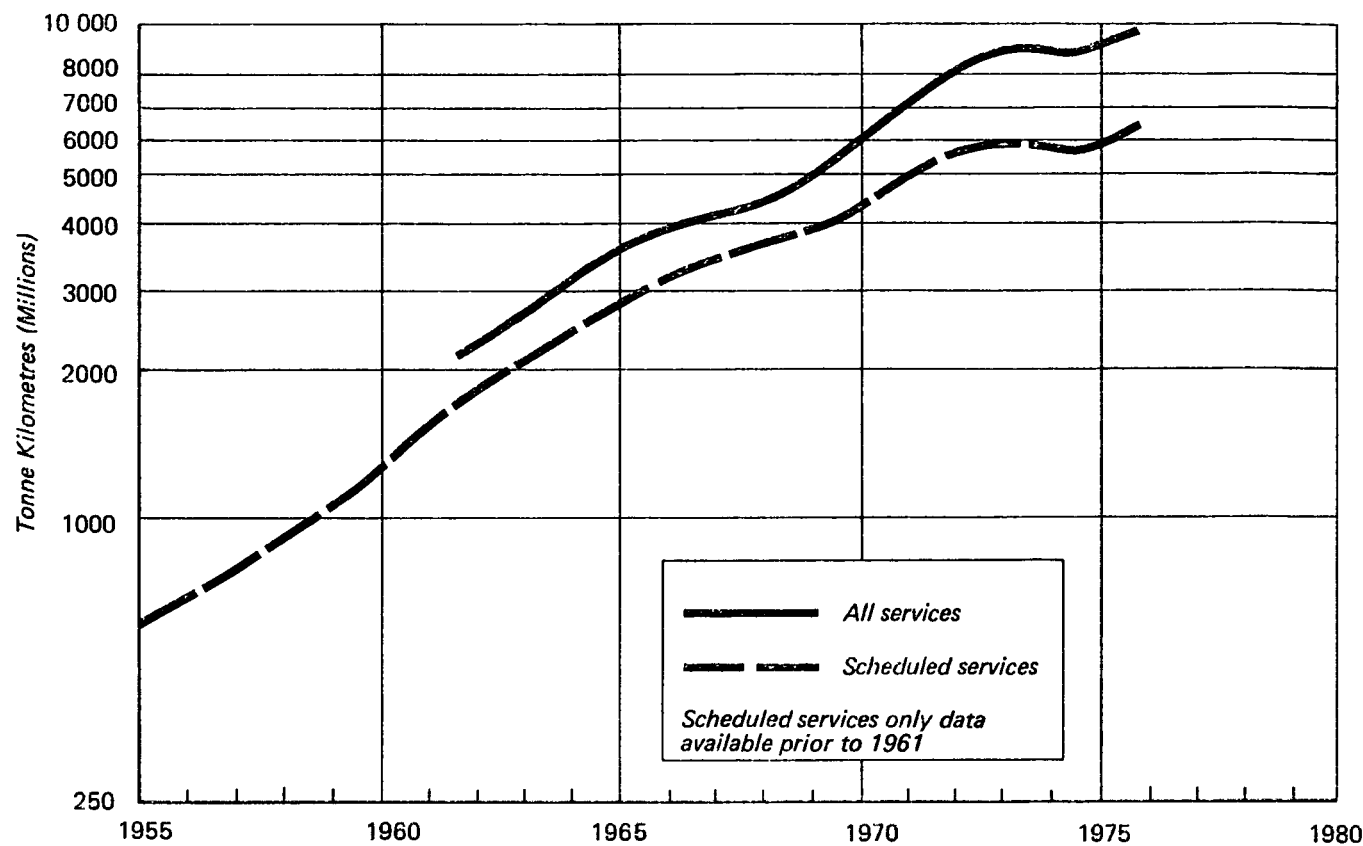
Table 1

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

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

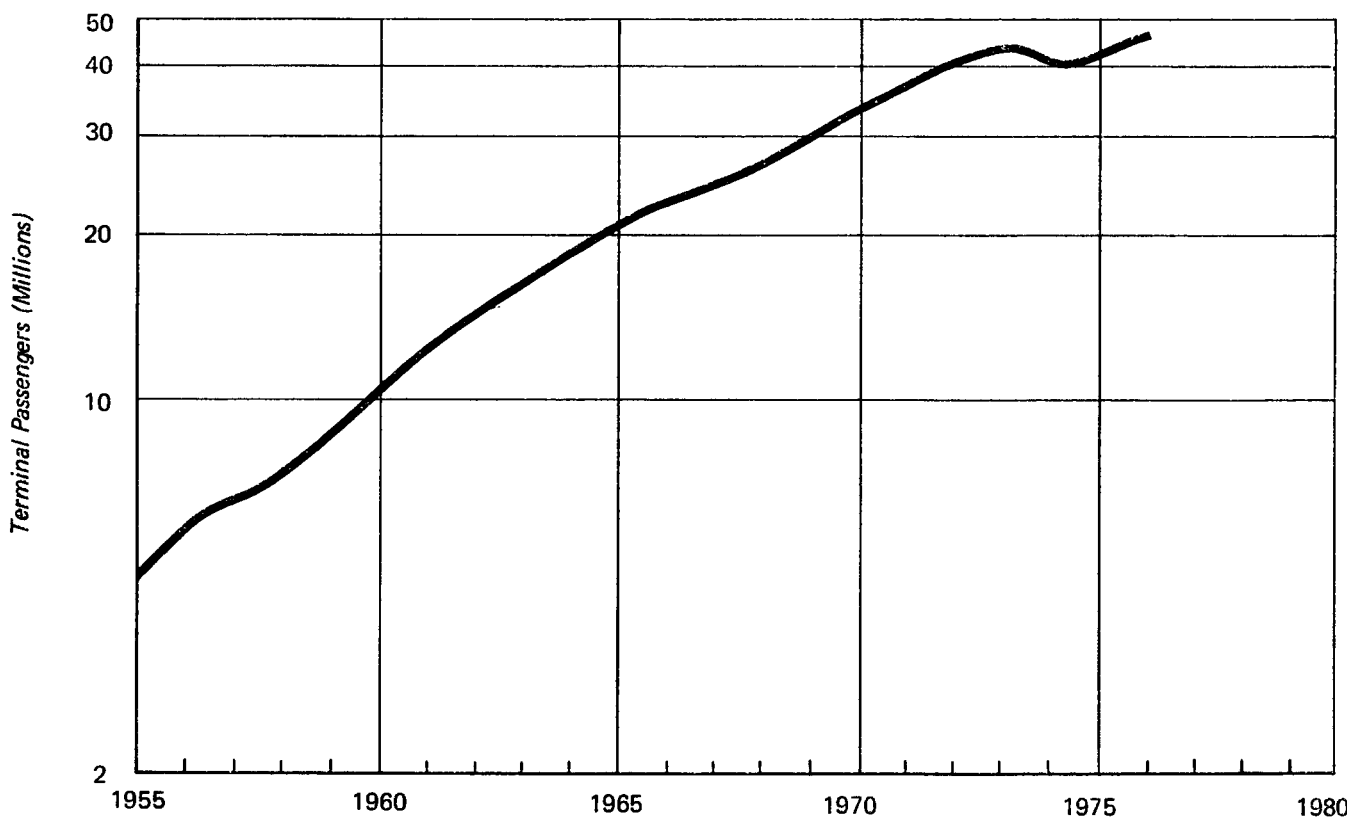
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1951-1977

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Available tonne-km Total (000 000)	Scheduled services (000 000)	Non-sched services (000 000)
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
1975	1 911	701	41 846	8 928	5 984	2 944
1976	1 896	740	44 666	9 690	6 578	3 112
Year ended						
August 1976	1 920	726	43 663	9 475	6 412	3 064
August 1977	1 886	756	46 003	10 068	6 621	3 448
Latest year's growth (percentages)						
	-1.8	4.1	5.4	6.3	3.3	12.5
Mean rates of growth (percentages) to 1976						
20 years	6.4	4.3	11.1	..	12.5	..
10 years	5.6	6.3	7.6	11.0	9.0	16.5
5 years	1.9	1.8	2.4	3.1	4.1	1.4

Use of UK Airports

Table 3

Main Categories of Operator and Service

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1967	565.8	24 002.6	380.4	14 907.4	49.4	2 770.5	124.2	5 520.8	11.8	803.8
1968	560.3	24 845.1	361.3	14 699.1	56.7	3 329.3	131.0	5 994.1	11.3	822.7
1969	591.4	28 064.0	366.6	15 558.5	72.4	4 678.1	138.0	6 647.6	14.4	1 179.8
1970	606.7	31 606.5	360.4	16 265.7	87.9	6 215.6	142.2	7 841.3	16.3	1 283.8
1971	629.9	34 933.5	361.5	16 850.9	106.6	8 357.7	144.6	8 244.5	17.2	1 480.4
1972	669.3	39 125.4	384.7	18 788.5	119.2	9 495.8	144.9	9 144.0	20.5	1 697.0
1973	718.5	43 124.5	419.9	21 021.6	130.2	10 197.3	145.8	9 929.5	22.6	1 976.1
1974	710.1	40 082.4	420.9	20 391.1	122.7	7 996.8	148.6	10 125.0	17.9	1 569.5
1975	700.5	41 845.8	398.1	20 654.3	135.6	8 538.4	146.9	10 802.1	19.9	1 851.0
1976	739.9	44 665.8	412.9	21 721.8	153.0	8 902.2	150.0	11 865.2	23.9	2 176.6
1975 1st quarter	145.4	7 595.5	85.2	4 012.9	24.4	1 293.5	33.2	2 110.6	2.6	178.4
2nd quarter	184.8	10 834.5	105.8	5 289.0	35.8	2 289.6	37.9	2 761.6	5.4	494.2
3rd quarter	209.4	14 297.0	115.9	6 626.6	44.4	3 331.4	41.2	3 470.3	7.9	868.8
4th quarter	160.9	9 118.8	91.2	4 725.8	31.1	1 623.8	34.6	2 459.5	3.9	309.6
1976 1st quarter	152.9	8 116.9	88.7	4 354.6	27.4	1 328.6	34.0	2 253.5	2.7	180.2
2nd quarter	195.4	11 717.1	109.3	5 660.2	41.5	2 477.2	38.2	2 981.2	6.4	598.5
3rd quarter	221.4	14 950.5	119.2	6 706.6	49.9	3 430.8	42.5	3 820.3	9.7	992.8
4th quarter	170.3	9 881.3	95.7	5 000.4	34.2	1 665.6	35.3	2 810.1	5.1	405.1
1977 1st quarter	159.7	8 971.6	90.9	4 705.1	32.5	1 490.0	33.1	2 540.4	3.2	236.1
2nd quarter	198.7	11 900.7	108.5	5 308.5	44.5	2 448.6	38.9	3 487.3	6.7	656.4
1976 January	50.8	2 703.2	29.3	1 435.8	9.1	436.5	11.5	770.0	1.0	60.9
February	47.6	2 419.1	27.8	1 305.5	8.5	401.6	10.7	670.8	1.0	41.2
March	54.4	2 994.6	31.7	1 613.3	9.9	490.5	11.8	812.7	1.1	78.2
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
1977 January	52.6	2 955.5	29.8	1 510.4	10.4	487.0	11.3	885.7	1.1	72.4
February	49.4	2 644.9	28.1	1 400.7	10.0	447.3	10.3	728.9	1.0	68.1
March	57.7	3 371.2	32.9	1 794.0	12.1	555.8	11.5	925.8	1.2	95.6
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

Movements at UK Airports by Purpose

Table 4

	Total		Commercial			Non-commercial		
	(000)	Total	Air transport	Other	Total	Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1967	1 213.3	598.3	565.8	32.5	615.0	383.3	116.1	115.6
1968	1 279.4	595.9	560.3	35.7	683.5	433.8	148.7	101.0
1969	1 399.1	638.8	591.4	47.5	760.3	510.1	160.9	89.4
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1975 1st quarter	402.6	160.4	145.4	15.0	242.2	165.3	53.7	23.2
2nd quarter	534.0	206.4	184.8	21.6	327.6	244.8	53.6	29.2
3rd quarter	557.1	235.5	209.4	26.0	321.7	253.8	45.5	22.4
4th quarter	416.8	178.3	160.9	17.5	238.5	177.8	34.5	26.1
1976 1st quarter	390.7	167.7	152.9	14.9	222.9	155.3	40.4	27.2
2nd quarter	543.5	219.2	195.4	23.9	324.2	247.9	47.4	28.9
3rd quarter	558.7	246.7	221.4	25.4	312.0	250.3	35.4	26.2
4th quarter	403.0	187.2	170.3	16.8	215.8	152.4	36.7	26.8
1977 1st quarter	411.6	175.0	159.7	15.3	236.6	161.4	44.1	31.2
2nd quarter	523.0	223.5	198.7	24.8	299.6	226.3	42.1	31.2
1976 January	122.4	55.4	50.8	4.6	67.1	46.0	12.5	8.6
February	121.3	52.1	47.6	4.4	69.3	48.8	12.1	8.3
March	146.9	60.3	54.4	5.9	86.6	60.5	15.7	10.4
April	179.7	67.2	60.2	7.0	112.5	84.5	18.5	9.5
May	179.5	74.0	65.9	8.1	105.4	79.3	16.9	9.3
June	184.3	78.0	69.2	8.8	106.3	84.1	12.1	10.1
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
1977 January	127.6	57.3	52.6	4.7	70.3	48.7	13.0	8.6
February	131.0	54.0	49.4	4.7	77.0	52.4	14.3	10.3
March	153.0	63.6	57.7	6.0	89.4	60.3	16.8	12.3
April	158.3	64.5	56.8	7.6	93.9	71.1	13.6	9.1
May	189.4	77.5	68.6	8.8	111.9	82.3	16.7	12.9
June	175.3	81.6	73.2	8.4	93.8	72.8	11.8	9.2
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

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 Humburside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Liverpool Manchester Birmingham Coventry Blackpool (000)	Glamorgan Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1967	293.8	32.7	8.7	19.2	60.8	12.7	77.3	8.1	16.3	36.2	50.3
1968	299.0	22.6	9.3	19.8	60.7	13.8	78.1	7.1	15.4	34.4	57.2
1969	328.8	28.8	8.5	22.6	62.2	14.9	72.5	5.2	15.0	33.0	79.0
1970	347.6	26.2	7.6	17.3	62.0	17.3	73.4	5.9	15.9	33.5	88.1
1971	369.3	19.0	6.9	18.0	65.1	18.6	76.7	6.2	16.4	33.8	90.3
1972	381.0	20.8	9.6	21.1	70.4	20.5	85.5	6.3	18.5	35.6	91.6
1973	394.9	20.8	16.4	25.4	78.4	22.8	90.3	7.5	24.7	37.5	105.3
1974	376.4	17.0	16.0	26.3	86.9	33.1	86.0	7.5	25.0	35.8	95.4
1975	363.5	16.8	18.3	26.4	94.4	34.2	83.0	6.8	24.7	32.3	96.1
1976	372.5	16.4	19.6	29.6	111.1	43.2	84.4	6.8	24.8	31.7	94.9
1975 1st quarter	78.7	3.2	3.4	5.4	17.6	7.7	17.0	1.6	4.2	6.6	17.6
2nd quarter	94.9	4.7	5.1	7.2	24.4	8.4	22.0	1.9	7.6	8.6	26.8
3rd quarter	107.3	5.4	5.5	7.7	27.9	9.2	25.5	2.0	8.6	10.5	32.2
4th quarter	82.6	3.5	4.4	6.1	24.4	9.0	18.5	1.3	4.3	6.7	19.5
1976 1st quarter	79.3	3.0	3.9	6.2	23.2	8.9	16.7	1.4	3.7	6.4	16.5
2nd quarter	97.6	4.6	5.2	7.8	28.6	11.3	22.5	1.8	7.6	8.5	27.6
3rd quarter	109.6	5.4	5.7	8.7	32.4	11.7	26.4	2.0	8.7	10.6	32.1
4th quarter	85.9	3.4	4.8	7.0	26.9	11.2	18.7	1.5	4.8	6.2	18.7
1977 1st quarter	81.1	2.8	4.1	6.6	25.1	11.0	17.1	1.5	4.4	5.9	15.2
2nd quarter	97.4	4.8	5.9	8.3	28.6	13.5	21.8	1.8	8.3	8.3	27.3
1976 January	27.0	0.9	1.2	2.0	7.6	2.8	5.5	0.4	1.1	2.2	5.1
February	24.6	0.9	1.2	1.9	7.3	2.8	5.3	0.4	1.0	2.0	4.7
March	27.7	1.2	1.4	2.2	8.3	3.3	6.0	0.6	1.6	2.2	6.8
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
1977 January	27.2	0.9	1.2	2.1	8.3	3.6	5.6	0.5	1.3	2.0	4.8
February	25.2	0.9	1.3	2.1	7.5	3.5	5.3	0.5	1.4	1.9	4.6
March	28.7	1.0	1.6	2.4	9.3	4.0	6.3	0.6	1.7	2.1	5.8
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

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 Sumburgh Tiree Wick (000)	Liverpool Manchester 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	669·9	1 053·1	3 677·2	506·5	4 224·4	212·3	558·1	1 578·5	2 012·8
1976	31 255·1	354·7	628·8	1 133·8	4 187·0	588·2	4 332·1	196·8	562·8	1 426·4	1 950·1
1975 1st quarter	5 429·5	63·4	98·7	195·8	617·6	105·2	685·3	46·4	69·5	284·0	265·7
2nd quarter	7 408·6	119·8	191·2	283·2	944·0	123·8	1 133·6	57·9	168·0	404·4	576·4
3rd quarter	9 752·7	144·3	237·5	352·0	1 252·3	151·2	1 519·4	70·1	226·1	591·4	801·9
4th quarter	6 360·6	86·7	142·6	222·2	863·2	126·3	886·0	38·0	94·5	298·7	368·8
1976 1st quarter	5 743·3	58·2	104·9	204·8	792·1	120·2	720·0	43·1	64·8	265·6	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	63·3	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	1 110·7	50·7	187·9	328·6	573·7
1976 January	1 947·4	15·2	29·1	64·1	261·2	38·5	225·5	10·8	16·9	94·4	65·0
February	1 698·2	18·7	32·2	61·8	236·6	36·5	225·2	14·2	16·0	79·7	67·4
March	2 097·7	24·3	43·7	78·8	294·2	45·2	269·3	18·1	31·9	91·5	115·3
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
1977 January	2 170·1	13·4	28·0	70·4	273·9	45·2	237·4	15·0	16·1	86·0	66·6
February	1 896·9	17·4	33·9	72·2	245·5	42·7	226·3	15·1	18·6	76·2	72·3
March	2 389·7	23·7	45·5	88·8	329·7	53·2	297·1	16·8	34·1	92·7	122·1
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

Cargo Taken Up and Set Down by Airports

Table 7

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	E. Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Tiree Wick (000)	Liverpool Manchester 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
1976 January	40.1	0.3	0.5	0.1	2.7	0.2	3.9	—	0.4	1.1	1.2
February	40.5	0.4	0.6	0.1	2.8	0.2	4.0	—	0.5	1.2	1.5
March	45.9	0.5	0.8	0.2	3.4	0.3	4.4	—	0.8	1.2	2.2
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
1977 January	42.5	0.4	0.3	0.1	2.8	0.2	3.8	—	0.5	1.1	1.1
February	45.4	0.5	0.3	0.2	3.2	0.3	4.2	—	0.8	1.1	1.7
March	52.2	0.5	0.4	0.1	3.7	0.3	4.3	—	1.3	1.3	2.1
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

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
1976 January	454.9	248.7	10.0	49.2	189.5	54.7	3 542.4	2 124.6	60.0
February	441.6	228.2	10.2	57.8	160.2	51.7	3 405.7	1 776.6	52.2
March	577.0	319.0	14.0	83.9	221.1	55.3	4 386.8	2 458.4	56.0
April	531.8	285.3	11.5	63.5	210.4	53.7	4 156.7	2 360.1	56.8
May	524.4	284.7	10.7	61.6	212.3	54.3	4 147.4	2 347.5	56.6
June	649.7	365.0	12.2	72.4	280.3	56.2	5 107.0	3 101.9	60.7
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
1977 January	463.6	262.8	10.3	50.4	202.1	56.7	3 590.2	2 224.4	62.0
February	469.1	256.4	12.0	64.7	179.7	54.7	3 573.8	1 958.7	54.8
March	557.5	326.5	13.8	79.0	233.7	58.6	4 250.9	2 549.8	60.0
April	489.1	256.0	11.7	55.6	188.8	52.3	3 782.9	2 072.9	54.8
May	548.0	300.2	12.4	66.0	221.8	54.8	4 305.4	2 421.4	56.2
June	675.9	387.7	14.3	82.3	291.1	57.4	5 283.0	3 196.9	60.5
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

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1967		25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968		25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969		24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970		25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971		26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972		28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973		32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1974		30.8	17.8	0.2	1.9	15.7	57.8	298.2	188.0	63.0
1975		28.3	16.3	0.2	1.2	14.9	57.6	278.5	177.1	63.6
1976		32.2	17.6	0.2	1.1	16.2	54.7	317.0	192.9	60.9
1975	1st quarter	21.7	11.7	0.2	1.2	10.2	53.9	202.8	121.4	59.9
	2nd quarter	29.4	16.9	0.2	1.2	15.4	57.5	292.2	183.6	62.8
	3rd quarter	35.1	21.9	0.2	1.2	20.4	62.4	352.9	242.7	68.8
	4th quarter	26.9	14.8	0.2	1.0	13.5	55.0	265.9	160.6	60.4
1976	1st quarter	27.2	14.1	0.2	1.1	12.7	51.8	264.9	151.1	57.1
	2nd quarter	33.8	18.5	0.2	1.2	17.1	54.7	334.1	202.6	60.7
	3rd quarter	37.6	22.0	0.2	1.2	20.6	59.9	375.3	245.1	65.3
	4th quarter	30.0	15.8	0.2	1.0	14.5	52.7	293.5	172.6	58.8
1977	1st quarter	28.3	14.9	0.2	1.0	13.6	52.5	275.3	161.8	58.8
	2nd quarter	28.4	16.8	0.2	0.9	15.6	59.2	299.7	185.7	61.9
1976	January	27.3	13.9	0.2	1.1	12.6	51.0	263.7	149.0	56.5
	February	25.8	12.9	0.2	1.1	11.6	50.0	251.0	137.7	54.9
	March	28.6	15.5	0.2	1.2	14.0	54.3	279.9	166.7	59.6
	April	31.3	16.7	0.2	1.2	15.4	53.6	310.6	182.5	58.7
	May	34.8	18.9	0.2	1.2	17.4	54.2	342.5	207.0	60.4
	June	35.3	19.8	0.2	1.2	18.4	56.0	349.3	218.4	62.5
	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
1977	January	27.8	13.9	0.2	0.9	12.8	50.2	270.0	151.5	56.1
	February	25.6	13.3	0.2	1.0	12.1	51.8	248.8	143.4	57.6
	March	31.5	17.5	0.3	1.2	16.0	55.4	307.0	190.5	62.0
	April	18.6	11.2	0.2	0.6	10.4	60.1	193.6	123.9	64.0
	May	32.9	18.8	0.3	1.1	17.4	57.0	347.8	206.3	59.3
	June	33.7	20.3	0.2	1.0	19.1	60.3	357.7	226.9	63.4
	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

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1974	448.1	246.1	9.6	63.7	172.8	54.9	3 386.5	1 929.4	57.0
1975	469.7	259.5	10.8	59.1	189.7	55.3	3 545.6	2 115.6	59.7
1976	516.1	291.6	11.9	63.1	216.8	56.5	3 974.3	2 387.3	60.1
1975 1st quarter	417.6	229.8	10.6	61.9	157.5	55.0	3 112.7	1 747.2	56.1
2nd quarter	467.2	248.0	10.1	62.0	175.9	53.1	3 490.9	1 958.5	56.1
3rd quarter	533.7	311.6	10.4	63.1	238.1	58.4	4 085.8	2 683.7	65.7
4th quarter	460.1	248.7	12.0	49.4	187.3	54.1	3 492.9	2 072.9	59.4
1976 1st quarter	463.9	251.2	11.2	62.5	177.5	54.2	3 513.4	1 968.7	56.0
2nd quarter	534.9	293.2	11.3	64.6	217.3	54.8	4 136.2	2 400.6	58.0
3rd quarter	563.9	340.0	11.1	61.7	267.2	60.3	4 403.3	2 952.1	67.0
4th quarter	501.5	282.1	13.8	63.4	205.0	56.3	3 844.2	2 227.6	57.9
1977 1st quarter	468.5	267.0	11.8	63.7	191.6	57.0	3 529.7	2 082.5	59.0
2nd quarter	542.6	297.9	12.6	67.1	218.3	54.9	4 157.4	2 378.1	57.2
1976 January	427.6	234.7	9.7	48.2	176.9	54.9	3 278.6	1 975.5	60.3
February	415.7	215.3	10.0	56.7	148.6	51.8	3 154.7	1 638.9	51.9
March	548.5	303.5	13.8	82.6	207.1	55.3	4 106.9	2 291.7	55.8
April	500.5	268.6	11.3	62.3	195.0	53.7	3 846.1	2 177.6	56.6
May	489.7	265.8	10.5	60.4	194.9	54.3	3 804.8	2 140.6	56.3
June	614.4	345.2	12.0	71.2	262.0	56.2	4 757.7	2 883.5	60.6
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
1977 January	435.9	248.9	10.0	49.6	189.3	57.1	3 320.3	2 072.9	62.4
February	443.5	243.2	11.8	63.7	167.7	54.8	3 325.0	1 815.3	54.6
March	526.0	309.0	13.5	77.8	217.7	58.7	3 943.9	2 359.3	59.8
April	470.5	244.8	11.5	55.0	178.4	52.0	3 589.3	1 949.0	54.3
May	515.1	281.5	12.2	64.9	204.4	54.6	3 957.6	2 215.1	56.0
June	642.1	367.4	14.0	81.3	272.0	57.2	4 925.3	2 970.1	60.3
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

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1974	211.7	30.4	86.3	12.4	44.5	6.1	81.1	12.0
1975	245.2	33.0	85.9	11.6	48.0	6.5	111.3	15.0
1976	259.4	32.1	95.3	11.8	52.2	6.5	111.6	13.8
1975 1st quarter	175.4	28.5	48.9	7.9	23.8	3.8	102.7	16.8
2nd quarter	245.7	33.1	95.8	12.9	48.7	6.6	101.3	13.6
3rd quarter	329.1	36.7	128.1	14.3	88.5	9.9	112.5	12.5
4th quarter	230.4	32.1	70.8	9.9	31.0	4.3	128.5	17.9
1976 1st quarter	183.5	27.2	54.2	8.0	20.4	3.0	109.0	16.2
2nd quarter	267.7	32.0	111.0	13.3	55.6	6.7	100.1	12.1
3rd quarter	342.7	36.2	142.0	15.0	92.0	9.7	108.7	11.5
4th quarter	243.5	31.1	74.1	9.6	40.8	5.3	128.7	16.6
1977 1st quarter	222.7	31.0	60.4	8.4	27.5	3.8	134.7	18.7
2nd quarter	308.5	35.1	104.2	11.8	71.6	8.1	132.6	15.1
1976 January	192.6	29.9	53.1	8.2	27.3	4.2	112.2	17.4
February	160.8	26.7	50.4	8.4	13.7	2.3	96.7	16.1
March	197.2	25.5	59.0	7.6	20.1	2.6	118.1	15.3
April	235.8	30.7	89.4	11.6	39.9	5.2	106.5	13.9
May	262.6	33.3	111.7	14.2	46.7	5.9	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
1977 January	215.8	31.8	60.1	8.8	33.8	5.0	121.9	17.9
February	198.9	29.8	54.4	8.1	19.7	2.9	124.8	18.7
March	253.4	31.3	66.8	8.2	29.1	3.6	157.5	19.4
April	277.3	36.2	92.4	12.1	47.3	6.2	137.6	18.0
May	296.0	35.1	98.5	11.7	64.2	7.6	133.3	15.8
June	352.1	34.3	121.8	11.8	103.4	10.1	126.9	12.3
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

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1974	991.5	794.9	80.1	519.5	5 124	7 493	1 462	1 530
1975	981.0	844.3	86.1	558.3	5 158	7 587	1 471	1 512
1976	1 086.0	889.4	81.9	564.1	5 402	8 250	1 527	1 577
1975 1st quarter	559.8	486.7	86.9	328.8	3 048	4 376	1 436	1 480
2nd quarter	1 088.5	908.8	83.5	622.4	5 809	8 367	1 440	1 460
3rd quarter	1 466.5	1 325.2	90.4	868.0	7 649	11 281	1 475	1 527
4th quarter	809.2	656.4	81.1	414.1	4 125	6 323	1 533	1 585
1976 1st quarter	615.9	520.6	84.5	338.5	3 234	4 806	1 486	1 538
2nd quarter	1 262.3	998.5	79.1	639.9	6 276	9 496	1 513	1 560
3rd quarter	1 622.7	1 388.3	85.6	864.4	7 948	12 284	1 546	1 606
4th quarter	842.9	650.2	77.1	413.7	4 149	6 413	1 546	1 572
1977 1st quarter	681.1	599.5	88.0	368.6	3 545	5 174	1 460	1 626
2nd quarter	1 193.0	952.7	79.9	614.4	6 104	9 059	1 484	1 551
1976 January	602.4	479.4	79.6	314.1	3 199	4 753	1 486	1 527
February	573.9	496.0	86.4	325.2	3 024	4 449	1 471	1 530
March	671.5	586.5	87.3	376.2	3 479	5 216	1 499	1 559
April	1 011.4	852.8	84.3	560.4	5 158	7 604	1 474	1 522
May	1 269.3	946.0	74.5	610.5	6 351	9 533	1 501	1 549
June	1 506.3	1 196.7	79.4	748.9	7 319	11 352	1 551	1 598
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
1977 January	675.8	527.4	78.0	344.5	3 506	5 132	1 464	1 531
February	614.6	520.3	84.6	345.6	3 259	4 659	1 430	1 505
March	753.0	750.7	86.4	415.7	3 869	5 732	1 482	1 806
April	1 051.5	878.7	83.6	569.0	5 416	7 958	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

Non-scheduled Services by UK Airlines

Table 9.3

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

Monthly Averages or Calendar Months

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1967		124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968		154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969		228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970		411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971		531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972		549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973		506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1974		436.1	352.7	80.9	104.8	1 523	2 483	1 630	3 366
1975		466.4	370.4	79.4	112.4	1 574	2 606	1 656	3 295
1976		532.8	430.7	80.8	122.7	1 627	2 876	1 768	3 510
1975	1st quarter	241.7	198.8	82.3	59.4	1 026	1 442	1 406	3 347
	2nd quarter	446.9	355.6	76.2	108.6	1 558	2 505	1 608	3 274
	3rd quarter	853.3	679.0	79.6	212.6	2 550	4 606	1 806	3 194
	4th quarter	323.6	248.0	76.6	69.0	1 163	1 869	1 607	3 594
1976	1st quarter	217.8	174.9	80.3	54.0	1 007	1 397	1 387	3 239
	2nd quarter	564.6	425.0	75.3	126.7	1 790	3 013	1 683	3 354
	3rd quarter	933.6	783.0	83.9	220.1	2 469	4 924	1 994	3 557
	4th quarter	415.3	339.8	81.8	90.1	1 241	2 170	1 749	3 771
1977	1st quarter	290.8	237.9	81.8	68.0	1 165	1 734	1 488	3 499
	2nd quarter	739.3	597.1	80.8	152.6	1 512	3 776	2 497	3 912
1976	January	291.8	234.2	80.3	67.4	1 146	1 828	1 595	3 475
	February	147.3	115.5	78.4	34.1	807	992	1 229	3 387
	March	214.2	174.9	81.7	56.5	1 067	1 371	1 285	3 096
	April	412.9	319.3	77.3	105.4	1 551	2 355	1 513	3 029
	May	474.3	367.9	77.6	109.3	1 693	2 510	1 483	3 366
	June	806.5	587.7	72.9	165.4	2 127	4 174	1 962	3 553
	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
1977	January	351.6	295.6	84.1	78.1	1 171	1 973	1 685	3 785
	February	209.7	161.5	77.0	50.4	989	1 346	1 361	3 204
	March	311.0	256.5	82.5	75.6	1 334	1 882	1 411	3 393
	April	495.3	383.8	77.5	123.0	1 407	2 899	2 060	3 120
	May	654.2	511.7	78.2	130.3	1 398	3 350	2 396	3 927
	June	1 068.4	895.8	83.8	204.6	1 732	5 080	2 933	4 378
	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

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation Monthly Averages

Analysis by Countries of Landing and of Embarkation																	
Monthly Averages																	
European continent and Mediterranean Sea area(b)	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968	914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969	1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970	1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971	1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972	1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973	1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1974	1 648	72	40	223	187	45	148	67	135	23	36	36	403	23	86	27	96
1975	1 751	66	41	228	190	58	155	83	136	29	26	42	442	28	91	34	103
1976	1 842	71	47	242	206	74	162	107	153	43	25	43	389	35	98	35	113
1975 3rd quarter	2 444	72	51	275	226	107	246	111	152	39	38	67	696	36	112	67	147
4th quarter	1 461	63	39	201	164	43	116	80	134	28	18	31	330	24	77	20	92
1976 1st quarter	1 261	58	36	196	177	24	100	77	119	28	16	29	216	22	82	9	74
2nd quarter	1 978	76	46	258	216	86	175	99	164	43	25	43	443	38	103	44	119
3rd quarter	2 521	77	56	292	242	134	258	147	171	56	35	67	605	41	117	63	160
4th quarter	1 609	73	51	220	189	50	114	107	158	47	22	34	291	40	93	22	100
Jun-Aug	2 438	76	56	273	235	125	243	138	163	58	32	63	597	45	114	63	156
1977 1st quarter	1 436	65	47	209	201	29	116	103	136	42	20	29	218	34	97	8	82
2nd quarter	2 024	76	52	263	235	79	178	130	173	52	35	33	409	48	117	27	117
Jun-Aug	2 533	74	62	285	253	123	245	187	171	64	45	55	584	57	121	40	167
Rest of World	Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)						
1968	270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969	327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970	392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971	433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972	512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1973	580.3	17.3	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2						
1974	551.1	21.4	21.5	108.6	11.5	23.2	10.5	19.3	243.8	11.3	80.0						
1975	600.8	27.3	23.0	117.2	12.5	28.9	15.1	24.1	244.9	13.1	94.6						
1976	685.8	31.2	24.7	120.7	13.5	32.3	14.3	27.5	293.1	17.2	111.3						
1975 3rd quarter	843.5	35.5	28.0	203.8	16.7	29.7	19.4	27.6	348.6	18.8	115.3						
4th quarter	548.4	29.7	23.6	23.0	12.0	32.8	14.7	26.2	215.0	13.1	99.4						
1976 1st quarter	480.6	28.3	20.8	56.7	13.0	31.5	15.6	28.1	171.6	12.6	102.4						
2nd quarter	679.5	29.9	24.4	122.6	11.2	27.8	11.3	24.9	314.4	14.2	98.8						
3rd quarter	966.0	35.9	30.2	217.8	17.5	33.3	15.9	29.9	427.3	23.9	134.4						
4th quarter	617.2	30.6	23.6	85.6	12.4	36.8	14.2	27.1	259.3	18.1	109.4						
Jun-Aug	922.9	34.2	29.9	202.9	15.8	31.4	14.3	28.6	419.7	21.1	125.0						
1977 1st quarter	539.4	31.0	19.9	59.1	12.3	37.0	16.2	25.7	203.4	22.9	111.9						
2nd quarter	782.7	29.9	20.6	143.2	9.4	31.6	16.2	25.8	369.2	26.4	110.4						
Jun-Aug	1 032.8	35.5	27.1	219.2	13.9	36.0	17.5	29.4	488.2	33.3	132.7						

The above figures are derived from airport statistics.

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

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

(c) Commonwealth countries only.

(d) Oil Rigs not included.

Table 11

	Total	Commercial Movements				Non-commercial Movements					
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	10 939	8 684	—	755	—	317	25	—	1 100	—	58
+ Heathrow	23 513	21 948	—	73	—	42	331	—	965	6	148
+ Luton	6 486	2 441	118	291	36	91	15	1 462	2 020	—	12
+ Southend	5 552	1 513	18	—	—	129	—	2 053	1 825	14	—
+ Stansted	2 101	376	—	114	—	696	12	4	807	87	6
Total (London Area)	48 591	34 962	136	1 233	36	1 275	383	3 519	6 717	107	223
Westland Heliport (Battersea)	723	216	—	215	—	—	—	—	194	—	98
Other UK Airports											
+ Aberdeen	8 577	5 016	—	534	—	644	8	1 678	677	8	12
+ Belfast	7 243	2 321	—	110	80	—	—	1 534	360	—	2 838
Benbecula	279	222	—	—	—	—	34	—	—	—	23
+ Birmingham	5 574	2 274	—	85	15	112	35	2 016	1 021	—	16
+ Blackpool	10 222	591	676	48	77	1 381	—	6 269	1 094	—	86
+ Bournemouth	5 313	652	164	184	—	1 071	—	1 711	1 495	3	33
+ Bristol	2 901	784	1	44	—	8	34	1 447	573	—	10
+ Cambridge	3 523	93	—	35	16	1 220	8	1 586	489	—	76
+ Coventry	5 238	11	236	1	—	241	62	3 854	805	—	28
+ East Midlands	3 548	1 183	2	177	5	171	58	1 009	923	2	18
+ Edinburgh	5 520	2 087	—	7	—	56	52	1 801	846	8	663
+ Exeter	3 220	370	—	8	182	18	—	1 719	687	—	236
+ Glamorgan	4 407	707	—	32	—	89	—	3 314	261	4	—
+ Glasgow	5 981	3 453	—	83	—	78	132	1 046	960	10	219
Gloucester/Cheltenham	3 313	88	—	—	50	640	—	1 897	604	—	34
Hawarden	1 635	—	—	—	—	40	—	1 479	106	—	10
Humberside	1 688	291	—	2	168	876	—	—	259	—	92
Inverness	2 241	662	—	8	428	518	—	449	170	4	2
Islay	200	120	—	3	33	—	—	—	42	—	2
+ Isle of Man	2 790	1 260	14	63	261	288	—	749	143	2	10
Isles of Scilly	810	706	—	—	10	2	—	—	92	—	—
+ Kirkwall	1 314	957	—	36	134	—	6	127	54	—	—
+ Leeds/Bradford	4 563	981	6	53	68	39	57	2 412	941	2	4
+ Liverpool	5 523	853	—	148	61	46	7	3 369	957	10	72
+ Lydd	4 010	388	—	—	—	35	—	2 170	1 379	—	38
+ Manchester	7 446	4 841	21	312	34	40	266	1 103	804	5	20
+ Manston	359	123	—	22	157	26	—	—	31	—	—
+ Newcastle	2 694	1 394	68	65	484	16	1	372	262	1	31
+ Norwich	2 189	918	—	46	147	308	406	—	352	—	12
Penzance Heliport	624	538	—	—	86	—	—	—	—	—	—
+ Prestwick	2 613	1 027	—	45	—	219	51	766	210	—	295
+ Southampton	5 802	1 504	—	76	75	3 359	41	104	634	—	9
Stornoway	433	279	—	8	11	—	8	36	18	4	69
+ Sumburgh	3 883	2 352	—	265	815	253	—	192	—	—	6
Swansea	754	59	—	18	71	6	—	213	387	—	—
+ Tees-side	6 269	832	140	121	83	197	11	3 890	796	—	199
Tiree	74	58	—	—	—	2	—	8	4	—	2
Wick	587	412	—	15	3	—	—	126	7	—	24
Total (Incl. London Area)	182 674	75 585	1 464	4 102	3 590	13 274	1 660	51 965	25 354	170	5 510
Channel Islands Airports											
Alderney	1 183	1 183	..	..	..	..	..	..	..	..	..
Guernsey	3 861	3 861	..	..	..	..	..	..	..	..	..
Jersey	6 502	6 502	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	11 546	11 546	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator August 1977

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+Gatwick	8 684	63	3 084	284	566	3 658	1 029
+Heathrow	21 948	9 341	845	11 217	245	18	282
+Luton	2 441	—	90	1	—	2 061	289
+Southend	1 513	—	1 001	—	—	502	10
+Stansted	376	—	9	10	—	103	254
TOTAL (London Area)	34 962	9 404	5 029	11 512	811	6 342	1 864
Westland Heliport (Battersea)	216	—	—	—	—	216	—
Other UK Airports							
+Aberdeen	5 016	905	508	—	576	2 890	137
+Belfast	2 321	1 449	505	55	5	198	109
Benbecula	222	52	170	—	—	—	—
+Birmingham	2 274	749	719	181	4	597	24
+Blackpool	591	—	472	—	—	115	4
+Bournemouth	652	—	537	—	—	115	—
Bristol	784	299	150	107	—	142	86
+Cambridge	93	—	38	—	—	47	8
+Coventry	11	—	11	—	—	—	—
+East Midlands	1 183	—	746	21	—	353	63
+Edinburgh	2 087	1 046	778	78	2	135	48
Exeter	370	—	345	—	—	—	25
Glamorgan	707	314	275	—	—	74	44
+Glasgow	3 453	1 189	1 029	431	61	602	141
Gloucester/Cheltenham	88	—	60	—	—	28	—
Hawarden	—	—	—	—	—	—	—
Humberside	291	—	244	—	—	47	—
Inverness	662	311	192	—	49	93	17
Islay	120	—	106	—	—	14	—
+Isle of Man	1 260	551	709	—	—	—	—
Isles of Scilly	706	538	164	—	—	4	—
+Kirkwall	957	219	580	—	29	129	—
+Leeds/Bradford	981	322	480	35	—	129	15
+Liverpool	853	488	1	77	—	256	31
+Lydd	388	—	388	—	—	—	—
+Manchester	4 841	1 683	417	906	162	1 477	196
Manston	123	—	—	—	—	77	46
+Newcastle	1 394	263	756	4	—	274	97
Norwich	918	—	705	—	—	168	45
Penzance Heliport	538	538	—	—	—	—	—
+Prestwick	1 027	566	28	155	4	105	169
+Southampton	1 504	327	1 095	—	—	60	22
Stornoway	279	108	146	—	—	25	—
+Sumburgh	2 352	290	35	—	755	1 254	18
Swansea	59	—	—	—	—	59	—
+Tees-side	832	—	554	—	6	253	19
Tiree	58	—	54	—	—	4	—
Wick	412	106	287	—	—	13	6
Total (Incl. London Area)	75 585	21 717	18 313	13 562	2 464	16 295	3 234
Channel Islands Airports							
Alderney	1 183	—	1 132	—	—	51	—
Guernsey	3 861	289	3 025	202	—	325	20
Jersey	6 502	979	4 519	90	—	496	418
TOTAL (Channel Islands Airports)	11 546	1 268	8 676	292	—	872	438

Air Transport Movements August 1977

Table 13

Comparison with a Year Earlier

	International				Domestic				August 77			August 76			Percentage Change		
	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Scheduled Aircraft	Cargo	Passenger	Scheduled Aircraft	Cargo	Passenger	Scheduled Aircraft	Cargo
London Area Airports																	
+ Gatwick	1 758		110	4 892	272	1 378	185	44	45	8 072	612	8 264	610		-2.3		0.3
+ Heathrow	16 584	1 132		512	28	3 637	50	5		20 738	1 210	22 900	1 279		-9.4		-5.4
+ Luton	8	2		2 245	33	81		60	12	2 394	47	2 238	49		7.0		-4.1
+ Southend	1 001			255				257		1 513		1 160			30.4		
+ Stansted	10			256	101	9				275	101	260	92		5.8		9.8
TOTAL (London Area)	19 361	1 244		8 160	434	5 105	235	366	57	32 992	1 970	34 822	2 030		-5.3		-3.0
Westland Heliport (Battersea)								216		216		206			4.9		
Other UK Airports																	
+ Aberdeen	243			2 179	46	1 170		1 338	40	4 930	86	3 844	68		28.3		26.5
+ Belfast	65	1		135	1	1 809	134	98	78	2 107	214	2 018	148		4.4		44.6
+ Benbecula						221	1			221	1	231			-4.3		
+ Birmingham	538			559	1	1 110	1	65		2 272	2	2 357	2		-3.6		
+ Blackpool	78			28		344	50	75	16	525	66	560			-6.2		
+ Bournemouth	10			70		365	162	45		490	162	443	131		10.6		23.7
+ Bristol	214			205		342		23		784		762			2.9		
+ Cambridge	2			20		36		35		93		73			27.4		
+ Coventry						11				11		3					
+ East Midlands	259	13		289	28	464	31	78	21	1 090	93	1 150	101		-5.2		-7.9
+ Edinburgh	330			174		1 544	28	11		2 059	28	1 904	39		8.1		-28.2
+ Exeter	41			23		304		2		370		388			-4.6		
+ Glamorgan	192			111		397		7		707		587	4		20.4		
+ Glasgow	495	106		504	3	1 966	82	297		3 262	191	3 539	166		-7.8		15.1
+ Gloucester/Cheltenham						60		28		88		71			23.9		
+ Hawarden																	
+ Humberside	46			14		198		33		291							
+ Inverness				20		503		139		662		668			-0.9		
+ Islay						106		14		120		70			71.4		
+ Isle of Man	80					1 144	36			1 224	36	1 378	31		-11.2		16.1
+ Isles of Scilly						702		4		706		640			10.3		
+ Kirkwall				6		798	1	152		956	1	814			17.4		
+ Leeds/Bradford	194			67		942	1	76	1	979	2	1 037			-5.6		
+ Liverpool	138	1		83	24	398	29	129	51	748	105	932	135		-19.7		-22.2
+ Lydd	225	163								225	163	248	148		-9.3		10.1
+ Manchester	1 364	279		1 684	4	1 363		111	36	4 522	319	4 580	381		-1.3		-16.3
+ Manston				123						123		66			86.4		
+ Newcastle	312			330		710	1	41		1 393	1	1 362			2.3		
+ Norwich	271			112	2	434		96	3	913	5	563			62.2		
+ Penzance Heliport						538				538		482			11.6		
+ Prestwick	255	88		223		365	41	55		898	129	1 134	135		-20.8		-4.4
+ Southampton	102			34	3	1 317	3	45		1 498	6	1 410			6.2		
+ Stornoway						253	1	24	1	277	2	289	5		-4.2		-60.0
+ Sumburgh				1 192	25	325		785	25	2 302	50	1 321			74.3		
+ Swansea								58	1	58	1	73			-20.5		
+ Tees-side	66			96		488		182		832		576	1		44.4		
+ Tiree						54		3	1	57	1	62			-8.1		
+ Wick					6	391	2	13		404	8	362			11.6		
TOTAL (Incl. London Area)	24 881	1 895		16 441	577	25 977	839	4 644	331	71 943	3 642	71 025	3 525		1.3		3.3
Channel Islands Airports																	
Alderney										1 183		1 271			-6.9		
Guernsey										3 861		3 668			5.3		
Jersey										6 502		6 736			-3.5		
TOTAL (Channel Is. Airports)										11 546		11 675			-1.1		

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

Table 14

Airport of intended landing	Total number of diversions	Airport of actual arrival																															Table 1
		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	16														4He 2St	4He 1St		1He				1Sh							1Sh			2He	
Heathrow	115			1Ga									1St 1Bl			1St		1Ga		2St 2Sh	8Sh 9Sh	2Em 8Sh	1Em 8Sh	1Em 6Sh 1He	1Em 8Sh	1Em 7Sh	1Em 10Sh	1Em 7Sh	7Sh	9Sh	11Sh		
Luton	15						1Em 1Em 1Bl	1Ga 1Em 1Bl	1St					3Bl		1Ga 2St		1Ga 1Bl				1St											
Southend	2																	1St 1Em															
Stansted	4													1Ed													3Em		1Em				
Aberdeen	1														1Bl																		
Belfast	1																																
Birmingham	1																																
Bristol	4					1Ga												2Gm				1Gm		1Ga									
East Midlands	2																1Bl																
Glasgow	2									1Bl																							
Leeds	5																			1Ne													
Manchester	3												1Gm		1Hu	2Bl										2Te		1Pr				2Te	
Norwich	4																																
Southampton	1						1Bo		1St										1Em			1St							1St				
Sumburgh	6																																
Tees-side	1														5Ki				1Ki														
Wick	1									1Ne																							
Other Internal	6																																
Overseas	17			1He					1He 1Ed	2He 1Pr	1He 1Pr				1Pr 1Ga 1Li	1Ki 1Hu 1He 1Ab	2Ex	1He	1Em 1He						2Ex				2Gl				
	207	—	—	2	—	2	2	6	5	2	—	1	8	8	8	14	3	10	3	4	12	12	9	7	12	11	11	14	10	7	13	11	

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	Tirae
Be	Belfast	Em	East Midlands	He	Heathrow	Lu	Luton	Sh	Southampton	Wi	Wick
Bb	Benbecula	Ed	Edinburgh	Hu	Humberside	Ld	Lydd	So	Southend	Xi	Other Internal
Bi	Birmingham	Ex	Exeter	In	Inverness	Ma	Manchester	St	Stansted	Xo	Overseas
Bl	Blackpool	Ga	Gatwick	Is	Islay	Mt	Manston	Sw	Stornoway		
Bo	Bournemouth	Gm	Glamorgan	Im	Isle of Man	Ne	Newcastle	Su	Sumburgh		
Br	Bristol	Gl	Glasgow	Ki	Kirkwall	No	Norwich	Ss	Swansea		

Air Passengers by Type and Nationality of Operator August 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
London Area Airports															
+ Gatwick	833 295	824 231	9 064	2 884	—	147 698	141	4 003	231	99 139	156	397 119	3 017	173 388	5 519
+ Heathrow	2 364 001	2 323 801	40 200	974 530	—	21 399	—	1 252 369	39 341	37 899	99	94	—	37 510	760
+ Luton	256 888	256 674	214	—	—	5 148	55	—	—	—	—	223 367	159	28 159	—
+ Southend	32 636	32 636	—	—	—	30 994	—	—	—	—	—	1 459	—	183	—
+ Stansted	27 866	27 820	46	—	—	315	26	1 231	—	—	—	886	—	25 388	20
TOTAL (London Area)	3 514 686	3 465 162	49 524	977 414	—	205 554	222	1 257 603	39 572	137 038	255	622 925	3 176	264 628	6 299
Westland Heliport (Battersea)	530	530	—	—	—	—	—	—	—	—	—	530	—	—	—
Other UK Airports															
+ Aberdeen	95 255	93 782	1 473	34 357	955	15 378	—	—	—	6 048	—	35 140	456	2 859	62
+ Belfast	120 039	119 882	157	82 128	—	19 204	10	3 442	—	335	—	3 352	147	11 421	—
+ Benbecula	2 372	2 322	50	1 541	—	781	50	—	—	—	—	—	—	—	—
+ Birmingham	134 539	128 107	6 432	34 682	746	16 859	3 677	14 753	698	215	20	59 330	1 189	2 268	102
+ Blackpool	15 141	15 082	59	—	—	14 478	59	—	—	—	—	584	—	20	—
+ Bournemouth	12 063	10 474	1 589	—	—	9 230	1 369	—	—	—	—	1 244	220	—	—
+ Bristol	39 988	35 732	4 256	5 323	3 371	3 064	591	8 357	—	—	—	11 565	242	7 423	52
+ Cambridge	2 386	2 386	—	—	—	2 157	—	—	—	—	—	158	—	71	—
+ Coventry	295	90	205	—	—	90	205	—	—	—	—	—	—	—	—
+ East Midlands	57 893	57 405	488	—	—	27 786	—	1 589	—	—	—	22 044	488	5 986	—
+ Edinburgh	109 235	105 309	3 926	61 822	1 627	21 235	1 898	5 384	—	152	—	12 990	—	3 726	401
+ Exeter	10 977	9 362	1 615	—	—	8 285	1 482	—	—	—	—	—	—	1 077	133
+ Glamorgan	29 290	27 092	2 198	12 516	53	2 933	2 008	—	—	—	—	7 359	137	4 284	—
+ Glasgow	178 071	175 311	2 760	61 775	28	30 339	—	23 207	2 159	4 664	—	41 325	132	14 001	441
+ Gloucester/Cheltenham	1 987	1 987	—	—	—	1 900	—	—	—	—	—	87	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	3 756	3 756	—	—	—	3 610	—	—	—	—	—	146	—	—	—
+ Inverness	14 206	13 095	1 111	9 837	1 111	1 188	—	—	—	147	—	362	—	1 561	—
+ Islay	1 154	1 154	—	—	—	1 131	—	—	—	—	—	23	—	—	—
+ Isle of Man	51 075	49 802	1 273	23 573	383	26 229	890	—	—	—	—	—	—	—	—
+ Isles of Scilly	15 569	15 569	—	14 516	—	1 043	—	—	—	—	—	10	—	—	—
+ Kirkwall	11 960	10 766	1 194	5 534	1 132	3 115	—	—	—	1 366	—	751	62	—	—
+ Leeds/Bradford	33 933	31 219	2 714	15 197	32	8 633	2 627	2 519	32	—	—	4 794	15	76	8
+ Liverpool	31 721	31 550	171	21 031	47	4	—	5 342	22	—	—	4 839	22	334	80
+ Lydd	10 184	10 184	—	—	—	10 184	—	—	—	—	—	—	—	—	—
+ Manchester	344 952	333 271	11 681	95 194	1 221	7 906	1 880	34 366	3 419	21 891	—	150 232	2 951	23 682	2 210
+ Manston	381	381	—	—	—	—	—	—	—	—	—	193	—	188	—
+ Newcastle	79 055	74 661	4 394	17 883	—	19 823	4 297	444	—	—	—	26 006	—	10 505	97
+ Norwich	16 666	16 666	—	—	—	15 137	—	—	—	—	—	908	—	621	—
+ Penzance Heliport	14 516	14 516	—	14 516	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	97 422	65 419	32 003	25 064	17 391	989	—	9 890	3 361	115	242	13 629	3 952	15 732	7 057
+ Southampton	46 148	46 118	30	16 884	—	28 990	22	—	—	—	—	169	8	75	—
+ Stornoway	4 180	4 180	—	3 374	—	724	—	—	—	—	—	82	—	—	—
+ Sumburgh	42 207	42 122	85	8 794	21	199	—	—	—	10 474	—	22 404	64	251	—
+ Swansea	1 215	1 215	—	—	—	—	—	—	—	—	—	1 215	—	—	—
+ Tees-side	22 489	21 018	1 471	—	—	16 478	1 464	—	—	68	—	3 565	7	907	—
+ Tiree	469	468	1	—	—	458	—	—	—	—	—	10	1	—	—
+ Wick	4 052	2 764	1 288	1 226	1 286	1 467	—	—	—	—	—	71	2	—	—
TOTAL (Incl. London Area)	5 172 057	5 039 909	132 148	1 544 181	29 404	526 581	22 751	1 366 896	49 263	182 513	517	1 048 042	13 271	371 696	16 942
Channel Islands Airports															
Alderney	12 369	12 369	—	—	—	12 231	—	—	—	—	—	138	—	—	—
Guernsey	76 199	73 158	3 041	15 276	—	52 903	2 166	1 371	2	—	—	2 985	799	623	74
Jersey	192 894	191 305	1 589	60 008	163	117 542	1 426	4 517	—	—	—	1 034	—	8 204	—
TOTAL (Channel Is. Airports)	281 462	276 832	4 630	75 284	163	182 676	3 592	5 888	2	—	—	4 157	799	8 827	74

Terminal Air Passengers for August 1977

Table 16

Comparison with a Year Earlier

	1977	1976	Percentage change
London Area Airports			
+ Gatwick	824 231	779 148	5.8
+ Heathrow	2 323 801	2 471 451	-6.0
+ Luton	256 674	242 274	5.9
+ Southend	32 636	29 339	11.2
+ Stansted	27 820	30 081	-7.5
TOTAL (London Area)	3 465 162	3 552 293	-2.5
Westland Heliport (Battersea)	530	470	12.8
Other UK Airports			
+ Aberdeen	93 782	79 913	17.4
+ Belfast	119 882	126 634	-5.3
Benbecula	2 322	2 056	12.9
+ Birmingham	128 107	134 569	-4.8
+ Blackpool	15 082	15 189	-0.7
+ Bournemouth	10 474	10 842	-3.4
+ Bristol	35 732	33 157	7.8
+ Cambridge	2 386	1 371	74.0
+ Coventry	90	41	—
+ East Midlands	57 405	59 782	-4.0
+ Edinburgh	105 309	105 396	-0.1
+ Exeter	9 362	8 968	4.4
+ Glamorgan	27 092	22 286	21.6
+ Glasgow	175 311	205 509	-14.7
Gloucester/Cheltenham	1 987	1 199	65.7
Hawarden	—	—	—
Humberside	3 756	—	—
Inverness	13 095	13 962	-6.2
Islay	1 154	1 324	-12.8
+ Isle of Man	49 802	55 541	-10.3
Isles of Scilly	15 569	14 398	8.1
+ Kirkwall	10 766	10 164	5.9
+ Leeds/Bradford	31 219	34 066	-8.4
+ Liverpool	31 550	42 253	-25.3
+ Lydd	10 184	8 806	15.6
+ Manchester	333 271	342 403	-2.7
+ Manston	381	199	91.5
+ Newcastle	74 661	76 040	-1.8
+ Norwich	16 666	13 022	28.0
Penzance Heliport	14 516	13 395	8.4
+ Prestwick	65 419	63 329	3.3
+ Southampton	46 118	37 823	21.9
Stornoway	4 180	4 496	-7.0
+ Sumburgh	42 122	22 770	85.0
Swansea	1 215	851	42.8
+ Tees-side	21 018	21 364	-1.6
Tiree	468	422	10.9
Wick	2 764	2 424	14.0
TOTAL (Incl. London Area)	5 039 909	5 138 727	-1.9
Channel Islands Airports			
Alderney	12 369	13 082	-5.5
Guernsey	73 158	74 329	-1.6
Jersey	191 305	196 827	-2.8
TOTAL (Channel Islands Airports)	276 832	284 238	-2.6

International and Domestic Passenger Traffic August 1977

Table 17

Terminal Passengers

Comparison with a Year Earlier

	Total	International			Domestic		
	1977	1977	1976	Per- centage change	1977	1976	Per- centage change
London Area Airports							
+Gatwick	824 231	753 322	711 902	6	70 909	67 246	5
+Heathrow	2 323 801	2 089 817	2 142 618	-2	233 984	328 833	-29
+Luton	256 674	251 050	237 775	6	5 624	4 499	25
+Southend	32 636	32 264	28 620	13	372	719	-48
+Stansted	27 820	27 505	29 877	-8	315	204	54
TOTAL (London Area)	3 465 162	3 153 958	3 150 792	—	311 204	401 501	-22
Westland Heliport (Battersea)	530	13	—	—	517	470	10
Other UK Airports							
+Aberdeen	93 782	31 476	26 000	21	62 306	53 913	16
+Belfast	119 882	17 856	17 736	1	102 026	108 898	-6
Benbecula	2 322	—	—	—	2 322	2 056	13
+Birmingham	128 107	91 800	97 252	-6	36 307	37 317	-3
+Blackpool	15 082	1 142	706	62	13 940	14 483	-4
+Bournemouth	10 474	1 316	2 749	-52	9 158	8 093	13
+Bristol	35 732	30 693	27 146	13	5 039	6 011	-16
+Cambridge	2 386	213	27	—	2 173	1 344	62
+Coventry	90	—	—	—	90	41	—
+East Midlands	57 405	36 622	38 934	-6	20 783	20 848	—
+Edinburgh	105 309	27 290	19 664	39	78 019	85 732	-9
+Exeter	9 362	2 151	1 892	14	7 211	7 076	2
+Glamorgan	27 092	17 820	12 953	38	9 272	9 333	-1
+Glasgow	175 311	80 366	84 793	-5	94 945	120 716	-21
Gloucester/Cheltenham	1 987	—	—	—	1 987	1 199	66
Hawarden	—	—	—	—	—	—	—
Humberside	3 756	1 397	—	—	2 359	—	—
Inverness	13 095	1 589	1 079	47	11 506	12 883	-11
Islay	1 154	—	—	—	1 154	1 324	-13
+Isle of Man	49 802	2 737	2 838	-4	47 065	52 703	-11
Isles of Scilly	15 569	—	—	—	15 569	14 398	8
+Kirkwall	10 766	83	161	-48	10 683	10 003	7
+Leeds/Bradford	31 219	12 734	8 048	58	18 485	26 018	-29
+Liverpool	31 550	13 687	17 438	-22	17 863	24 815	-28
+Lydd	10 184	10 184	8 806	16	—	8	—
+Manchester	333 271	269 697	264 428	2	63 574	77 975	-18
+Manston	381	381	199	91	—	—	—
+Newcastle	74 661	46 476	39 586	17	28 185	36 454	-23
+Norwich	16 666	8 158	6 585	24	8 508	6 437	32
Penzance	14 516	—	—	—	14 516	13 395	8
+Prestwick	65 419	58 945	56 051	5	6 474	7 278	-11
+Southampton	46 118	1 682	583	—	44 436	37 240	19
Stornoway	4 180	—	46	—	4 180	4 450	-6
+Sumburgh	42 122	17 010	6 911	—	25 112	15 859	58
Swansea	1 215	—	11	—	1 215	840	45
+Tees-side	21 018	4 714	6 700	-30	16 304	14 664	11
Tiree	468	—	—	—	468	422	11
Wick	2 764	—	8	—	2 764	2 416	14
TOTAL (Incl. London Area)	5 039 909	3 942 190	3 900 122	1	1 097 719	1 238 613	-11

(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 August 1977

Table 18

Comparison with a Year Earlier

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	26 847	12 623	14 224	24 250	12 820	11 430	11
London – Vienna	21 282	11 418	9 864	19 561	11 886	7 675	9
Other Routes	5 565	1 205	4 360	4 689	934	3 755	19
Belgium	64 180	62 220	1 960	71 602	69 759	1 843	–10
London – Brussels	37 417	37 329	88	42 316	42 316	—	–12
Other S.E. England – Belgium	21 249	20 210	1 039	23 702	23 512	190	–10
Other Routes	5 514	4 681	833	5 584	3 931	1 653	–1
Denmark	59 236	39 693	19 543	56 903	40 002	16 901	4
London – Copenhagen	39 901	32 019	7 882	44 941	33 587	11 354	–11
Other Routes	19 335	7 674	11 661	11 962	6 415	5 547	62
Finland	14 854	11 495	3 359	14 816	11 274	3 542	—
France	265 497	245 158	20 339	277 090	248 238	28 852	–4
London – Nice	23 757	22 727	1 030	23 640	20 999	2 641	—
– Paris	148 973	146 109	2 864	162 804	156 330	6 474	–8
– N. France (a)	9 980	9 893	87	13 290	11 266	2 024	–25
– Other France	38 401	31 492	6 909	40 029	32 025	8 004	–4
Manchester – Paris	6 999	6 978	21	6 466	6 457	9	8
Other UK – Paris	10 932	9 699	1 233	9 403	7 438	1 965	16
Luton – Other France	879	—	879	840	—	840	5
Other S.E. England – France	15 854	15 816	38	12 234	12 206	28	30
Other Routes	9 722	2 444	7 278	8 384	1 517	6 867	16
Germany (Fed. Republic)	224 166	155 557	68 609	224 749	160 029	64 720	—
London – Dusseldorf	29 532	24 232	5 300	35 292	28 067	7 225	–16
– Frankfurt	61 970	53 997	7 973	54 127	48 268	5 859	14
– Hamburg	24 977	19 957	5 020	25 739	23 532	2 207	–3
– Munich	27 645	15 659	11 986	32 799	16 626	16 173	–16
– Other Germany	38 546	31 031	7 515	38 843	34 554	4 289	–1
Luton – Germany	21 553	—	21 553	20 716	—	20 716	4
Manchester – Germany	11 267	7 892	3 375	10 483	8 501	3 982	7
Other Routes	8 676	2 789	5 887	6 750	2 481	4 269	29
Gibraltar	10 107	6 176	3 931	11 244	8 084	3 160	–10
Greece	148 324	47 251	101 073	143 423	44 696	98 727	3
Iceland	6 853	6 814	39	5 363	5 331	32	28
London – Reykjavik	4 112	4 112	—	3 527	3 527	—	17
Glasgow – Reykjavik	2 702	2 702	—	1 804	1 804	—	50
Other Routes	39	—	39	32	—	32	22

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	218 685	216 422	2 263	229 678	224 948	4 730	-5
London – Cork	18 315	18 190	125	20 869	20 763	106	-12
– Dublin	86 364	85 529	835	102 843	100 486	2 357	-16
– Shannon	15 152	15 150	2	17 246	16 254	992	-12
Manchester – Dublin	16 424	16 251	173	16 791	16 731	60	-2
Birmingham – Dublin	17 622	17 616	6	16 512	16 511	1	7
Glasgow – Dublin	13 255	13 255	—	12 512	12 512	—	6
Liverpool – Dublin	9 037	9 006	31	9 567	9 354	213	-6
Leeds/Bradford – Dublin	5 572	5 553	19	5 741	5 675	66	-3
Edinburgh – Dublin	5 384	5 384	—	4 617	4 617	—	17
Bristol – Dublin	6 831	6 831	—	4 147	4 147	—	65
Other Routes	24 729	23 657	1 072	18 833	17 898	935	31
Italy	259 259	84 636	174 623	272 346	77 746	194 600	-5
London – Genoa	1 815	—	1 815	2 213	—	2 213	-18
– Milan	46 538	25 713	20 825	48 783	22 347	26 436	-5
– Rimini (g)	8 464	—	8 464	13 139	—	13 139	-36
– Rome	46 718	32 987	13 731	52 031	30 333	21 698	-10
– Venice	13 489	4 943	8 546	14 517	5 877	8 640	-7
– Other Italy	42 667	18 147	24 520	43 167	16 927	26 240	-1
Luton – Rimini	6 624	—	6 624	7 223	—	7 223	-8
– Other Italy	54 504	—	54 504	51 478	—	51 478	6
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	19 663	—	19 663	17 599	—	17 599	12
Other Routes	18 777	2 846	15 931	22 196	2 262	19 934	-15
Luxembourg	5 119	5 119	—	5 772	5 388	384	-11
London – Luxembourg	4 872	4 872	—	5 388	5 338	—	-10
Other Routes	247	247	—	384	—	384	-36
Netherlands	167 440	160 874	6 566	167 531	164 262	3 269	—
London – Amsterdam	94 742	92 129	2 613	103 918	102 981	937	-9
– Rotterdam	13 383	13 383	—	16 964	16 890	74	-21
Other S.E. England – Netherlands	11 752	10 510	1 242	8 813	8 269	544	33
Manchester – Amsterdam	10 458	10 398	60	9 249	9 207	42	13
Other Routes	37 105	34 454	2 651	28 587	26 915	1 672	30
Norway	56 132	39 595	16 537	57 081	42 007	15 074	-2
London – Oslo	23 590	17 667	5 923	28 040	18 709	9 331	-16
Other Routes	32 542	21 928	10 614	29 041	23 298	5 743	12
Portugal	48 559	23 597	24 962	38 969	20 436	18 533	25
London – Lisbon	17 968	13 911	4 057	16 904	11 151	5 753	6
Other Routes	30 591	9 686	20 905	22 065	9 285	12 780	39
Soviet Union and Eastern Europe (b)	43 762	28 731	15 031	56 614	26 489	30 125	-23
London – Moscow	9 203	8 037	1 166	8 483	7 258	1 225	8
– Prague	3 012	3 012	—	3 051	3 051	—	-1
Other Routes	31 547	17 682	13 865	45 080	16 180	28 900	-30

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	625 891	120 453	505 438	665 057	124 585	540 472	-6
London – Barcelona	29 747	18 657	11 090	28 268	19 837	8 431	5
– Ibiza	15 104	1 800	13 304	18 736	2 880	15 856	-19
– Madrid	43 816	34 533	9 283	39 176	30 934	8 242	12
– Malaga	32 434	17 299	15 135	33 684	18 461	15 223	-4
– Palma	64 869	16 412	48 457	74 187	19 029	55 158	-13
– Other Spain	89 107	30 541	58 566	100 986	31 991	68 995	-12
Luton – Alicante	10 850	—	10 850	11 222	—	11 222	-3
– Barcelona	5 522	—	5 522	1 779	—	1 779	—
– Gerona	8 449	—	8 449	11 641	—	11 641	-27
– Ibiza	9 257	—	9 257	12 438	—	12 438	-26
– Palma	23 259	—	23 259	25 027	—	25 027	-7
– Other Spain	23 390	—	23 390	23 538	—	23 538	-1
Other S.E. England – Spain	191	—	191	99	—	99	93
Manchester – Barcelona	8 331	—	8 331	7 495	—	7 495	11
– Palma	30 472	—	30 472	34 757	—	34 757	-12
Other N. England – Spain	93 214	664	92 550	86 904	988	85 916	7
Scotland – Spain	46 512	414	46 098	47 680	95	47 585	-2
Other Routes	91 367	133	91 234	107 440	370	107 070	-15
Sweden	47 367	20 822	26 545	42 753	19 313	23 440	11
London – Stockholm	25 572	15 353	10 219	25 434	13 924	11 510	1
Other Routes	21 795	5 469	16 326	17 319	5 389	11 930	26
Switzerland	115 897	80 547	35 350	116 712	85 275	31 437	-1
London – Basle	7 640	5 632	2 008	7 328	7 328	—	4
– Geneva	40 565	30 906	9 659	43 204	33 438	9 766	-6
– Zurich	53 511	35 011	18 500	51 332	37 338	13 994	4
Luton – Switzerland	4 839	—	4 839	6 424	—	6 424	-25
Other Routes	9 342	8 998	344	8 424	7 171	1 253	11
Yugoslavia	40 203	19 790	20 413	64 098	19 868	44 230	-37
London – Dubrovnic	4 061	1 175	2 886	10 798	1 855	8 943	-62
– Ljubljana	2 294	2 294	—	4 288	2 672	1 616	-47
Luton – Yugoslavia	4 561	—	4 561	8 139	—	8 139	-44
Other Routes	29 287	16 321	12 966	40 873	15 341	25 532	-28
Other Europe	126 509	81 993	44 516	112 809	71 481	41 328	12
WESTERN HEMISPHERE							
Canada	223 676	111 637	112 039	231 103	119 223	111 880	-3
London – Montreal	21 994	17 957	4 037	25 975	20 942	5 033	-15
– Toronto	74 049	38 410	35 639	79 103	41 993	37 110	-6
– Other Canada	64 474	29 391	35 083	58 941	28 899	30 042	9
Other UK – Montreal	5 461	4 930	531	4 824	4 064	760	13
– Toronto	45 782	16 312	29 470	50 281	18 281	32 000	-9
Other Routes	11 916	4 637	7 279	11 979	5 044	6 935	-1

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	497 126	311 909	185 217	437 225	304 589	132 636	14
London – New York	181 930	113 398	68 532	171 431	117 932	53 499	6
– Other East Coast USA	105 242	89 222	16 020	101 257	86 111	15 146	4
– Chicago and Detroit	64 478	37 641	26 837	57 432	38 977	18 455	12
– West Coast USA	97 465	54 675	42 790	76 691	50 107	26 584	27
– Other USA	13 353	2 044	11 309	6 618	1 506	5 112	—
Other UK – New York	21 738	12 908	8 830	19 160	9 780	9 380	13
Other Routes	12 920	2 021	10 899	4 636	176	4 460	—
West Atlantic and Caribbean Islands	30 928	28 807	2 121	32 382	31 461	921	–4
Central and South America	9 823	9 404	419	11 410	10 029	1 381	–14
REST OF THE WORLD							
Canary Islands	60 006	5 353	54 653	57 229	6 163	51 066	5
North Africa (c)	32 306	20 157	12 149	34 146	17 070	17 076	–5
East Africa (d)	14 853	13 307	1 546	17 693	16 016	1 677	–16
Central Africa (e)	8 321	8 321	—	8 166	8 026	140	2
West Africa (d)	36 068	33 608	2 460	24 053	20 169	3 884	50
South Africa	29 099	29 099	—	29 898	29 898	—	–3
Middle East (f)	205 015	203 871	1 144	159 158	157 044	2 114	29
India	18 609	18 609	—	18 675	18 675	—	—
Pakistan	10 081	10 081	—	9 202	9 202	—	10
Far East	77 866	75 038	2 828	72 024	66 978	5 046	8
Australia and New Zealand	38 129	38 129	—	39 571	39 571	—	–4
Other Routes n.e.i.	52 061	10 713	41 348	36 123	11 667	24 456	44
ALL ROUTES	3 918 854	2 397 609	1 521 245	3 876 918	2 347 812	1 529 106	1

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 August 1977

Table 19

COMPARISON WITH A YEAR EARLIER

Origin/Destination		1977	1976	Percentage change
London (a)	Aberdeen	15 960	20 765	-23
	Belfast	46 892	46 306	1
	Birmingham	7 414	8 628	-14
	Channel Islands	50 622	69 586	-27
	Edinburgh	59 138	68 473	-14
	Glasgow	47 230	72 973	-35
	Isle of Man	3 012	4 137	-27
	Leeds/Bradford	6 370	11 654	-45
	Liverpool	5 104	8 403	-39
	Manchester	29 447	41 570	-29
	Newcastle	16 347	24 685	-34
	Tees-side	10 774	10 511	3
	Other airports	6 898	8 592	-20
Belfast	Birmingham	6 320	7 134	-11
	East Midlands	3 454	3 322	4
	Edinburgh	1 875	1 950	-4
	Glasgow	7 211	7 796	-8
	Isle of Man	7 647	9 315	-18
	Leeds/Bradford	3 459	3 882	-11
	Liverpool	2 130	3 274	-35
	Manchester	10 146	10 573	-4
	Newcastle	1 934	2 238	-14
	Other airports	10 958	13 108	-16
Channel Islands	Bournemouth	7 545	6 619	14
	Birmingham	14 251	13 480	6
	Bristol/Glamorgan	8 019	9 341	-14
	East Midlands	13 445	11 206	20
	Glasgow	1 392	4 387	-68
	Leeds/Bradford	2 380	4 713	-50
	Liverpool	1 614	4 461	-64
	Manchester	7 956	8 381	-5
	Newcastle	2 265	2 647	-14
	Southampton	42 995	35 025	23
	Other airports	21 445	18 713	15
Edinburgh	Birmingham	2 358	2 075	14
	Glasgow	92	—	—
	Manchester	3 106	3 053	2
	Other airports	11 450	10 818	6
Glasgow	Birmingham	3 409	3 459	-1
	East Midlands	2 938	3 213	-9
	Isle of Man	3 397	3 669	-7
	Leeds/Bradford	1 201	1 172	2
	Liverpool	—	6	—
	Manchester	4 049	4 603	-12
	Southampton	17	1 632	-99
	Other Scottish airports	22 069	16 652	33
Isle of Man	Other airports	1 940	1 154	68
	Blackpool	7 224	9 631	-25
	Liverpool	8 887	8 314	7
	Manchester	4 925	5 713	-14
	Newcastle	1 968	1 959	—
	Other airports	10 005	9 875	1
Penzance	Isles of Scilly	14 516	13 395	8
Other Routes		48 624	35 345	38
TOTAL		635 824	713 586	-11

(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 August 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	7 547.0	0.6	—	421.8	1 144.3	29.6	47.9	—	—	1 166.5	4 651.0	5.6	79.7		
+Heathrow	31 456.3	4 441.1	5 415.6	78.4	406.5	8 432.6	11 984.1	84.5	12.0	222.9	193.1	57.1	128.4		
+Luton	345.9	—	—	0.9	17.4	12.2	—	—	—	74.6	69.0	87.3	84.5		
+Southend	342.0	—	—	137.0	154.0	—	—	—	—	15.0	36.0	—	—		
+Stansted	2 422.1	—	—	—	—	—	—	—	—	128.7	1 699.6	11.3	582.5		
TOTAL (London Area)	42 113.3	4 441.7	5 415.6	638.1	1 722.2	8 474.4	12 032.0	84.5	12.0	1 607.7	6 648.7	161.3	875.1		
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—		
Other UK Airports															
+Aberdeen	514.6	53.2	116.3	26.1	26.4	—	—	14.4	29.0	63.7	182.9	0.5	2.1		
+Belfast	952.3	72.1	228.4	148.2	27.2	7.8	7.4	—	—	450.6	10.6	—	—		
+Benbecula	20.9	10.6	9.2	1.0	0.1	—	—	—	—	—	—	—	—		
+Birmingham	212.4	62.0	58.3	27.5	1.9	39.2	16.6	—	—	6.9	—	—	—		
+Blackpool	127.1	—	—	4.6	49.8	—	—	—	—	—	72.7	—	—		
+Bournemouth	782.8	—	—	389.5	393.3	—	—	—	—	—	—	—	—		
+Bristol	48.2	15.6	4.1	3.3	0.5	11.7	13.0	—	—	—	—	—	—		
+Cambridge	38.9	—	—	—	—	—	—	—	—	—	—	14.8	24.1		
+Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—		
+East Midlands	561.1	—	—	94.1	119.9	10.6	2.1	—	—	7.0	282.0	0.5	44.9		
+Edinburgh	93.8	20.5	23.4	22.3	22.5	3.0	2.1	—	—	—	—	—	—		
+Exeter	37.9	—	—	6.5	31.4	—	—	—	—	—	—	—	—		
+Glamorgan	17.0	2.5	12.3	1.4	0.8	—	—	—	—	—	—	—	—		
+Glasgow	1 339.2	510.0	206.0	43.9	26.7	225.0	311.0	0.2	0.3	7.9	4.5	3.7	—		
+Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—		
+Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—		
+Humberside	—	—	—	—	—	—	—	—	—	—	—	—	—		
+Inverness	32.0	5.4	26.6	—	—	—	—	—	—	—	—	—	—		
+Islay	11.2	—	—	5.9	5.3	—	—	—	—	—	—	—	—		
+Isle of Man	215.5	137.0	24.0	48.9	5.6	—	—	—	—	—	—	—	—		
+Isles of Scilly	7.6	7.0	0.6	—	—	—	—	—	—	—	—	—	—		
+Kirkwall	48.0	34.3	11.0	0.8	1.7	—	—	0.2	—	—	—	—	—		
+Leeds/Bradford	38.7	6.5	8.0	4.6	5.4	2.8	2.4	—	—	7.6	1.4	—	—		
+Liverpool	671.9	18.9	131.4	—	—	13.7	7.3	—	—	15.9	312.1	4.6	168.0		
+Lydd	210.6	—	—	92.1	118.5	—	—	—	—	—	—	—	—		
+Manchester	2 466.0	323.8	277.1	10.3	11.2	628.5	1 130.7	6.8	0.1	0.6	53.4	2.6	20.9		
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—		
+Newcastle	66.8	4.9	13.2	26.7	21.8	—	—	—	—	—	—	0.2	—		
+Norwich	49.6	—	—	17.1	29.7	—	—	—	—	0.5	0.5	1.2	0.6		
+Penzance Heliport	7.6	0.6	7.0	—	—	—	—	—	—	—	—	—	—		
+Prestwick	1 225.5	519.2	191.3	—	—	373.3	141.7	—	—	—	—	—	—		
+Southampton	147.2	2.2	17.9	19.1	71.6	—	—	—	—	—	36.4	—	—		
+Stornoway	39.4	28.3	9.5	0.1	1.0	—	—	—	—	—	0.5	—	—		
+Sumburgh	177.2	67.3	8.9	0.3	0.1	—	—	12.4	23.4	31.7	32.9	0.1	0.1		
+Swansea	2.7	—	—	—	—	—	—	—	—	0.7	2.0	—	—		
+Tees-side	27.2	—	—	7.1	11.1	—	—	—	—	—	—	—	9.0		
+Tiree	2.0	—	—	1.8	0.1	—	—	—	—	0.1	—	—	—		
+Wick	10.1	5.2	0.9	0.1	0.2	—	—	—	—	—	—	—	3.7		
TOTAL (Incl. London Area)	52 316.3	6 348.8	6 801.0	1 641.4	2 706.0	9 790.0	13 666.3	118.5	64.8	2 200.9	7 640.6	189.5	1 148.5		
Channel Islands Airports															
Alderney	30.4	—	—	25.2	3.8	—	—	—	—	0.7	0.7	—	—		
Guernsey	801.6	7.2	0.6	154.9	71.5	—	—	—	—	232.8	334.6	—	—		
Jersey	867.1	58.1	21.2	467.7	276.6	7.6	1.8	—	—	10.6	19.8	0.2	3.5		
TOTAL (Channel Islands Airports)	1 699.1	65.3	21.8	647.8	351.9	7.6	1.8	—	—	244.1	355.1	0.2	3.5		

Cargo August 1977

Table 21

Comparison with a Year Earlier

	International						Domestic						August 1977			August 1976			Percentage change		
	Scheduled			Charter			Scheduled			Charter			Total			Total			Percentage change		
	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo	Passenger	Aircraft	Cargo
London Area Airports																					
+ Gatwick	686		397	48		5 722	221		340	1		132	956		6 591	851		5 215	12·3		26·4
+ Heathrow	18 042		12 034	63		635	303		380	—		—	18 408		13 049	17 764		14 120	3·6		-7·6
+ Luton	1		29	106		186	—		—	—		23	107		238	98		238	9·2		—
+ Southend	291		—	50		—	—		—	1		—	342		—	1 047		—	-67·3		—
+ Stansted	—		—	493		1 929	—		—	—		—	493		1 929	179		1 559	—		23·7
TOTAL (London Area)	19 020		12 460	760		8 472	524		720	2		155	20 306		21 807	19 939		21 132	1·8		3·2
Westland Heliport (Battersea)	—		—	—		-	—		—	—		—	—		—	—		—	—		—
Other UK Airports																					
+ Aberdeen	40		—	191		22	182		—	63		17	476		39	368		45	29·3		-13·3
+ Belfast	17		—	—		3	364		112	—		459	381		574	428		515	-11·0		11·5
+ Benbecula	—		—	—		—	21		—	—		—	21		—	25		—	-16·0		—
+ Birmingham	141		—	—		7	64		—	—		—	205		7	181		—	13·3		—
+ Blackpool	11		—	—		—	35		8	—		73	46		81	64		—	-28·1		—
+ Bournemouth	—		—	—		—	3		780	—		—	3		780	13		466	-76·9		67·4
+ Bristol	32		—	—		—	17		—	—		—	49		—	34		—	44·1		—
+ Cambridge	—		—	39		—	—		—	—		—	39		—	4		—	—		—
+ Coventry	—		—	—		—	—		—	—		—	—		—	4		—	—		—
+ East Midlands	58		4	—		315	62		101	—		19	120		439	74		612	62·2		-28·3
+ Edinburgh	18		—	—		—	73		1	—		—	91		1	118		5	-22·9		-80·0
+ Exeter	3		—	—		—	35		—	—		—	38		—	21		—	81·0		—
+ Glamorgan	10		—	—		—	7		—	—		—	17		—	19		29	-10·5		—
+ Glasgow	192		425	7		9	246		459	1		—	446		893	469		919	-4·9		-2·8
+ Gloucester/Cheltenham	—		—	—		—	—		—	—		—	—		—	—		—	—		—
+ Hawarden	—		—	—		—	—		—	—		—	—		—	—		—	—		—
+ Humberside	—		—	—		—	—		—	—		—	—		—	—		—	—		—
+ Inverness	—		—	—		—	32		—	—		—	32		—	30		—	6·7		—
+ Islay	—		—	—		—	11		—	—		—	11		—	2		—	—		—
+ Isle of Man	—		—	—		—	97		118	—		—	97		118	116		107	-16·4		10·3
+ Isles of Scilly	—		—	—		—	8		—	—		—	8		—	8		—	—		—
+ Kirkwall	—		—	—		—	48		—	—		—	48		—	49		—	-2·0		—
+ Leeds/Bradford	16		—	9		—	14		—	—		—	39		—	51		—	-23·5		—
+ Liverpool	18		4	—		194	42		106	12		295	72		599	145		798	-50·3		-24·9
+ Lydd	1		210	—		—	—		—	—		—	1		210	1		230	—		-8·7
+ Manchester	626		1 615	9		22	140		—	—		54	775		1 691	443		1 752	74·9		-3·5
+ Manston	—		—	—		—	—		—	—		—	—		—	—		—	—		—
+ Newcastle	37		—	—		—	28		2	—		—	65		2	67		—	14·0		—
+ Norwich	31		—	1		—	16		—	—		1	48		1	29		—	65·5		—
+ Penzance Heliport	—		—	—		—	8		—	—		—	8		—	8		—	—		—
+ Prestwick	203		844	—		—	7		171	—		—	210		1 015	103		759	—		33·7
+ Southampton	2		—	—		36	109		—	—		—	111		36	116		—	-4·3		—
+ Stornoway	—		—	—		—	38		—	—		1	38		1	31		—	22·6		—
+ Sumburgh	—		—	54		9	77		—	30		6	161		15	114		—	41·2		—
+ Swansea	—		—	—		—	—		—	3		—	3		—	5		—	-40·0		—
+ Tees-side	2		—	9		—	16		—	—		—	27		—	17		1	58·8		—
+ Tiree	—		—	—		—	2		—	—		—	2		—	2		—	—		—
+ Wick	—		—	—		4	6		—	—		—	6		4	11		—	-45·5		—
TOTAL (Incl. London Area)	20 478		15 562	1 079		9 093	2 332		2 578	111		1 080	24 000		28 313	23 099		27 370	3·9		3·4
Channel Islands Airports																					
Alderney													30			30			—		
Guernsey													802			726			10·5		
Jersey													867			917			-5·5		
TOTAL (Channel Islands Airports)													1 699			1 673			1·6		

All Scheduled Services August 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	10 735	2 900	14 232	298 187	3 099 722	2 025 999	65.4	6 330	390 955	232 393	9 629	37 880	184 884	59.4
British Airways Short Haul Division	8 340	14 204	17 428	951 563	1 002 459	701 048	69.9	3 612	102 839	63 566	991	1 976	60 600	61.8
British Airways Helicopters	33	535	171	14 148	1 044	863	82.6	10	71	65	—	1	64	91.5
British Caledonian Airways	2 153	2 298	3 706	109 113	289 871	182 858	63.1	1 021	35 322	19 848	475	2 895	16 478	56.2
Air Anglia	717	1 878	2 044	33 945	28 938	16 638	57.5	87	2 948	1 711	—	43	1 668	58.0
Aurigny Air Services	162	2 689	902	30 241	2 322	1 857	80.0	78	223	153	—	4	149	68.5
British Air Ferries	167	793	658	19 914	6 290	3 890	61.8	295	663	431	—	77	354	64.9
British Island Airways	479	2 316	1 901	79 011	23 964	16 418	68.5	205	2 204	1 433	1	37	1 395	65.0
British Midland Airways	664	1 964	2 039	77 125	49 096	30 130	61.4	205	4 112	2 426	—	87	2 339	59.0
Brymon Airways	96	521	455	5 042	1 425	1 007	70.7	2	131	86	—	—	86	65.7
Dan-Air Services	562	1 751	1 795	51 654	34 212	20 123	58.8	7	2 571	1 514	—	2	1 512	58.9
Haywards Aviation	15	66	69	232	76	51	66.9	—	8	4	—	—	4	53.7
Intra Airways	67	359	315	10 211	3 316	2 105	63.5	—	271	158	—	—	158	58.3
Loganair	138	1 639	681	8 036	1 492	885	59.3	—	135	81	—	—	81	60.0
TOTAL Passenger Services	24 329	33 913	46 397	1 688 422	4 544 227	3 003 871	66.1	11 852	542 452	323 868	11 097	43 000	269 771	59.7
Cargo Services														
British Airways Long Haul Division	949	268	1 309	—	—	—	—	2 497	29 290	17 308	491	16 817	—	59.1
British Airways Short Haul Division	335	452	516	—	—	—	—	2 176	4 662	1 711	49	1 662	—	36.7
British Caledonian Airways	77	27	106	—	—	—	—	290	2 873	870	31	840	—	30.3
Air Freight	19	89	101	—	—	—	—	121	62	39	—	39	—	62.5
Air-Bridge Carriers	10	68	37	—	—	—	—	489	121	77	—	77	—	63.8
British Island Airways	94	296	341	—	—	—	—	692	433	209	23	187	—	48.4
Intra Airways	33	161	170	—	—	—	—	410	122	92	—	92	—	75.3
TOTAL Cargo Services	1 518	1 361	2 579	—	—	—	—	6 676	37 562	20 305	593	19 712	—	54.1
GRAND TOTAL	25 847	35 274	48 976	1 688 422	4 544 227	3 003 871	66.1	18 527	580 014	344 173	11 690	62 712	269 771	59.3

International Scheduled Services August 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	10 735	2 900	14 232	298 187	3 099 722	2 025 999	65.4	6 330	390 955	232 393	9 629	37 880	184 884	59.4
British Airways Short Haul Division	6 077	7 675	11 365	607 365	802 446	565 583	70.5	2 608	84 383	51 704	934	1 698	49 074	61.3
British Caledonian Airways	1 759	1 436	2 797	66 490	255 985	163 844	64.0	718	31 854	18 084	390	2 830	14 865	56.8
Air Anglia	462	896	1 199	22 052	20 343	11 566	56.9	87	2 081	1 204	—	43	1 161	57.9
Aurigny Air Services	162	2 689	902	30 241	2 322	1 857	80.0	78	223	153	—	4	149	68.5
British Air Ferries	167	793	658	19 914	6 290	3 890	61.8	295	663	431	—	77	354	64.9
British Island Airways	208	859	810	27 973	10 398	6 515	62.7	45	956	565	—	12	554	59.1
British Midland Airways	127	348	405	9 117	9 268	4 124	44.5	59	715	351	—	29	322	49.0
Brymon Airways	36	156	169	1 150	435	300	68.9	—	37	26	—	—	26	68.2
Dan-Air Services	310	625	873	22 314	19 902	11 501	57.8	7	1 497	867	—	2	865	57.9
Intra Airways	33	252	165	6 667	1 585	935	59.0	—	128	70	—	—	70	54.8
TOTAL Passenger Services	20 076	18 629	33 576	1 111 470	4 228 696	2 796 115	66.1	10 227	513 492	305 847	10 953	42 574	252 322	59.6
Cargo Services														
British Airways Long Haul Division	949	268	1 309	—	—	—	—	2 497	29 290	17 308	491	16 817	—	59.1
British Airways Short Haul Division	304	374	450	—	—	—	—	1 656	4 107	1 465	47	1 418	—	35.7
British Caledonian Airways	77	27	106	—	—	—	—	290	2 873	870	31	840	—	30.3
Air Freight	19	89	101	—	—	—	—	121	62	39	—	39	—	62.5
British Island Airways	44	93	154	—	—	—	—	192	202	85	—	85	—	41.8
TOTAL Cargo Services	1 393	851	2 120	—	—	—	—	4 756	36 535	19 766	568	19 198	—	54.1
GRAND TOTAL	21 469	19 480	35 696	1 111 470	4 228 696	2 796 115	66.1	14 983	550 028	325 614	11 521	61 772	252 322	59.2

Domestic Scheduled Services August 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	2 263	6 529	6 064	344 198	200 012	135 465	67.7	1 005	18 457	11 862	58	278	11 526	64.3
British Airways Helicopters	33	535	171	14 148	1 044	863	82.6	10	71	65	—	1	64	91.5
British Caledonian Airways	394	862	909	42 623	33 886	19 014	56.1	302	3 468	1 763	86	65	1 613	50.8
Air Anglia	255	982	845	11 893	8 595	5 072	59.0	—	868	507	—	—	507	58.5
British Island Airways	271	1 457	1 090	51 038	13 565	9 903	73.0	161	1 248	867	1	25	841	69.5
British Midland Airways	537	1 616	1 635	68 008	39 829	26 006	65.3	146	3 396	2 075	—	58	2 017	61.1
Brymon Airways	60	365	286	3 892	990	708	71.4	2	93	60	—	—	60	64.8
Dan-Air Services	252	1 126	922	29 340	14 310	8 622	60.3	—	1 074	647	—	—	647	60.3
Haywards Aviation	15	66	69	232	76	51	66.9	—	8	4	—	—	4	53.7
Intra Airways	34	107	150	3 544	1 731	1 169	67.6	—	143	88	—	—	88	61.5
Loganair	138	1 639	681	8 036	1 492	885	59.3	—	135	81	—	—	81	60.0
TOTAL Passenger Services	4 253	15 284	12 820	576 952	315 531	207 757	65.8	1 625	28 960	18 020	144	426	17 449	62.2
Cargo Services														
British Airways Short Haul Division	32	78	66	—	—	—	—	520	554	245	2	244	—	44.2
Air-Bridge Carriers	10	68	37	—	—	—	—	489	121	77	—	77	—	63.8
British Island Airways	50	203	187	—	—	—	—	500	230	125	23	102	—	54.2
Intra Airways	33	161	170	—	—	—	—	410	122	92	—	92	—	75.3
TOTAL Cargo Services	125	510	459	—	—	—	—	1 920	1 027	538	24	514	—	52.4
GRAND TOTAL	4 378	15 794	13 279	576 952	315 531	207 757	65.8	3 545	29 987	18 558	169	940	17 449	61.9

All Non-Scheduled Services August 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	818	150	1 096	22 702	179 653	145 426	80.9	—	20 538	13 470	—	13 470	65.6
British Airways Short Haul Division	542	485	967	30 749	54 708	41 455	75.8	735	7 418	4 467	857	3 610	60.2
British Airtours	1 767	808	2 564	132 084	334 721	297 976	89.0	—	30 454	25 408	—	25 408	83.4
British Airways Helicopters	408	2 822	2 036	27 505	8 714	4 268	49.0	142	851	365	23	342	42.9
British Caledonian Airways	2 664	1 120	3 876	98 645	361 754	319 038	88.2	2 294	53 252	41 635	12 957	28 678	78.2
Air Anglia	21	81	81	163	150	44	29.5	—	15	5	—	4	31.2
Air Freight	56	161	288	1 767	3 670	592	16.1	67	169	93	49	44	54.9
Air-Bridge Carriers	134	227	383	—	—	—	—	951	1 913	874	874	—	45.7
Alldair	129	460	478	19 586	7 734	5 125	66.3	20	736	407	13	393	55.3
Beecham Imperial	5	8	11	26	37	15	40.5	—	3	2	—	2	46.3
Bristow Helicopters	632	3 442	3 269	29 816	9 075	5 580	61.5	231	761	543	44	499	71.4
Britannia Airways	4 022	2 466	6 330	303 219	522 577	489 434	93.7	17	44 442	41 696	5	41 691	93.8
British Air Ferries	80	155	307	2 038	1 911	997	52.2	110	490	191	103	89	39.1
British Executive Air Services	90	3 010	565	10 628	1 260	318	25.2	14	117	32	1	32	27.4
British Island Airways	51	111	162	185	81	75	92.7	63	230	97	91	7	42.4
British Midland Airways	1 139	636	1 748	56 185	202 924	107 488	53.0	—	16 910	9 465	942	8 523	56.0
Dan-Air Services	6 151	4 576	10 430	405 387	732 277	644 589	88.0	267	66 742	57 344	5 811	51 533	85.9
Ferranti Helicopters	7	101	62	94	28	7	25.0	—	2	—	—	—	—
Green Shield Stamp	42	62	76	235	419	195	46.4	—	42	15	—	15	36.9
International Aviation Service	1 031	313	1 525	—	—	—	—	3 514	37 948	22 066	22 066	—	58.1
Intra Airways	86	246	299	8 974	5 046	3 734	74.0	17	455	321	42	279	70.6
Invicta International Airlines	51	34	116	—	—	—	—	166	710	276	276	—	38.8
Laker Airways	2 870	1 084	4 062	146 609	655 828	576 720	87.9	—	65 856	57 045	—	57 045	86.6
Loganair	130	579	582	2 930	1 642	896	54.6	—	149	82	—	82	55.0
MAM Aviation	41	39	62	98	620	100	16.1	—	62	10	—	10	16.1
Management Aviation	100	1 557	504	4 672	541	347	64.1	45	46	30	3	27	65.2
McAlpine Aviation	234	312	365	754	1 832	653	35.6	—	234	52	—	52	22.2
Monarch Airlines	1 481	949	2 328	110 306	216 648	183 018	84.5	—	21 135	16 598	—	16 598	78.5
Redcoat Air Cargo	77	25	171	—	—	—	—	144	1 218	505	505	—	41.5
Tradewinds Airways	462	175	898	—	—	—	—	1 770	12 481	6 956	6 956	—	55.7
Transmeridian Air Cargo	807	242	1 611	—	—	—	—	1 975	24 756	11 690	11 690	—	47.2
TOTAL	26 006	26 436	47 250	1 415 357	3 303 849	2 828 091	85.6	12 549	410 132	311 737	63 305	248 431	76.0
Class 5A Licence TOTAL	681	511	1 205	31 447	71 121	56 767	79.8	..	16 078	10 997	6 285	4 712	68.4
TOTAL Excludes 5A Licence	25 325	25 925	46 045	1 383 910	3 232 728	2 771 324	85.7	12 549	394 054	300 740	57 020	243 719	76.3

*Does not include cargo carried under Class 5 Licences.

International Non-Scheduled Services August 1977

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Long Haul Division	818	150	1 096	22 702	179 653	145 426	80.9	—	20 538	13 470	—	13 470	65.6
British Airways Short Haul Division	529	426	926	29 422	53 954	40 984	76.0	734	7 358	4 426	857	3 568	60.2
British Airtours	1 767	808	2 564	132 084	334 721	297 976	89.0	—	30 454	25 408	—	25 408	83.4
British Airways Helicopters	407	2 814	2 029	27 491	8 683	4 266	49.1	142	848	365	23	342	43.0
British Caledonian Airways	2 664	1 120	3 876	98 645	361 754	319 038	88.2	2 294	53 252	41 635	12 957	28 678	78.2
Air Anglia	8	23	29	51	59	18	30.8	—	6	2	—	2	35.1
Air Freight	30	75	145	275	2 863	137	4.8	53	96	55	45	10	57.5
Air-Bridge Carriers	111	137	301	—	—	—	—	643	1 649	792	792	—	48.1
Alldair	64	269	264	13 642	3 733	2 861	76.6	12	353	235	11	225	66.7
Beecham Imperial	5	8	11	26	37	15	40.5	—	3	2	—	2	46.3
Bristow Helicopters	532	3 442	3 269	29 816	9 075	5 580	61.5	231	761	543	44	499	71.4
Britannia Airways	4 022	2 466	6 330	303 219	522 577	489 434	93.7	17	44 442	41 696	5	41 691	93.8
British Air Ferries	80	155	307	2 038	1 911	997	52.2	110	490	191	103	89	39.1
British Executive Air Services	90	3 010	565	10 628	1 260	318	25.2	14	117	32	1	32	27.4
British Island Airways	26	66	82	141	68	64	93.7	—	115	61	55	6	52.7
British Midland Airways	1 136	631	1 741	55 880	202 743	107 337	52.9	—	16 896	9 454	942	8 512	56.0
Dan-Air Services	5 915	3 926	9 606	391 859	722 620	639 837	88.5	133	65 837	56 912	5 736	51 176	86.4
Ferranti Helicopters	7	101	62	94	28	7	25.0	—	2	—	—	—	—
Green Shield Stamp	36	44	67	229	363	189	52.0	—	36	15	—	15	41.5
International Aviation Service	1 031	313	1 525	—	—	—	—	3 514	37 948	22 066	22 066	—	58.1
Intra Airways	63	130	189	5 831	4 440	3 256	73.3	15	361	248	4	242	68.1
Invicta International Airlines	51	34	116	—	—	—	—	166	710	276	276	—	38.8
Laker Airways	2 870	1 084	4 062	146 609	655 828	576 720	87.9	—	65 856	57 045	—	57 045	86.6
MAM Aviation	33	29	50	62	499	71	14.2	—	50	7	—	7	14.0
Management Aviation	100	1 557	504	4 672	541	347	64.1	45	46	30	3	27	65.2
McAlpine Aviation	176	198	264	584	1 408	562	39.9	—	176	45	—	45	25.6
Monarch Airlines	1 457	941	2 320	110 091	216 172	182 911	84.6	—	21 088	16 588	—	16 588	78.7
Redcoat Air Cargo	77	25	171	—	—	—	—	144	1 218	505	505	—	41.5
Tradewinds Airways	462	175	898	—	—	—	—	1 770	12 481	6 956	6 956	—	55.7
Transmeridian Air Cargo	807	242	1 611	—	—	—	—	1 975	24 756	11 690	11 690	—	47.2
TOTAL	25 374	24 399	44 976	1 386 091	3 284 989	2 818 351	85.8	12 020	407 940	310 745	63 068	247 677	76.2
Class 5A Licence TOTAL	665	465	1 130	30 900	70 856	56 576	79.8	..	16 015	10 945	6 248	4 697	68.3
TOTAL Excludes 5A Licence	24 709	23 934	43 847	1 355 191	3 214 133	2 761 775	85.9	12 020	391 925	299 800	56 820	242 980	76.5

*Does not include cargo carried under Class 5 licences.

Domestic Non-Scheduled Services August 1977

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Short Haul Division	12	59	42	1 327	754	471	62.5	—	60	41	—	41	68.2
British Airways Helicopters	1	8	7	14	31	2	6.5	—	3	—	—	—	—
Air Anglia	13	58	52	112	91	26	28.7	—	9	3	—	3	28.7
Air Freight	26	86	143	1 492	808	455	56.3	13	74	38	4	34	51.4
Air-Bridge Carriers	22	90	82	—	—	—	—	308	264	81	81	—	30.8
Alldair	65	191	215	5 944	4 001	2 264	56.6	8	383	171	3	169	44.7
British Island Airways	25	45	80	44	13	12	88.0	63	115	37	36	1	32.0
British Midland Airways	2	5	7	305	181	151	83.4	—	15	12	—	12	79.6
Dan-Air Services	236	650	824	13 528	9 657	4 752	49.2	134	905	432	75	357	47.7
Green Shield Stamp	6	18	9	6	56	6	10.6	—	6	—	—	—	7.0
Intra Airways	23	116	111	3 143	606	478	79.0	1	94	75	39	37	80.0
Loganair	130	579	582	2 930	1 642	896	54.6	—	149	82	—	82	55.0
MAM Aviation	8	10	12	36	121	29	24.0	—	12	3	—	3	25.0
McAlpine Aviation	58	114	101	170	424	91	21.5	—	58	7	—	7	12.1
Monarch Airlines	4	8	8	215	475	107	22.5	—	47	10	—	10	20.8
TOTAL	631	2 037	2 274	29 266	18 860	9 739	51.6	529	2 193	992	237	755	45.2
Class 5A Licence TOTAL	16	46	75	547	265	191	72.1	..	63	52	37	15	82.5
TOTAL Excludes 5A Licence	615	1.991	2 199	28 719	18 595	9 548	51.3	529	2 130	940	200	740	44.1

*Does not include cargo carried under Class 5 licences.

Class 2 Licence Operations August 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	655	115	878	18 363	—	146 740	114 390	78·0	17 270	10 594	61·3
British Airtours	309	73	380	7 760	—	58 377	53 035	90·8	5 313	4 577	86·2
British Caledonian Airways	1 104	217	1 419	31 620	—	246 769	217 263	88·0	23 236	19 558	84·2
Dan-Air Services	372	89	489	12 268	—	70 238	67 311	95·8	5 615	5 382	95·8
Laker Airways	1 475	277	1 919	50 388	17 086	460 489	411 110	89·3	46 838	41 111	87·8
Monarch Airlines	10	3	14	182	—	1 757	942	53·6	171	85	50·1
TOTAL	3 925	774	5 099	120 581	17 086	984 370	864 051	87·8	98 443	81 308	82·6

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers August 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	273	199	440	20 471	36 619	30 044	82·0	3 662	2 634	71·9	—	—
British Airtours	1 103	612	1 663	106 002	209 357	191 403	91·4	19 046	16 379	86·0	—	1 804
British Caledonian Airways	788	580	1 323	52 601	87 749	75 717	86·3	8 167	6 509	79·7	—	—
Britannia Airways	3 837	2 317	6 012	271 496	498 782	468 057	93·8	42 413	39 876	94·0	—	6 189
British Midland Airways	2	2	6	137	161	151	93·8	13	12	87·7	—	—
Dan-Air Services	4 099	2 884	6 760	298 553	491 704	442 062	89·9	39 335	35 363	89·9	—	1 176
Intra Airways	50	99	140	4 758	3 576	2 583	72·2	291	194	66·7	—	—
Laker Airways	841	453	1 233	51 930	110 122	98 362	89·3	10 792	9 473	87·8	—	—
Monarch Airlines	948	644	1 523	80 298	141 559	127 452	90·0	13 810	11 559	83·7	—	—
TOTAL International Services	11 943	7 790	19 099	886 246	1 579 629	1 435 831	90·9	137 528	121 999	88·7	—	9 169
Domestic Services												
Monarch Airlines	4	8	8	215	475	107	22·5	47	10	20·8	—	—
TOTAL Domestic Services	4	8	8	215	475	107	22·5	47	10	20·8	—	—
GRAND TOTAL	11 947	7 798	19 108	886 461	1 580 104	1 435 938	90·9	137 575	122 008	88·7	—	9 169

All Class 4 Licence Operations August 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	151	32	203	—	2 737	28 243	26 563	94.1	2 642	2 463	93.3
British Airways Short Haul Division	8	16	20	—	1 162	995	580	58.3	104	53	51.1
British Airtours	12	12	21	1 804	—	2 325	1 905	81.9	212	162	76.6
British Caledonian Airways	200	153	343	—	14 367	27 004	25 973	96.2	2 865	2 604	90.9
Britannia Airways	132	91	219	6 189	5 028	17 173	16 328	95.1	1 462	1 389	95.0
British Island Airways	1	3	4	—	140	46	43	93.7	4	4	85.1
British Midland Airways	17	26	47	—	1 624	1 272	1 077	84.7	102	84	82.5
Dan-Air Services	920	641	1 576	1 176	55 674	107 267	87 144	81.2	8 581	6 970	81.2
Intra Airways	12	81	49	—	3 156	701	576	82.2	56	43	77.7
Laker Airways	404	312	713	—	21 700	36 029	28 435	78.9	3 238	2 581	79.7
Monarch Airlines	265	194	436	—	18 998	34 472	27 038	78.4	3 378	2 452	72.6
TOTAL	2 122	1 561	3 632	9 169	124 586	255 525	215 663	84.4	22 642	18 804	83.1

International Class 4 Licence Operations August 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	151	32	203	—	2 737	28 243	26 563	94.1	2 642	2 463	93.3
British Airways Short Haul Division	8	16	20	—	1 162	995	580	58.3	104	53	51.1
British Airtours	12	12	21	1,804	—	2 325	1 905	81.9	212	162	76.6
British Caledonian Airways	200	153	343	—	14 367	27 004	25 973	96.2	2 865	2 604	90.9
Britannia Airways	132	91	219	6 189	5 028	17 173	16 328	95.1	1 462	1 389	95.0
British Island Airways	1	2	3	—	96	33	32	96.0	3	3	87.0
British Midland Airways	16	23	43	—	1 406	1 163	970	83.3	93	76	81.3
Dan-Air Services	920	641	1 576	1 176	55 674	107 267	87 144	81.2	8 581	6 970	81.2
Intra Airways	6	12	18	—	560	360	289	80.3	28	22	77.0
Laker Airways	404	312	713	—	21 700	36 029	28 435	78.9	3 238	2 581	79.7
Monarch Airlines	265	194	436	—	18 998	34 472	27 038	78.4	3 378	2 452	72.6
TOTAL	2 114	1 488	3 595	9 169	121 728	255 064	215 257	84.4	22 604	18 774	83.1

Domestic Class 4 Licence Operations August 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	1	—	44	13	12	88.0	1	1	80.4
British Midland Airways	1	3	4	—	218	108	107	99.4	9	8	94.3
Intra Airways	6	69	31	—	2 596	341	287	84.3	28	22	78.4
TOTAL	8	73	37	—	2 858	462	406	87.9	38	31	82.2

All Class 6 Licence Operations August 1977

Table 27.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km		Percentage of available
	Available (000)	Used (000)					
British Airways Short Haul Division	2	4	6	65	34	29	85.4
British Caledonian Airways	425	119	592	1 724	14 441	9 947	68.9
Air Freight	4	19	22	38	15	9	58.4
Air-Bridge Carriers	121	192	332	952	1 823	822	45.1
British Air Ferries	20	35	84	65	168	47	28.2
Dan-Air Services	54	125	183	267	283	116	41.0
International Aviation Service	228	56	312	684	8 793	5 166	58.8
Redcoat Air Cargo	77	25	171	145	1 218	505	41.5
Tradewinds Airways	278	112	534	1 209	7 517	3 764	50.1
Transmeridian Air Cargo	150	50	309	526	4 648	3 222	69.3
TOTAL	1 360	737	2 544	5 674	38 939	23 627	60.7

International Class 6 Licence Operations August 1977

Table 27.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km		Percentage of available
	Available (000)	Used (000)					
British Airways Short Haul Division	2	4	6	65	34	29	85.4
British Caledonian Airways	425	119	592	1 724	14 441	9 947	68.9
Air Freight	4	19	22	38	15	9	58.4
Air-Bridge Carriers	98	102	250	643	1 559	740	47.5
British Air Ferries	20	35	84	65	168	47	28.2
Dan-Air Services	20	63	78	133	102	41	40.1
International Aviation Service	228	56	312	684	8 793	5 166	58.8
Redcoat Air Cargo	77	25	171	145	1 218	505	41.5
Tradewinds Airways	278	112	534	1 209	7 517	3 764	50.1
Transmeridian Air Cargo	150	50	309	526	4 648	3 222	69.3
TOTAL	1 303	585	2 357	5 232	38 494	23 471	61.0

Domestic Class 6 Licence Operations August 1977

Table 27.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km		Percentage of available
	Available (000)	Used (000)					
Air-Bridge Carriers	22	90	82	308	264	81	30.8
Dan-Air Services	35	62	105	134	181	75	41.5
TOTAL	57	152	187	442	445	156	35.2

All Class 7 Licence Operations August 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	408	2 822	2 036	27 505	8 714	4 268	49.0	142	851	365	23	342	42.9
Bristow Helicopters	532	3 442	3 269	29 816	9 075	5 580	61.5	231	761	543	44	499	71.4
British Executive Air Services	90	3 010	565	10 628	1 260	318	25.2	14	117	32	1	32	27.4
Ferranti Helicopters	7	101	62	94	28	7	25.0	—	2	—	—	—	—
Management Aviation	100	1 557	504	4 672	541	347	64.1	45	46	30	3	27	65.2
TOTAL	1 137	10 932	6 436	72 715	19 618	10 520	53.6	432	1 777	970	70	900	54.6

International Class 7 Licence Operations August 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	407	2 814	2 029	27 491	8 683	4 266	49.1	142	848	365	23	342	43.0
Bristow Helicopters	532	3 442	3 269	29 816	9 075	5 580	61.5	231	761	543	44	499	71.4
British Executive Air Services	90	3 010	565	10 628	1 260	318	25.2	14	117	32	1	32	27.4
Ferranti Helicopters	7	101	62	94	28	7	25.0	—	2	—	—	—	—
Management Aviation	100	1 557	504	4 672	541	347	64.1	45	46	30	3	27	65.2
TOTAL	1 136	10 924	6 429	72 701	19 587	10 518	53.7	432	1 774	970	70	900	54.7

Domestic Class 7 Licence Operations August 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	1	8	7	14	31	2	6.5	—	3	—	—	—	—
TOTAL	1	8	7	14	31	2	6.5	—	3	—	—	—	—

All Exempt Operations August 1977

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Long Haul Division	12	3	14	1 602	4 670	4 473	95.8	—	627	413	—	413	65.8
British Airways Short Haul Division	208	238	426	6 466	11 984	6 203	51.8	671	3 135	1 339	800	539	42.7
British Caledonian Airways	107	41	145	57	233	84	36.1	570	3 425	2 396	2 389	7	69.9
Air Anglia	21	81	81	163	150	44	29.5	1	15	5	—	4	31.2
Air Freight	40	111	209	1 767	3 670	592	16.1	29	114	59	15	44	52.2
Alldair	90	240	284	7 995	5 338	3 054	57.2	21	532	241	13	227	45.2
Beecham Imperial	5	8	11	26	37	15	40.5	—	3	2	—	2	46.3
Britannia Airways	38	46	72	19 294	4 804	3 641	75.8	17	415	315	5	309	75.7
British Air Ferries	60	120	223	1 911	1 770	927	52.4	45	322	144	62	82	44.8
British Island Airways	25	44	79	—	—	—	—	64	114	36	36	—	31.6
British Midland Airways	1	2	3	87	73	43	59.6	—	6	3	—	3	57.3
Dan-Air Services	250	624	816	15 863	15 514	8 460	54.5	1	1 192	652	2	650	54.7
Green Shield Stamp	42	62	76	235	419	195	46.4	—	42	15	—	15	36.9
International Aviation Service	802	257	1 214	—	—	—	—	2 830	29 155	16 899	16 899	—	58.0
Intra Airways	7	10	22	244	336	287	85.4	17	36	27	5	22	73.6
Invicta International Airlines	51	34	116	—	—	—	—	167	710	276	276	—	38.8
Laker Airways	150	42	197	5 505	49 188	38 812	78.9	—	4 989	3 879	—	3 879	77.8
Loganair	130	579	582	2 930	1 642	896	54.6	—	149	82	—	82	55.0
MAM Aviation	41	39	62	98	620	100	16.1	—	62	10	—	10	16.1
McAlpine Aviation	234	312	365	754	1 832	653	35.6	—	234	52	—	52	22.2
Monarch Airlines	8	6	15	248	986	346	35.1	—	97	31	—	31	32.4
Tradewinds Airways	159	57	316	—	—	—	—	581	4 279	2 816	2 816	—	65.8
Trans-Meridian Air Cargo	627	169	1 240	—	—	—	—	1 450	18 978	8 107	8 107	—	42.7
TOTAL	3 108	3 125	6 569	65 245	103 266	68 824	66.6	6 443	68 628	37 797	31 425	6 372	55.1

International Exempt Operations August 1977

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Long Haul Division	12	3	14	1 602	4 670	4 473	95.8	—	627	413	—	413	65.8
British Airways Short Haul Division	196	179	385	5 139	11 230	5 732	51.0	671	3 074	1 297	800	497	42.2
British Caledonian Airways	107	41	145	57	233	84	36.1	570	3 425	2 396	2 389	7	69.9
Air Anglia	8	23	29	51	59	18	30.8	1	6	2	—	2	35.1
Air Freight	14	25	67	275	2 863	137	4.8	16	40	21	11	10	53.5
Alldair	25	49	70	2 051	1 337	790	59.1	12	149	69	11	59	46.6
Beecham Imperial	5	8	11	26	37	15	40.5	—	3	2	—	2	46.3
Britannia Airways	38	46	72	19 294	4 804	3 641	75.8	17	415	315	5	309	75.7
British Air Ferries	60	120	223	1 911	1 770	927	52.4	45	322	144	62	82	44.8
Dan-Air Services	49	36	97	2 335	5 856	3 708	63.3	1	467	295	2	294	63.2
Green Shield Stamp	36	44	67	229	363	189	52.0	—	36	15	—	15	41.5
International Aviation Service	802	257	1 214	—	—	—	—	2 830	29 155	16 899	16 899	—	58.0
Intra Airways	6	9	18	244	336	287	85.4	16	33	25	4	22	76.4
Invicta International Airlines	51	34	116	—	—	—	—	167	710	276	276	—	38.8
Laker Airways	150	42	197	5 505	49 188	38 812	78.9	—	4 989	3 879	—	3 879	77.8
MAM Aviation	33	29	50	62	499	71	14.2	—	50	7	—	7	14.0
McAlpine Aviation	176	198	264	584	1 408	562	39.9	—	176	45	—	45	25.6
Monarch Airlines	8	6	15	248	986	346	35.1	—	97	31	—	31	32.4
Tradewinds Airways	159	57	316	—	—	—	—	561	4 279	2 816	2 816	—	65.8
Trans-Meridian Air Cargo	627	169	1 240	—	—	—	—	1 450	18 978	8 107	8 107	—	42.7
TOTAL	2 562	1 375	4 609	39 613	85 639	59 791	69.8	6 355	67 031	37 054	31 381	5 673	55.3

Domestic Exempt Operations August 1977

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Short Haul Division	12	59	42	1 327	754	471	62.5	—	60	41	—	41	68.2
Air Anglia	13	58	52	112	91	26	28.7	—	9	3	—	3	28.7
Air Freight	26	86	143	1 492	808	455	56.3	14	74	38	4	34	51.4
Alidair	65	191	215	5 944	4 001	2 264	56.6	8	383	171	3	169	44.7
British Island Airways	25	44	79	—	—	—	—	64	114	36	36	—	31.5
British Midland Airways	1	2	3	87	73	43	59.6	—	6	3	—	3	57.3
Dan-Air Services	201	588	719	13 528	9 657	4 752	49.2	—	725	357	—	357	49.2
Green Shield Stamp	6	18	9	6	56	6	10.6	—	6	—	—	—	7.0
Intra Airways	1	1	4	—	—	—	—	2	3	2	2	—	45.9
Loganair	130	579	582	2 930	1 642	896	54.6	—	149	82	—	82	55.0
MAM Aviation	8	10	12	36	121	29	24.0	—	12	3	—	3	25.0
McAlpine Aviation	58	114	101	170	424	91	21.5	—	58	7	—	7	12.1
TOTAL	546	1 750	1 960	25 632	17 627	9 033	51.2	88	1 598	743	44	699	46.5

Class 5 Operations for UK Operators August 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	342	111	499	16 518	64 662	51 634	79.9	..	5 885	4 290	—	—	4 290	72.9
Air-Bridge Carriers	1	3	3	—	—	—	—	..	6	3	—	3	—	50.0
Alidair	39	220	194	11 591	2 396	2 071	86.4	..	204	166	—	—	166	81.4
Britannia Airways	16	12	27	1 212	1 818	1 408	77.4	..	152	117	—	—	117	77.0
British Island Airways	1	2	3	45	35	32	91.4	..	3	3	—	—	3	100.0
Dan-Air Services	207	77	280	733	642	502	78.2	..	7 991	5 625	—	5 586	39	70.4
Intra Airways	17	49	82	640	390	258	66.2	..	70	56	—	37	19	80.0
Monarch Airlines	9	9	16	708	1 178	862	73.2	..	115	78	—	—	78	67.8
Tradewinds Airways	26	6	49	—	—	—	—	..	685	376	—	376	—	54.9
Trans-Meridian Air Cargo	23	22	52	—	—	—	—	..	967	283	—	283	—	29.3
TOTAL	681	511	1 205	31 447	71 121	56 767	79.8	..	16 078	10 997	—	6 285	4 712	68.4

Class 5 Operations for Non-UK Operators August 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	51	28	75	2 650	5 110	4 629	90.6	..	482	412	11	17	384	85.5
British Caledonian Airways	40	10	54	—	—	—	—	..	1 118	621	—	621	—	55.5
Air Freight	11	31	56	—	—	—	—	..	41	25	—	25	—	61.0
Air-Bridge Carriers	12	32	48	—	—	—	—	..	84	49	—	49	—	58.3
British Island Airways	24	62	77	—	—	—	—	..	109	55	—	55	—	50.5
British Midland Airways	1 118	606	1 692	54 337	201 419	106 217	52.7	..	16 789	9 366	—	942	8 424	55.8
Dan-Air Services	249	136	326	21 120	46 913	39 110	83.4	..	3 746	3 235	—	107	3 128	86.4
Intra Airways	—	7	6	176	43	30	69.8	..	2	1	—	—	1	50.0
Monarch Airlines	216	85	315	9 657	36 220	26 270	72.5	..	3 517	2 383	—	—	2 383	67.8
Trans-Meridian Air Cargo	6	1	11	—	—	—	—	..	163	78	—	78	—	47.9
TOTAL	1 727	998	2 659	87 940	289 705	176 256	60.8	..	26 051	16 225	11	1 894	14 320	62.3

Aircraft Type and Utilisation—All Airlines August 1977

Table 31.1

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1977	Daily utilisation per aircraft (hrs) Quarter ended June 1977
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	47	197	—	231	—	2 261	539	—	0.0
Aviation Traders Carvair	42	34	35	89	84	134	78	2	3.1
Aviation Traders Merchantman	396	—	450	—	698	—	—	6	3.5
AW650 Argosy	67	—	230	—	241	—	—	3	2.5
BAC 111-200	772	1 467	3	1 690	3	71 153	42 501	9	5.8
BAC 111-300/400	2 173	2 520	—	4 013	—	147 582	147 777	17	7.0
BAC 111-500	4 905	6 556	—	9 347	—	452 113	392 902	36	7.2
BAC/Aerospatiale Concorde	229	40	—	162	—	2 025	11 655	4	1.8
Bell 206 Jetranger	1	5	—	4	—	5	1	1	2.4
Bell 212 Twin	115	3 465	—	712	—	13 429	461	8	3.3
Boeing 707-120/120B	547	189	—	716	—	26 356	75 333	2	10.7
Boeing 707-320C/336	5 747	1 229	529	5 307	2 466	115 581	510 387	32	7.9
Boeing 707-420	2 104	914	—	3 036	—	144 376	347 476	9	8.0
Boeing 720/720B	837	463	—	1 256	—	63 460	121 357	3	9.6
Boeing 727-100	1 305	733	—	1 968	—	86 328	160 629	6	8.8
Boeing 737-200	4 022	2 464	—	6 328	—	303 219	489 434	16	10.9
Boeing 747-100	5 170	1 289	1	6 824	—	179 127	1 336 802	19	12.7
Boeing 747-200	779	162	—	991	—	24 961	185 270	2	0.0
Bristol Britannia 300	216	—	94	—	477	—	—	3	4.9
Britten-Norman Islander	160	1 888	—	781	—	8 084	643	11	2.1
Britten-Norman Trislander	307	3 280	—	1 582	—	34 508	3 173	13	3.0
Canadair CL 44	1 099	—	358	—	2 263	—	—	13	6.0
Cessna 401/402/411/414/421	—	—	—	—	—	—	—	1	0.5
DC3 Dakota/Pionair	168	448	347	434	461	10 810	1 758	11	2.5
DH 106 Comet 4B/C	1 769	1 259	—	2 939	—	130 439	187 603	18	4.1
DHC 6 Twin-Otter	56	248	—	242	—	3 283	703	2	3.7
Fokker Friendship 100/600	590	1 416	—	1 625	—	29 839	15 297	8	5.8
Hawker Siddley 121 Trident 1C	749	1 345	—	1 536	—	98 057	54 537	11	2.7
Hawker Siddley 121 Trident 1E	268	424	—	632	—	35 949	22 857	3	5.3
Hawker Siddley 121 Trident 2E	1 821	1 556	—	3 016	—	110 911	135 604	16	5.2
Hawker Siddley 121 Trident 3B	1 689	1 940	—	3 113	—	182 243	163 417	25	5.4
HP Herald 100/200	832	3 206	402	2 712	497	101 163	21 386	21	6.6
HS 125	312	379	—	479	—	1 051	948	19	1.0
HS 748	736	2 297	124	2 432	182	53 622	18 827	18	5.2
Lockheed L1011 Tristar	1 337	819	—	2 082	—	138 962	256 700	9	6.9
MBB BO 105	88	1 421	110	433	36	4 064	231	—	0.0
McDonnell-Douglas DC10-10	1 416	299	—	1 850	—	76 377	432 756	4	13.4
McDonnell-Douglas DC8-54F/55F	582	—	169	—	792	—	—	3	9.8
McDonnell-Douglas DC9-10 to 40	56	164	—	143	—	7 369	2 528	1	8.3
McDonnell-Douglas DC10-30	1 061	206	—	1 339	—	33 122	229 658	4	11.9
Piper PA23 Aztec (and Apache)	25	108	—	104	—	294	66	3	0.7
Piper PA31 Navajo (All Series)	98	435	—	360	—	1 329	298	5	2.3
Sikorsky 58T	87	683	23	520	7	4 187	541	9	2.1
Sikorsky S61N	768	4 288	—	4 210	—	56 891	9 308	34	3.4
Vickers Super VC10	2 982	878	—	4 070	—	56 745	297 267	15	9.7
Vickers VC10	—	—	—	—	—	—	—	1	0.0
Vickers Viscount 700	90	370	6	357	9	15 690	3 396	4	2.9
Vickers Viscount 700D/800/810	1 549	5 138	24	5 054	40	209 242	70 773	31	4.5
Westland Wessex	64	1 275	—	454	—	6 026	302	6	3.1
TOTAL	50 233	57 497	2 905	85 173	8 256	3 042 367	5 753 181	497	5.7

Aircraft Type and Utilisation—Individual Airlines Table 31.2

August 1977

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1977	Daily utilisation per aircraft (hrs) Quarter ended June 1977
British Airways Long Haul Division									
McDonnell-Douglas DC10-30	403	46	—	494	—	8 677	75 950	2	13.4
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	2 982	878	—	4 070	—	56 745	297 267	15	9.7
Lockheed L1011 Tristar	664	285	—	928	—	20 973	98 816	4	8.7
Boeing 707-320C/336	2 178	326	267	1 631	1 309	26 886	147 593	11	9.7
Boeing 747-100	5 170	1 289	1	6 824	—	179 127	1 336 802	19	12.7
Boeing 747-200	779	162	—	991	—	24 961	185 270	2	—
BAC/Aerospatiale Concorde	229	40	—	162	—	2 025	11 655	4	1.8
TOTAL	12 406	3 026	268	15 100	1 309	319 394	2 153 353	58	10.2
British Airways Short Haul Division									
HS 748	117	448	—	420	—	10 553	3 233	2	4.9
Vickers Viscount 700D/800/810	806	3 104	—	2 815	—	127 374	36 657	18	4.2
BAC 111-300/400	564	1 401	—	1 275	—	69 334	29 254	7	5.5
BAC 111-500	1 785	3 688	—	3 799	—	212 138	101 713	18	6.1
Hawker Siddeley 121 Trident 2E	1 821	1 556	—	3 016	—	110 911	135 604	16	5.2
Aviation Traders Merchantman	327	—	403	—	546	—	—	5	3.5
Hawker Siddeley 121 Trident 1C	749	1 345	—	1 536	—	98 057	54 537	11	2.7
Hawker Siddeley 121 Trident 3B	1 688	1 940	—	3 113	—	182 243	163 416	25	5.4
Hawker Siddeley 121 Trident 1E	268	424	—	632	—	35 949	22 857	3	5.3
Lockheed L1011 Tristar	673	534	—	1 154	—	117 989	157 885	5	5.3
TOTAL	8 798	14 440	403	17 760	546	964 548	705 156	110	4.9
British Airways Airtours									
Boeing 707-420	2 104	914	—	3 036	—	144 376	347 477	9	8.0
British Airways Helicopters									
Sikorsky S61N	409	2 719	—	2 036	—	37 833	4 947	16	3.5
Sikorsky 58T	17	230	—	90	—	1 251	90	2	2.1
Bell 212 Twin	15	408	—	81	—	2 569	94	1	2.1
Bell 206 Jetranger	—	—	—	—	—	—	—	1	2.4
TOTAL	441	3 357	—	2 207	—	41 653	5 131	20	3.2
British Caledonian Airways									
BAC 111-200	527	1 169	—	1 217	—	51 093	25 658	7	5.8
BAC 111-500	1 343	1 452	—	2 449	—	97 799	108 445	9	7.7
McDonnell-Douglas DC10-10	658	160	—	845	—	24 445	153 708	2	10.5
Boeing 707-320C/336	2 366	469	195	2 285	892	34 421	214 084	10	9.7
TOTAL	4 895	3 250	195	6 796	892	207 758	501 895	28	8.1
Air Anglia									
Fokker Friendship 100/600	590	1 416	—	1 625	—	29 839	15 297	8	5.8
Piper PA31 Navajo (All Series)	98	435	—	360	—	1 329	298	5	2.3
TOTAL	689	1 851	—	1 985	—	31 168	15 595	13	4.4

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1977	Daily utilisation per aircraft (hrs) Quarter ended June 1977
Air Freight									
DC3 Dakota/Pionair	74	103	147	169	220	1 767	592	6	2.1
Air-Bridge Carriers									
AW650 Argosy	67	—	230	—	241	—	—	3	2.5
Vickers Viscount 700D/800/810	9	—	18	—	27	—	—	1	0.9
Aviation Traders Merchantman	69	—	47	—	152	—	—	1	3.4
TOTAL	144	—	295	—	420	—	—	5	2.4
Alidair									
Vickers Viscount 700	90	370	6	357	9	15 690	3 396	4	2.9
Vickers Viscount 700D/800/810	38	78	6	100	13	3 896	1 729	1	—
TOTAL	129	448	12	457	22	19 586	5 125	5	2.9
Aurigny Air Services									
Britten-Norman Trislander	156	2 561	—	864	—	29 554	1 824	6	3.3
Britten-Norman Islander	7	128	—	38	—	687	34	2	0.4
TOTAL	162	2 689	—	902	—	30 241	1 857	8	2.6
Beecham Imperial									
HS 125	5	8	—	11	—	26	15	1	0.3
Bristow Helicopters									
Sikorsky S61N	359	1 569	—	2 174	—	19 058	4 361	18	3.4
Westland Wessex	64	1 275	—	454	—	6 026	302	6	3.1
Sikorsky 58T	52	354	—	344	—	2 239	329	6	1.9
Bell 212 Twin	10	47	—	66	—	232	49	1	1.6
Aerospatiale SA330J Puma	47	197	—	231	—	2 261	539	—	—
TOTAL	532	3 442	—	3 269	—	29 816	5 580	31	3.0
Britannia Airways									
Boeing 737-200	4 022	2 464	—	6 328	—	303 219	489 434	16	10.9
British Air Ferries									
HP Herald 100/200	205	875	—	790	—	21 688	4 784	8	3.1
Aviation Traders Carvair	42	34	35	89	84	134	78	2	3.1
TOTAL	247	909	35	879	84	21 822	4 862	10	3.1
British Executive Air Services									
Bell 212 Twin	90	3 010	—	565	—	10 628	318	6	3.9
British Island Airways									
HP Herald 100/200	623	2 319	402	1 906	497	79 101	16 475	12	6.4
British Midland Airways									
Vickers Viscount 700D/800/810	628	1 827	—	1 950	—	71 604	28 839	10	5.4
McDonnell-Douglas DC9-10 to 40	56	164	—	143	—	7 369	2 528	1	8.3
Boeing 707-320C/336	357	198	—	541	—	19 576	38 595	7	2.0
TOTAL	1 041	2 189	—	2 634	—	98 549	69 962	18	4.3
Brymon Airways									
Britten-Norman Islander	51	311	—	262	—	1 764	289	2	3.5
HP Herald 100/200	4	12	—	16	—	374	126	1	1.6
DHC 6 Twin-Otter	41	198	—	177	—	2 904	591	1	4.9
TOTAL	96	521	—	455	—	5 042	1 007	4	3.4

Table 31.2 cont.

	Aircraft—km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended June 1977	Daily utilisation per aircraft (hrs) Quarter ended June 1977
Dan-Air Services									
HS 748	620	1 849	124	2 012	182	43 069	15 594	16	5·5
BAC 111—200	245	298	3	473	3	20 060	16 843	2	5·9
BAC 111—300/400	702	523	—	1 243	—	34 372	49 892	5	7·1
BAC 111—500	1 153	930	—	2 027	—	95 330	121 082	6	9·3
DH 106 Comet 4B/C	1 769	1 259	—	2 939	—	130 439	187 603	18	4·1
Boeing 727—100	1 305	733	—	1 968	—	86 328	160 629	6	8·8
Boeing 707—320C/336	846	236	67	850	265	34 698	110 116	4	6·6
TOTAL	6 639	5 828	194	11 512	450	444 296	661 760	57	6·2
Ferranti Helicopters									
Bell 206 Jetranger	1	5	—	4	—	5	1	—	—
MBB BO 105	6	96	—	58	—	89	6	—	—
TOTAL	7	101	—	62	—	94	7	—	—
Green Shield Stamp									
HS 125	42	62	—	76	—	235	195	1	2·2
Haywards Aviation									
Piper PA23 Aztec (and Apache)	15	66	—	69	—	232	51	2	0·8
International Aviation Service									
Bristol Britannia 300	87	—	35	—	190	—	—	1	7·3
McDonnell-Douglas DC8—54F/55F	438	—	115	—	582	—	—	2	9·9
TOTAL	525	—	150	—	772	—	—	3	9·0
Intra Airways									
DC3 Dakota/Pionair	94	345	200	265	241	9 043	1 167	5	3·1
Vickers Viscount 700D/800/810	69	129	—	189	—	6 368	3 548	1	5·2
TOTAL	162	474	200	454	241	15 411	4 715	6	3·5
Invicta International Airlines									
Bristol Britannia 300	51	—	34	—	116	—	—	1	4·1
Laker Airways									
BAC 111—300/400	906	596	—	1 495	—	43 876	68 630	5	9·0
McDonnell-Douglas DC10—10	1 416	299	—	1 850	—	76 377	432 756	4	13·4
Boeing 707—120/120B	547	189	—	716	—	26 356	75 333	2	10·7
TOTAL	2 870	1 084	—	4 061	—	146 609	576 720	11	10·6
Loganair									
Britten-Norman Trislander	152	719	—	718	—	4 954	1 349	7	2·8
Britten-Norman Islander	102	1 449	—	481	—	5 633	320	7	2·2
DHC 6 Twin-Otter	15	50	—	65	—	379	112	1	2·2
TOTAL	268	2 218	—	1 264	—	10 966	1 781	15	2·5
MAM Aviation									
HS 125	41	39	—	62	—	98	100	2	2·4
Management Aviation									
Sikorsky 58T	18	99	23	86	7	697	122	1	2·9
MBB BO 105	82	1 325	110	375	36	3 975	225	—	—
TOTAL	100	1 424	133	461	43	4 672	347	1	2·9

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1977	Daily utilisation per aircraft (hrs) Quarter ended June 1977
McAlpine Aviation									
HS 125	224	270	—	330	—	692	638	15	0.8
Piper PA23 Aztec (and Apache)	10	42	—	35	—	62	15	1	0.6
Cessna 401/402/411/414/421	—	—	—	—	—	—	—	1	0.5
TOTAL	234	312	—	365	—	754	653	17	0.8
Monarch Airlines									
BAC 111-500	624	486	—	1 072	—	46 846	61 661	3	8.9
Boeing 720/720B	837	463	—	1 256	—	63 460	121 357	3	9.6
TOTAL	1 461	949	—	2 328	—	110 306	183 018	6	9.2
Redcoat Air Cargo									
Bristol Britannia 300	77	—	25	—	171	—	—	1	1.2
Tradewinds Airways									
Canadair CL 44	442	—	171	—	872	—	—	5	6.2
Transmeridian Air Cargo									
Canadair CL 44	657	—	187	—	1 391	—	—	8	5.8
McDonnell-Douglas DC8-54F/55F	144	—	54	—	210	—	—	1	7.0
TOTAL	801	—	241	—	1 601	—	—	9	5.8
GRAND TOTAL	50 233	57 497	2 905	85 173	8 256	3 042 367	5 753 181	497	5.7

Operations Subject to Variable Charge by Type of Licence August 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	576 867	342 501	73 908	268 593	59.4
Class 2	98 443	81 308	—	81 308	82.5
Class 3	137 540	121 983	—	121 983	88.6
Class 4	22 608	18 778	—	18 778	83.0
Class 5A	16 065	10 988	6 285	4 703	68.3
Class 6	38 351	23 358	23 351	7	60.9
Class 7	1 587	897	67	830	56.5
TOTAL	891 461	599 812	103 611	496 202	67.2
Non-chargeable Operations					
Aircraft hired from Foreign Operators	22 059	11 625	5 658	5 967	52.6
Exempt Services	48 702	26 391	20 027	6 364	54.1
Class 5B	14 627	10 165	1 257	8 908	69.4
Small Aircraft Operations	715	403	8	395	56.3
TOTAL	86 102	48 584	26 950	21 634	56.4
GRAND TOTAL	977 563	648 396	130 561	517 836	66.3

Output by Type of Licence and Aircraft Ownership August 1977

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	577 391	850	1 773	580 014
Class 2	98 443	—	—	98 443
Class 3	137 540	35	—	137 575
Class 4	22 608	34	—	22 642
Class 6	38 351	156	432	38 939
Class 7	1 777	—	—	1 777
Exempt Services	48 702	11 497	8 430	68 628
TOTAL	924 812	12 571	10 635	948 018
Class 5A	16 065	13	—	16 078
Class 5B	14 627	—	11 424	26 051
TOTAL	30 692	13	11 424	42 129
GRAND TOTAL	955 504	12 584	22 059	990 147

Passenger Analysis by Type of Licence and Fare Category August 1977

Table 34.1

SCHEDULED

		Fare Categories									Total Passengers
		First Class	Normal Economy	Individual travel – only fares		Youth Student	Other	Special Facilities	Other facilities IT & FLY-D	Other Travellers	
Class 1	All	30 536	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 688 422
	International	30 536	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 111 470
	Domestic	—	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	576 952

NON-SCHEDULED

		Fare Categories				Total Passengers
Licence Class		ABC	TGC	IT	Other	
Class 2	All	120 581	17 086	—	—	137 667
	International	120 581	17 086	—	—	137 667
	Domestic	—	—	—	—	—
Class 3	All	—	—	886 461	—	886 461
	International	—	—	886 246	—	886 246
	Domestic	—	—	215	—	215
Class 4	All	—	—	9 169	124 586	133 755
	International	—	—	9 169	121 728	130 897
	Domestic	—	—	—	2 858	2 858
Class 7	All	—	—	—	72 715	72 715
	International	—	—	—	72 701	72 701
	Domestic	—	—	—	14	14
Exempt	All	—	—	—	65 245	65 245
	International	—	—	—	39 613	39 613
	Domestic	—	—	—	25 632	25 632
TOTAL NON-SCHEDULED						
	All	120 581	17 086	895 630	262 546	1 295 843
	International	120 581	17 086	895 415	234 042	1 267 124
	Domestic	—	—	215	28 504	28 719

(a) Under revision.

Appendix A Definitions—Traffic Statistics

MOVEMENTS AT AIRPORTS

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

AIR PASSENGERS

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

TYPES OF SERVICES

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

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

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

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

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

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

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

CLASSES OF LICENCE

Class 1 authorises scheduled service flights;

Class 2 authorises advance booking charter flights;

Class 3 authorises inclusive tour charter flights;

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

Class 5 authorises substitute flights;

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

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

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

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

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

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

Appendix B Measures and their Computation

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

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

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

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