

Civil Aviation Authority



CAA Monthly Statistics
(up to and including September 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:

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37 Gratton Road
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Glos GL50 2BN

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

The series comprise:

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

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

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Civil Aviation Statistics—September 1977

Activity at UK Airports

By September 1977, the Air Traffic Control Assistants, who had been involved in an industrial dispute since mid-August, had decided to start an indefinite all-out strike. As a result, the traffic was greatly reduced and the comparison of the figures with those of the previous year is therefore distorted.

Air transport movements during the month of September 1977 declined to a level of 69 000 (–3.8 per cent against September 1976); the proportion of all-freight movements rose marginally to stand at 5.5 per cent of the total. London area movements accounted for 31 000 (11.8 per cent decline as compared with the previous year). Heathrow reported 4326 fewer movements (18.6 per cent decline) and Gatwick 245 fewer movements (3.0 per cent decline). Southend reported 17.8 per cent growth (219 additional movements). Luton 10.1 per cent growth (207 additional movements) and Stansted 3.1 per cent growth (10 additional movements). Outside the London area, a total of 38 000 movements was reported which represented 4.0 per cent growth. Aberdeen and Sumburgh reported the greatest increases in actual movements (1145 additional movements; 30.5 per cent growth and 965 additional movements; 59.7 per cent growth respectively), followed by Norwich with 272 additional movements (48.5 per cent growth). Prestwick, Glasgow and Liverpool reported the heaviest falls in movements (312 fewer movements; 27.4 per cent decline, 308 fewer movements; 8.7 per cent decline and 278 fewer movements; 48.5 per cent decline respectively). Scheduled movements declined 9.9 per cent and charter movements grew 12.9 per cent. The UK operators' share of the total movements rose 1.2 percentage points to stand at 77.6 per cent; their share of scheduled movements marginally declined to 73.6 per cent of the total but their share of charter movements rose 2.4 percentage points to 86.2 per cent.

The number of terminal passengers reported by UK airports in September 1977 was 4.5 million, a decline of 5.1 per cent as compared with the same month in the previous year. London area passengers accounted for 3.1 million (5.1 per cent decline). Heathrow reported 247 035 fewer passengers (10.4 per cent decline; Gatwick reported 55 153 additional passengers (8.2 per cent growth), Luton 16 719 additional passengers (8.1 per cent growth), Southend 3263 additional passengers (14.2 per cent growth) and Stansted 2678 additional passengers (11.0 per cent growth). Outside the London area, 1.4 million passengers used UK airports (5.0 per cent decline as compared with September 1976). Sumburgh reported the greatest increase in passengers handled (20 642

additional passengers; 85.3 per cent growth), followed by Aberdeen and Bristol with 7117 additional passengers (9.2 per cent growth) and 6254 additional passengers (23.6 per cent growth) respectively. Glasgow reported the heaviest fall in passengers (35 300 fewer passengers; 17.9 per cent decline), followed by Edinburgh and Liverpool with 19 887 fewer passengers (18.5 per cent decline) and 14 844 fewer passengers (39.9 per cent decline) respectively. Passengers travelling on scheduled services fell by 8.9 per cent and those on charter services rose by 4.8 per cent. The UK operators' share of charter passengers rose marginally to stand at 78.4 per cent of the total; their share of total passengers and scheduled passengers fell 3.5 percentage points (64.4 per cent) and 5.4 percentage points (78.4 per cent) respectively. 3.6 million passengers travelled on international services in September 1977 (2.2 per cent growth as compared with September 1976) and 0.9 million on domestic services (26.3 per cent decline). International scheduled services carried 2.0 per cent more passengers and international charter services 2.9 per cent more. The most heavily used scheduled routes were those to USA with 13.5 per cent of the total traffic (1.2 per cent growth), followed by those to France and the Netherlands with 10.4 per cent of the total (7.2 per cent decline) and 8.0 per cent of the total (2.5 per cent growth) respectively. Services to Spain carried 35.6 per cent of total charter passengers (9.4 per cent growth, services to Italy carried 10.4 per cent of the total (10.4 per cent decline) and those to USA 9.5 per cent of the total (15.3 per cent growth). Passengers travelling on all domestic routes declined; the heaviest fall was reported on the London services (41.3 per cent decline) and traffic carried on routes to Belfast, Isle of Man, Edinburgh, Channel Islands and Glasgow fell 13.4 per cent, 9.2 per cent, 6.6 per cent, 4.3 per cent and 3.9 per cent, respectively.

During September 1977, air freight handled at UK airports amounted to 56 000 tonnes (4.2 per cent decline as compared with September 1976); 31 000 tonnes of this travelled on all-freight flights. In the London area, total tonnage declined 3.6 per cent (to 44 000 tonnes). Heathrow, Southend and Stansted reported falls in traffic, Heathrow 791 fewer tonnes (2.2 per cent decline), Southend 1219 fewer tonnes (75.5 per cent decline) and Stansted 412 fewer tonnes (19.5 per cent decline). Gatwick and Luton reported 543 additional tonnes (8.5 per cent growth) and 212 additional tonnes (91.8 per cent growth) respectively. Over the rest of the UK, total tonnage declined 6.4 per cent. Prestwick, Bournemouth and Aberdeen reported the greatest increases in tonnage handled (307 additional tonnes; 28.5 per cent growth, 264 additional

tonnes; 57.9 per cent growth and 127 additional tonnes; 30.8 per cent growth respectively). Belfast reported the heaviest fall in tonnage handled (732 fewer tonnes; 41.3 per cent decline), followed by East Midlands and Liverpool with 457 fewer tonnes (39.0 per cent decline) and 331 fewer tonnes (32.6 per cent decline) respectively. Freight carried on scheduled services rose 1.7 per cent as compared with the previous year, whilst that carried on charter services declined 24.7 per cent. The UK operators' share of total tonnage rose marginally to stand at 50.3 per cent; their share of tonnage carried on scheduled services fell marginally to stand at 42.2 per cent of the total, but their share on charter services rose 11.1 percentage points to 86.8 per cent.

Output of UK Airlines

The output of UK airlines for all services in September, 1977 was 1058 million available tonne-kilometres, an increase of 6.3 per cent on September, 1976.

The scheduled service output of 680 million available tonne-kilometres was 1.9 per cent higher than a year earlier. The overall load factor was 58.2 per cent compared with 60.9 the previous year. Seat kilometres used were 63.1 per cent of those available. Seat factors on domestic and international scheduled services were 69.6 and 62.8 per cent respectively compared with 65.6 and 67.2 per cent a year earlier.

The non-scheduled output of 379 million available tonne-kilometres was 15.5 per cent higher than in September, 1976. Advance Booking Charters and Inclusive Tour Charters accounted for 85.5 and 127.9 million available tonne-kilometres respectively compared with 62.3 and 131.2 million a year earlier.

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

Size Structure of UK

Table 1

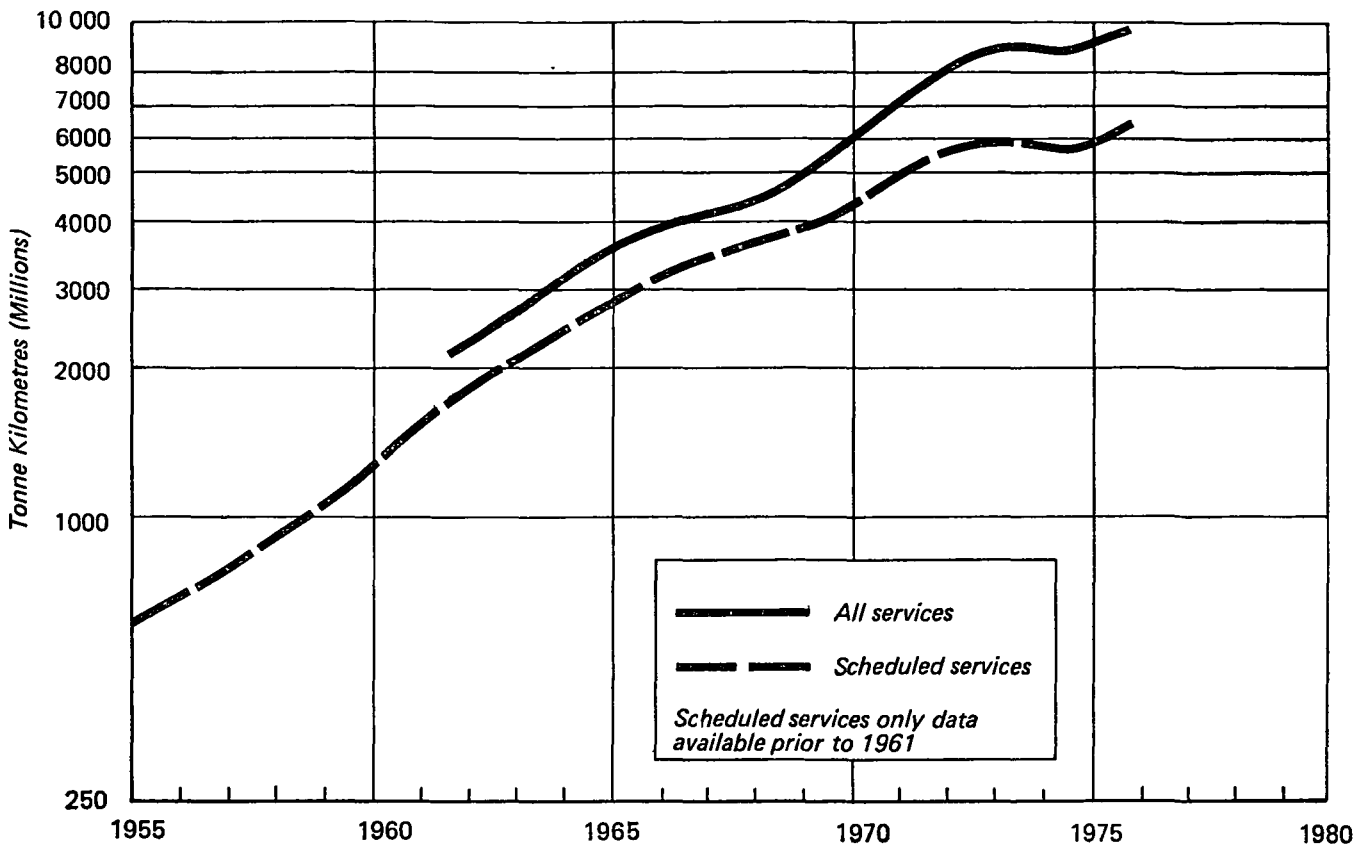
Airports and Airlines Year ended 30 September 1977

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	23 536	51.43	100	100.00
Gatwick	6 388	13.96	98	48.57
Manchester	2 746	6.00	95	34.61
Luton	1 891	4.13	93	28.61
Glasgow	1 807	3.95	91	24.48
Birmingham	1 086	2.37	88	20.53
Edinburgh	1 035	2.26	86	18.16
Belfast	1 028	2.25	84	15.90
Aberdeen	911	1.99	81	13.65
Newcastle	645	1.41	79	11.66
East Midlands	472	1.03	77	10.25
Prestwick	391	0.85	74	9.22
Sumburgh	338	0.74	72	8.36
Isle of Man	327	0.71	70	7.62
Liverpool	312	0.68	67	6.91
Stansted	301	0.66	65	6.23
Leeds/Bradford	293	0.64	63	5.57
Southampton	287	0.63	60	4.93
Southend	240	0.52	58	4.30
Bristol	218	0.48	56	3.78
Tees-side	206	0.45	53	3.30
Glamorgan	204	0.45	51	2.85
Others (21 reporting airports)	1 102	2.41	49	2.41

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres available	Percentage of UK airlines this size and smaller	Percentage of a.t. – km of UK airlines this size and smaller
British Airways Long Haul Division	5 056	49.85	100	100.00
British Airways Short Haul Division	1 225	12.08	97	50.15
British Caledonian Airways	899	8.86	94	38.07
Dan-Air Services	581	5.73	91	29.20
Laker Airways	460	4.54	88	23.48
International Aviation Services	427	4.21	85	18.94
Britannia Airways	385	3.80	82	14.73
Trans-Meridian Air Cargo	245	2.42	79	10.93
British Airtours	231	2.28	76	8.52
Monarch Airlines	173	1.71	74	6.24
British Midland Airways	160	1.58	71	4.54
Tradewinds Airways	158	1.56	68	2.96
Air Anglia	30	0.30	65	1.40
British Island Airways	24	0.24	62	1.10
British Air Ferries	12	0.12	59	0.87
Alidair	12	0.12	56	0.75
Others (18 airlines)	64	0.63	53	0.63

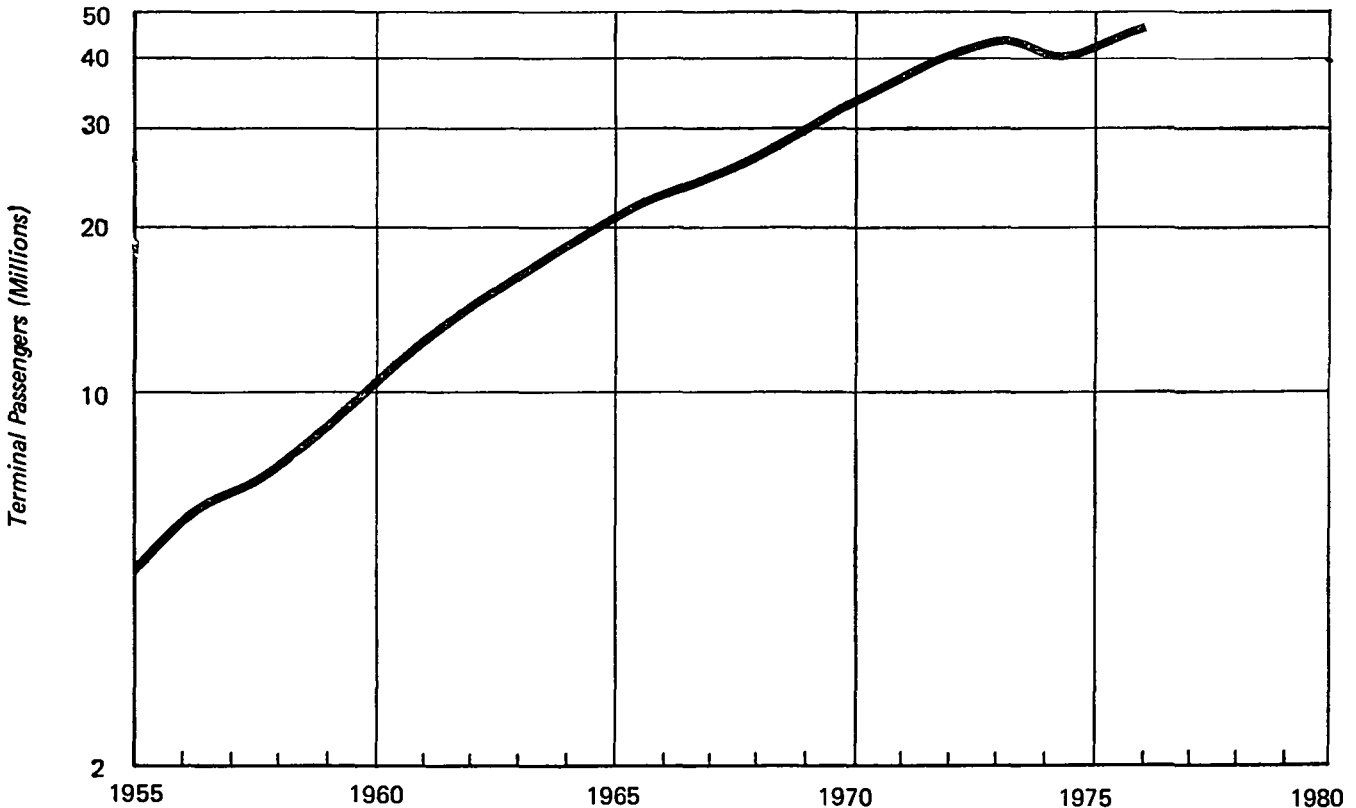
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1951-1977

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
1975	1 911	701	41 846	8 928	5 984	2 944
1976	1 896	740	44 666	9 690	6 578	3 112
Year ended						
Sept. 1976	1 910	730	43 903	9 528	6 453	3 074
Sept. 1977	1 893	753	45 762	10 132	6 633	3 499
Latest year's growth (percentages)						
	-0.9	3.2	4.2	6.3	2.8	13.8
Mean rates of growth (percentages) to 1976						
20 years	6.4	4.3	11.1	..	12.5	..
10 years	5.6	6.3	7.6	11.0	9.0	16.5
5 years	1.9	1.8	2.4	3.1	4.1	1.4

Use of UK Airports

Table 3

Main Categories of Operator and Service

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

Movements at UK Airports by Purpose

Table 4

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

Air Transport Movements by Airports

Table 5

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

Terminal Passengers by Airports

Table 6

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	Shampton Lydd Manston (000)	E. Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humbly Grove (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Liverpool Manchester Birmingham Coventry Blackpool (000)	Glamorgan Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance 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	265.5	247.7
2nd quarter	8 113.6	100.7	179.6	304.7	1 088.1	149.9	1 182.9	52.2	175.4	370.0	579.4
3rd quarter	10 321.7	125.9	212.2	381.7	1 371.9	171.5	1 549.6	63.6	229.4	522.9	765.2
4th quarter	7 076.5	69.9	132.2	242.7	935.0	146.5	879.6	37.8	93.2	268.0	357.8
1977 1st quarter	6 456.7	54.5	107.5	231.4	849.1	141.1	760.8	46.8	68.7	255.0	251.1
2nd quarter	8 429.7	113.3	185.6	299.7	1 023.7	170.9	1 110.7	50.7	187.9	328.6	573.7
3rd quarter	10 397.8	133.1	225.8	381.6	1 335.8	223.4	1 492.6	74.3	241.1	503.1	759.5
1976 April	2 506.6	35.0	52.7	85.6	306.1	47.8	323.5	16.1	49.8	112.8	157.4
May	2 680.0	33.0	62.0	103.6	387.5	49.3	398.7	17.9	60.3	113.7	207.1
June	2 927.1	32.6	64.8	115.5	394.5	52.8	460.7	18.2	65.3	143.6	215.0
July	3 461.3	40.2	72.5	131.0	485.9	57.1	520.8	22.2	75.1	188.0	251.1
August	3 552.8	46.8	74.2	131.5	454.1	57.6	534.5	23.1	82.0	182.2	284.2
September	3 307.7	38.9	65.5	119.2	431.8	56.8	494.4	18.3	72.3	152.8	229.9
1977 April	2 444.0	49.4	57.0	69.0	242.6	46.2	272.9	16.5	61.8	81.6	158.1
May	2 820.6	29.7	58.4	108.1	367.8	59.3	377.2	13.9	60.4	103.2	194.8
June	3 165.1	34.1	70.2	122.6	413.4	65.5	460.6	20.3	65.7	143.8	220.8
July	3 793.9	39.1	76.4	146.3	514.5	69.5	524.7	23.3	73.3	190.9	258.2
August	3 465.7	56.7	76.5	130.7	439.8	76.9	508.1	28.3	87.6	169.7	276.8
September	3 138.2	37.3	72.9	104.6	381.5	77.0	459.8	22.7	80.2	142.5	224.5

Cargo Taken Up and Set Down by Airports

Table 7

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

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

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

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
	3rd quarter	29.6	18.8	0.2	0.9	17.7	63.5	311.5	209.1	69.4
1976	April	31.3	16.7	0.2	1.2	15.4	53.6	310.6	182.5	58.7
	May	34.8	18.9	0.2	1.2	17.4	54.2	342.5	207.0	60.4
	June	35.3	19.8	0.2	1.2	18.4	56.0	349.3	218.4	62.5
	July	38.6	22.8	0.2	1.2	21.4	59.2	386.2	254.7	66.0
	August	37.9	21.9	0.2	1.1	20.5	57.7	379.5	244.4	64.4
	September	36.2	21.3	0.2	1.2	19.9	58.9	360.3	236.3	65.6
1977	April	18.6	11.2	0.2	0.6	10.4	60.1	193.6	123.9	64.0
	May	32.9	18.8	0.3	1.1	17.4	57.0	347.8	206.3	59.3
	June	33.7	20.3	0.2	1.0	19.1	60.3	357.7	226.9	63.4
	July	36.6	23.1	0.2	1.0	22.0	63.3	389.5	259.8	66.7
	August	30.0	18.6	0.2	0.9	17.4	61.9	315.5	207.8	65.8
	September	22.1	14.7	0.2	0.9	13.6	66.7	229.5	159.8	69.6

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

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

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

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

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

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

Non-scheduled Services by UK Airlines

Table 9.3

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

Monthly Averages or Calendar Months

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

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

Table 10

Analysis by Countries of Landing and of Embarkation

Comparison with a Year Earlier

	European continent and Mediterranean Sea area	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East(b) (000)	Netherlands (000)	North Africa(c) (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe(d) (000)	Spain (000)	Sweden (000)	Switzerland (000)
1968		10 955	732	288	1 884	1 176	168	948	324	1 032	131	144	168	131	2 256	144	780
1969		13 064	732	336	2 160	1 404	228	1 128	355	1 164	145	168	216	188	3 060	156	876
1970		15 288	818	383	2 365	1 874	289	1 430	427	1 306	154	189	295	204	3 472	184	1 053
1971		17 965	831	425	2 499	2 033	481	1 669	535	1 435	177	209	385	230	4 726	188	1 105
1972		20 417	832	447	2 805	2 438	625	1 900	594	1 508	406	244	483	284	5 493	236	1 130
1973		22 450	934	474	2 928	2 525	747	2 032	718	1 734	440	279	578	334	5 974	275	1 181
1974		19 759	859	479	2 678	2 247	543	1 771	794	1 619	313	275	429	347	4 842	281	1 032
1975		20 981	788	486	2 740	2 277	691	1 860	975	1 634	353	351	309	410	5 298	336	1 093
1976		22 072	850	567	2 901	2 470	882	1 941	1 259	1 835	415	522	296	395	4 667	423	1 181
1975 4th quarter		4 375	189	118	603	492	128	349	232	401	93	84	54	69	990	73	231
1976 1st quarter		3 780	174	108	588	530	72	300	224	357	82	85	48	63	651	66	245
2nd quarter		5 923	227	138	775	648	258	525	288	491	102	129	75	102	1 329	114	308
3rd quarter		7 551	230	168	877	726	401	773	437	513	129	168	106	159	1 815	124	350
4th quarter		4 818	219	153	661	566	151	343	310	474	102	140	67	71	872	119	278
September		2 388	81	52	306	236	132	244	132	181	40	48	35	47	531	35	115
1977 1st quarter		4 299	196	141	627	603	87	347	305	407	84	127	60	60	653	103	292
2nd quarter		6 054	227	157	786	706	236	533	376	519	98	157	104	74	1 226	144	350
3rd quarter		7 781	220	185	840	757	407	762	587	533	131	178	141	132	1 831	161	362
September		2 440	76	56	259	240	136	229	180	186	42	48	47	39	578	44	112
	Rest of World	Yugoslavia (000)	Others(e) (000)	Total (000)	Australia and New Zealand (000)	Canada (000)	Caribbean(f) (000)	Central Africa(g) (000)	East Africa(h) (000)	Far East(i) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa(k) (000)	South America(l) (000)	United States of America (000)	West Africa(m) (000)	Others (000)
1968		96	553	3 256	70	641	133	28	120	105	152	19	104	37	1 639	66	142
1969		132	616	3 941	92	796	175	35	122	102	161	32	122	53	2 020	74	157
1970		192	653	4 721	113	904	160	40	144	129	162	45	155	50	2 511	87	221
1971		291	746	5 210	108	933	174	44	156	162	141	71	163	54	2 814	91	299
1972		291	701	6 157	146	1 102	222	49	190	302	169	80	179	67	3 203	94	354
1973		394	903	6 735	207	1 289	246	53	171	336	227	114	198	75	3 320	117	382
1974		323	927	6 628	257	1 303	259	59	162	344	278	126	248	62	2 926	135	469
1975		410	970	7 235	328	1 407	276	71	189	382	346	181	307	89	2 939	173	547
1976		414	1 054	8 271	374	1 448	297	69	218	465	388	171	342	89	3 518	221	671
1975 4th quarter		61	208	1 652	89	246	71	15	43	96	98	44	82	23	645	39	161
1976 1st quarter		27	160	1 450	85	170	62	15	50	102	94	47	86	22	515	38	164
2nd quarter		132	282	2 049	90	368	73	14	48	106	83	34	78	18	943	42	152
3rd quarter		189	386	2 910	107	653	91	22	69	144	100	48	94	28	1 282	72	200
4th quarter		66	226	1 862	92	257	71	13	51	113	111	42	84	21	778	54	175
September		60	113	924	36	194	28	7	20	47	33	16	30	9	412	23	69
1977 1st quarter		24	183	1 626	93	177	60	15	49	111	111	48	80	24	610	68	180
2nd quarter		80	279	2 360	90	430	61	17	42	120	95	49	80	22	1 107	79	168
3rd quarter		128	426	3 132	109	662	84	23	63	157	109	52	92	27	1 435	112	207
September		47	121	953	35	197	24	7	19	49	32	17	27	10	431	36	69

The above figures are derived from airport statistics.

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

The following countries are included in the groups below:—

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

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

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

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

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

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

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

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

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

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

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

Air Transport Movements by Type and Nationality of Operator September 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	7 822	19	2 869	363	518	3 281	772
+ Heathrow	18 916	7 937	536	10 028	189	7	219
+ Luton	2 254	—	59	5	—	1 847	343
+ Southend	1 450	—	876	—	—	551	23
+ Stansted	336	2	13	3	—	74	244
TOTAL (London Area)	30 778	7 958	4 353	10 399	707	5 760	1 601
Westland Heliport (Battersea)	208	—	—	—	—	208	—
Other UK Airports							
+ Aberdeen	4 903	691	489	—	505	3 018	200
+ Belfast	2 099	1 260	527	48	1	173	90
Benbecula	219	52	167	—	—	—	—
+ Birmingham	2 017	652	643	148	2	523	49
+ Blackpool	636	—	479	—	—	156	1
+ Bournemouth	701	2	539	—	—	154	6
Bristol	758	269	152	138	—	144	55
+ Cambridge	125	—	46	—	—	59	20
+ Coventry	28	—	6	—	—	18	4
+ East Midlands	1 156	—	673	—	—	418	65
+ Edinburgh	1 669	733	727	80	—	101	28
Exeter	359	—	336	—	1	1	21
Glamorgan	634	241	264	—	—	80	49
+ Glasgow	3 242	1 143	944	435	33	600	87
Gloucester/Cheltenham	106	—	86	—	—	20	—
Hawarden	—	—	—	—	—	—	—
Humberside	250	—	112	—	—	128	10
Inverness	659	308	192	—	36	96	27
Islay	136	—	110	—	—	26	—
+ Isle of Man	1 162	478	678	—	—	2	4
Isles of Scilly	614	456	152	—	—	6	—
+ Kirkwall	943	205	514	—	18	198	8
+ Leeds/Bradford	829	157	487	32	—	131	22
+ Liverpool	751	388	—	62	5	268	28
+ Lydd	356	—	356	—	—	—	—
+ Manchester	4 389	1 344	386	926	132	1 421	180
Manston	182	—	—	—	—	129	53
+ Newcastle	1 171	91	739	1	2	257	81
Norwich	833	—	596	—	—	200	37
Penzance Heliport	456	456	—	—	—	—	—
+ Prestwick	827	443	16	136	5	94	133
+ Southampton	1 112	120	920	—	—	60	12
Stornoway	303	105	141	—	—	49	8
+ Sumburgh	2 582	282	64	—	853	1 354	29
Swansea	73	—	—	—	—	71	2
+ Tees-side	825	—	509	—	—	281	35
Tiree	60	—	52	—	—	8	—
Wick	400	104	262	—	—	19	15
TOTAL (Incl. London Area)	68 551	17 938	16 717	12 405	2 300	16 231	2 960
Channel Island Airports							
Alderney	904	—	857	—	—	47	—
Guernsey	3 282	252	2 629	104	—	290	7
Jersey	5 895	804	4 083	97	—	492	419
TOTAL (Channel Islands Airports)	10 081	1 056	7 569	201	—	829	426

Air Transport Movements for September 1977

Table 13

Total Compared with One Year Earlier

	International			Domestic			1977 Total		1976 Total		Percentage Change				
	Scheduled Passenger	Scheduled Aircraft	Cargo	Charter Passenger	Charter Aircraft	Cargo	Passenger	Aircraft	Passenger	Aircraft	Passenger	Aircraft			
London Area Airports															
+ Gatwick	1 762	—	119	4 270	224	1 176	194	37	40	7 245	577	7 463	604	-2.9	-4.5
+ Heathrow	14 875	—	1 129	393	16	2 442	55	6	—	17 716	1 200	21 924	1 318	-19.2	-9.0
+ Luton	7	—	1	2 068	37	54	2	80	5	2 209	45	2 018	29	9.5	55.2
+ Southend	876	—	—	254	—	—	—	320	—	1 450	—	1 231	—	17.8	—
+ Stansted	2	—	—	242	75	16	—	1	—	261	75	222	104	17.6	-27.9
TOTAL (London Area)	17 522	—	1 249	7 227	352	3 688	251	444	45	28 881	1 897	32 858	2 055	-12.1	-7.7
Westland Heliport (Battersea)	—	—	—	—	—	—	—	208	—	208	—	254	—	-18.1	—
Other UK Airports															
+ Aberdeen	229	—	—	2 086	45	950	1	1 560	32	4 825	78	3 697	61	30.5	27.9
+ Belfast	52	—	3	104	8	1 643	137	79	73	1 878	221	1 881	193	-0.2	14.5
+ Benbecula	—	—	—	—	—	214	5	—	—	214	5	256	—	-16.4	—
+ Birmingham	490	—	—	493	2	952	1	79	—	2 014	3	2 211	4	-8.9	-25.0
+ Blackpool	77	—	—	43	—	346	56	96	18	562	74	586	—	-4.1	—
+ Bournemouth	6	—	—	86	1	378	157	73	—	543	158	428	139	26.9	13.7
+ Bristol	232	—	6	166	—	321	—	32	1	751	7	702	1	7.0	—
+ Cambridge	1	—	—	57	—	45	—	22	—	125	—	83	—	50.6	—
+ Coventry	—	—	—	8	1	6	—	12	1	26	2	8	—	—	—
+ East Midlands	244	—	10	293	48	394	25	121	21	1 052	104	1 072	167	-1.9	-37.7
+ Edinburgh	305	—	—	121	2	1 196	39	6	—	1 628	41	1 870	38	-12.9	7.9
+ Exeter	43	—	—	21	—	293	—	2	—	359	—	383	—	-6.3	—
+ Glamorgan	148	—	—	118	—	357	—	11	—	634	—	565	5	12.2	—
+ Glasgow	474	—	119	415	2	1 843	86	302	1	3 034	208	3 358	192	-9.6	8.3
+ Gloucester/Cheltenham	—	—	—	—	—	86	—	20	—	106	—	80	—	32.5	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	44	—	—	54	2	68	—	80	2	246	4	—	—	—	—
+ Inverness	—	—	—	33	—	500	—	126	—	659	—	615	—	7.2	—
+ Islay	—	—	—	—	—	110	—	26	—	136	—	70	—	94.3	—
+ Isle of Man	78	—	—	4	—	1 042	36	2	—	1 126	36	1 201	29	-6.2	24.1
+ Isles of Scilly	—	—	—	—	—	608	—	6	—	614	—	597	—	2.8	—
+ Kirkwall	—	—	—	10	8	714	5	206	—	930	13	794	—	17.1	—
+ Leeds/Bradford	171	—	—	80	—	505	—	73	—	829	—	959	3	-13.6	—
+ Liverpool	123	—	—	72	23	298	29	160	46	653	98	889	140	-26.5	-30.0
+ Lydd	181	—	175	—	—	—	—	—	—	181	175	198	195	-8.6	-10.3
+ Manchester	1 272	—	322	1 544	12	1 061	1	138	39	4 015	374	4 252	380	-5.6	-1.6
+ Manston	—	—	—	182	—	—	—	—	—	182	—	93	—	95.7	—
+ Newcastle	301	—	—	299	—	530	—	41	—	1 171	—	1 225	—	-4.4	—
+ Norwich	251	—	—	102	6	345	—	128	1	826	7	561	—	47.2	—
+ Penzance Heliport	—	—	—	—	—	456	—	—	—	456	—	462	—	-1.3	—
+ Prestwick	180	—	97	172	12	280	38	48	—	680	147	1 012	127	-32.8	15.7
+ Southampton	87	—	2	17	1	946	5	54	—	1 104	8	1 228	—	-10.1	—
+ Stornoway	—	—	—	1	8	240	5	48	1	289	14	306	7	-5.6	—
+ Sumburgh	—	—	—	1 319	28	346	—	867	22	2 532	50	1 617	—	56.6	—
+ Swansea	—	—	—	—	—	—	—	72	1	72	1	93	—	-22.6	—
+ Tees-side	69	—	—	87	4	440	—	224	1	820	5	581	3	41.1	66.7
+ Tiree	—	—	—	—	—	50	2	8	—	58	2	63	—	-7.9	—
+ Wick	—	—	—	—	13	365	1	20	1	385	15	399	—	-3.5	—
TOTAL (Incl. London Area)	22 580	—	1 983	15 214	578	21 616	880	5 394	306	64 804	3 747	67 507	3 739	-4.0	0.2
Channel Islands Airports															
Alderney	—	—	—	—	—	—	—	—	—	904	—	1 009	—	-10.4	—
Guernsey	—	—	—	—	—	—	—	—	—	3 282	—	3 293	—	-0.3	—
Jersey	—	—	—	—	—	—	—	—	—	5 895	—	5 619	—	4.9	—
TOTAL (Channel Is. Airports)	—	—	—	—	—	—	—	—	—	10 081	—	9 921	—	1.6	—

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

Airport of actual arrival

Table 14

Airport of intended landing	Total number of diversions	Date of diversions																														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Gatwick	2								1Bl 1Em																							
Heathrow	1																															1St
Luton	3	2Bi																														
Aberdeen	5						1Ed	1Ed				1Ed			1Ed													1Wi				
Birmingham	10													1Bo													2Em	1Em	3Em	2Em		
Edinburgh	1										1Gm																					
Glamorgan	1																															1Li
Glasgow	2						2Ed																									
Manchester	2		1He																													
Norwich	2				1St														1St													
Southampton	1																															
Sumburgh	14																															
Wick	1																															
Other Internal	17	4Ex						1He					1Ki		1Bo			4Wi								4Ex				3Ex		
Overseas	7				1He				1He											1Pr					1He		1Em				2He	
All Aerodromes	69	6	1	—	2	2	3	2	2	1	1	2	—	1	5	—	—	—	2	—	2	—	—	1	4	3	17	6	2	2	2	—

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator September 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	732 117	725 985	6 132	542	—	150 979	—	5 439	—	89 695	370	356 017	1 601	123 313	4 161
+ Heathrow	2 167 391	2 134 618	32 773	854 818	73	19 240	—	1 202 293	32 064	28 229	—	—	—	30 038	636
+ Luton	224 939	223 883	1 056	—	—	2 600	45	214	—	—	—	190 455	949	30 614	62
+ Southend	26 238	26 238	—	—	—	25 042	—	—	—	—	—	1 018	—	178	—
+ Stansted	27 551	26 956	595	162	—	155	125	110	90	—	—	—	133	26 529	247
TOTAL (London Area)	3 178 236	3 137 680	40 556	855 522	73	198 016	170	1 208 056	32 154	117 924	370	547 490	2 683	210 672	5 106
Westland Heliport (Battersea)	517	517	—	—	—	—	—	—	—	—	—	517	—	—	—
Other UK Airports															
+ Aberdeen	86 157	84 707	1 450	22 665	863	15 833	—	—	—	5 746	—	36 593	474	3 870	113
+ Belfast	101 701	101 410	291	68 755	71	18 828	4	2 207	—	114	—	1 640	216	9 866	—
+ Benbecula	2 107	2 056	51	1 319	—	737	51	—	—	—	—	—	—	—	—
+ Birmingham	117 317	112 225	5 092	33 524	350	15 543	3 325	10 599	554	—	87	50 433	776	2 126	—
+ Blackpool	16 126	16 126	—	—	—	15 223	—	—	—	—	—	898	—	5	—
+ Bournemouth	14 017	12 574	1 443	69	—	10 419	1 179	—	—	—	—	1 916	258	170	6
+ Bristol	36 358	32 776	3 582	4 499	2 563	2 780	496	9 661	16	—	—	10 303	507	5 533	—
+ Cambridge	4 191	4 191	—	—	—	2 724	—	—	—	—	—	722	—	745	—
+ Coventry	207	74	133	—	—	26	133	—	—	—	—	38	—	10	—
+ East Midlands	52 567	51 846	721	—	—	23 853	75	—	—	—	—	22 555	490	5 438	156
+ Edinburgh	90 567	87 451	3 116	46 487	1 181	23 600	1 935	5 240	—	—	—	9 583	—	2 541	—
+ Exeter	9 329	8 266	1 063	—	—	7 084	1 005	—	—	65	—	7	—	1 110	58
+ Glamorgan	23 763	21 606	2 157	6 421	11	2 555	1 974	—	—	—	—	8 003	62	4 627	110
+ Glasgow	163 988	161 957	2 031	61 378	22	28 505	—	20 704	1 751	2 638	—	38 916	30	9 816	228
+ Gloucester/Cheltenham	2 392	2 392	—	—	—	2 330	—	—	—	—	—	62	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	3 833	3 833	—	—	—	3 340	—	—	—	—	—	435	—	58	—
+ Inverness	14 679	13 451	1 228	10 105	1 228	1 226	—	—	—	108	—	433	—	1 579	—
+ Islay	1 022	1 022	—	—	—	979	—	—	—	—	—	43	—	—	—
+ Isle of Man	42 535	41 135	1 400	18 803	577	21 909	823	—	—	—	—	72	—	351	—
+ Isles of Scilly	12 510	12 510	—	11 683	—	811	—	—	—	—	—	16	—	—	—
+ Kirkwall	10 101	8 656	1 445	4 323	1 361	2 624	—	—	—	737	—	972	84	—	—
+ Leeds/Bradford	25 476	22 605	2 871	6 243	37	9 496	2 749	1 685	71	—	—	4 956	14	225	—
+ Liverpool	22 467	22 365	102	14 280	69	—	—	3 415	—	85	—	4 554	28	31	5
+ Lydd	7 176	7 176	—	—	—	7 176	—	—	—	—	—	—	—	—	—
+ Manchester	321 093	309 054	12 039	82 718	1 058	6 355	1 746	40 057	2 718	18 794	—	139 176	3 874	21 954	2 643
+ Manston	385	385	—	—	—	—	—	—	—	—	—	297	—	88	—
+ Newcastle	63 199	58 202	4 997	4 055	—	20 985	4 851	158	—	154	—	24 455	39	8 395	107
+ Norwich	16 820	16 820	—	—	—	15 546	—	—	—	—	—	882	—	392	—
+ Penzance Heliport	11 683	11 683	—	11 683	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	68 980	47 430	21 550	19 419	10 048	511	—	4 207	3 228	209	85	10 580	4 029	12 504	4 160
+ Southampton	29 788	29 736	52	5 254	—	24 172	24	—	—	—	—	266	28	44	—
+ Stornoway	4 053	4 053	—	3 216	—	677	—	—	—	—	—	160	—	—	—
+ Sumburgh	45 058	44 855	203	7 859	—	280	—	—	—	11 940	—	24 276	203	500	—
+ Swansea	1 070	1 070	—	—	—	—	—	—	—	—	—	1 058	—	12	—
+ Tees-side	21 554	19 943	1 611	—	—	16 007	1 397	—	—	—	—	2 903	34	1 033	180
+ Tiree	294	293	1	—	—	257	—	—	—	—	—	36	1	—	—
+ Wick	3 794	2 609	1 185	1 116	1 168	1 419	—	—	—	—	—	56	17	18	—
TOTAL (Incl. London Area)	4 627 110	4 516 740	110 370	1 301 396	20 680	501 826	21 937	1 305 989	40 492	158 514	542	945 302	13 847	303 713	12 872
Channel Islands Airports															
+ Alderney	8 337	8 337	—	—	—	8 209	—	—	—	—	—	128	—	—	—
+ Guernsey	58 509	54 478	4 031	10 364	—	40 335	3 402	573	1	—	—	2 980	570	226	58
+ Jersey	163 221	161 650	1 571	45 735	—	103 744	1 571	4 003	—	—	—	1 705	—	6 463	—
TOTAL (Channel Is. Airports)	230 067	224 465	5 602	56 099	—	152 288	4 973	4 576	1	—	—	4 814	570	6 689	58

Terminal Air Passengers for September 1977

Table 16

Comparison with a Year Earlier

	September 1977	September 1976	Percentage change
London Area Airports			
+ Gatwick	725 985	670 832	8.2
+ Heathrow	2 134 618	2 381 653	-10.4
+ Luton	223 883	207 164	8.1
+ Southend	26 238	22 975	14.2
+ Stansted	26 956	24 278	11.0
TOTAL (London Area)	3 137 680	3 306 902	-5.1
Westland Heliport (Battersea)	517	752	-31.2
Other UK Airports			
+ Aberdeen	84 707	77 590	9.2
+ Belfast	101 410	107 922	-6.0
Benbecula	2 056	2 138	-3.8
+ Birmingham	112 225	124 224	-9.7
+ Blackpool	16 126	16 144	-0.1
+ Bournemouth	12 574	11 228	12.0
+ Bristol	32 776	26 522	23.6
+ Cambridge	4 191	1 908	—
+ Coventry	74	96	-22.9
+ East Midlands	51 846	51 236	1.2
+ Edinburgh	87 451	107 338	-18.5
+ Exeter	8 266	8 476	-2.5
+ Glamorgan	21 606	17 567	23.0
+ Glasgow	161 957	197 257	-17.9
Gloucester/Cheltenham	2 392	1 094	—
Hawarden	—	—	—
Humberside	3 833	—	—
Inverness	13 451	13 105	2.6
Islay	1 022	1 035	-1.3
+ Isle of Man	41 135	44 859	-8.3
Isles of Scilly	12 510	12 879	-2.9
+ Kirkwall	8 656	8 977	-3.6
+ Leeds/Bradford	22 605	30 827	-26.7
+ Liverpool	22 365	37 209	-39.9
+ Lydd	7 176	6 232	15.1
+ Manchester	309 054	316 745	-2.4
+ Manston	385	188	—
+ Newcastle	58 202	66 692	-12.7
+ Norwich	16 820	12 329	36.4
Penzance Heliport	11 683	12 120	-3.6
+ Prestwick	47 430	49 653	-4.5
+ Southampton	29 736	32 518	-8.6
Stornoway	4 053	4 400	-7.9
+ Sumburgh	44 855	24 213	85.3
Swansea	1 070	730	46.6
+ Tees-side	19 943	21 708	-8.1
Tiree	293	302	-3.0
Wick	2 609	2 669	-2.2
TOTAL (Incl. London Area)	4 516 740	4 757 784	-5.1
Channel Islands Airports			
Alderney	8 337	9 296	-10.3
Guernsey	54 478	59 260	-8.1
Jersey	161 650	161 307	0.2
TOTAL (Channel Islands Airports)	224 465	229 863	-2.3

International and Domestic Passenger Traffic September 1977

Table 17

Terminal Passengers for September Comparison with a Year Earlier

	Total	International			Domestic		
	1977	1977	1976	Per- centage change	1977	1976	Per- centage change
London Area Airports							
+ Gatwick	725 985	659 358	605 875	9	66 627	64 957	3
+ Heathrow	2 134 618	1 966 249	2 045 875	-4	168 369	335 778	-50
+ Luton	223 883	221 030	204 308	8	2 853	2 856	—
+ Southend	26 238	25 997 ^(a)	22 334 ^(a)	16	241	641	-62
+ Stansted	26 956	26 639	24 139	10	317	139	—
TOTAL (London Area)	3 137 680	2 899 273	2 902 531	—	238 407	404 371	-41
Westland Heliport (Battersea)	517	—	2	—	517	750	-31
Other UK Airports							
+ Aberdeen	84 707	31 546	24 225	30	53 161	53 365	—
+ Belfast	101 410	13 552	13 286	2	87 858	94 636	-7
Benbecula	2 056	—	—	—	2 056	2 138	-4
+ Birmingham	112 225	81 063	83 963	-3	31 162	40 261	-23
+ Blackpool	16 126	1 246	1 227	2	14 880	14 917	—
+ Bournemouth	12 574	2 052	2 546	-19	10 522	8 682	21
+ Bristol	32 776	28 191	21 567	31	4 585	4 955	-7
+ Cambridge	4 191	1 406	615	—	2 785	1 293	—
+ Coventry	74	18	—	—	56	96	-42
+ East Midlands	51 846	34 796	32 938	6	17 050	18 298	-7
+ Edinburgh	87 451	23 301	16 932	38	64 150	90 406	-29
+ Exeter	8 266	2 023	1 588	27	6 243	6 888	-9
+ Glamorgan	21 606	14 885	10 874	37	6 721	6 693	—
+ Glasgow	161 957	69 499	64 822	7	92 458	132 435	-30
Gloucester/Cheltenham	2 392	—	—	—	2 392	1 094	—
Hawarden	—	—	—	—	—	—	—
Humberside	3 833	1 737	—	—	2 096	—	—
Inverness	13 451	1 607	660	—	11 844	12 445	-5
Islay	1 022	—	—	—	1 022	1 035	-1
+ Isle of Man	41 135	2 519	2 188	15	38 616	42 671	-10
Isles of Scilly	12 510	—	—	—	12 510	12 879	-3
+ Kirkwall	8 656	128	81	58	8 528	8 896	-4
+ Leeds/Bradford	22 605	11 419	5 946	92	11 186	24 881	-55
+ Liverpool	22 365	10 456	12 717	-18	11 909	24 492	-51
+ Lydd	7 176	7 176	6 232	15	—	—	—
+ Manchester	309 054	262 152	236 068	11	46 902	80 677	42
+ Manston	385	385	188	—	—	—	—
+ Newcastle	58 202	42 581	32 892	29	15 621	33 800	-54
+ Norwich	16 820	8 186	6 129	34	8 634	6 200	39
Penzance	11 683	—	—	—	11 683	12 120	-4
+ Prestwick	47 430	43 088	44 303	-3	4 342	5 350	-19
+ Southampton	29 736	1 321	739	79	28 415	31 779	-11
Stornoway	4 053	5	—	—	4 048	4 400	-8
+ Sumburgh	44 855	18 583	8 121	—	26 272	16 092	63
Swansea	1 070	—	64	—	1 070	666	61
+ Tees-side	19 943	4 163	5 703	-27	15 780	16 005	-1
Tiree	293	—	—	—	293	302	-3
Wick	2 609	—	—	—	2 609	2 669	-2
TOTAL (Incl. London Area)	4 516 740	3 618 357	3 539 147	2	898 383	1 218 637	-26

(a) Includes Channel Islands Traffic.

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

International Air Passenger Traffic to and from Airports for September 1977

Table 18

Comparison with a Year Earlier

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	19 301	13 192	6 109	17 005	13 292	3 713	14
London – Vienna	16 067	12 513	3 554	14 460	12 553	1 907	11
Other Routes	3 234	679	2 555	2 545	739	1 806	27
Belgium	75 842	72 754	3 088	81 180	77 638	3 542	–7
London – Brussels	46 224	45 956	268	53 662	52 870	792	–14
Other S.E. England – Belgium	20 362	19 431	931	19 863	19 126	737	3
Other Routes	9 256	7 367	1 889	7 655	5 642	2 013	21
Denmark	55 780	40 659	15 121	52 420	38 961	13 459	6
London – Copenhagen	38 798	32 468	6 330	42 567	32 894	9 673	–9
Other Routes	16 982	8 191	8 791	9 853	6 067	3 786	72
Finland	10 252	10 246	6	9 201	8 958	243	11
France	258 542	236 640	21 902	306 455	254 991	51 464	–16
London – Nice	18 674	18 309	365	20 766	18 981	1 785	–10
– Paris	159 921	155 762	4 159	184 178	176 649	7 529	–13
– N. France (a)	9 040	8 695	345	11 292	9 515	1 777	–20
– Other France	28 284	22 187	6 097	37 826	23 944	13 882	–25
Manchester – Paris	8 226	8 209	17	7 578	7 570	8	9
Other UK – Paris	12 194	10 544	1 650	10 561	8 556	2 005	15
Luton – Other France	3 518	—	3 518	7 129	—	7 129	–51
Other S.E. England – France	10 901	10 862	39	8 648	8 629	19	26
Other Routes	7 784	2 072	5 712	18 477	1 147	17 330	–58
Germany (Fed. Republic)	224 534	168 573	55 961	218 430	168 778	49 652	3
London – Dusseldorf	23 393	18 915	4 478	32 347	29 850	2 497	–28
– Frankfurt	74 662	66 508	8 154	58 850	52 781	6 069	27
– Hamburg	22 560	18 038	4 522	24 164	22 430	1 734	–7
– Munich	28 734	18 033	10 701	30 033	17 702	12 331	–4
– Other Germany	37 465	32 677	4 788	40 803	36 342	4 461	–8
Luton – Germany	18 441	—	18 441	17 561	—	17 561	5
Manchester – Germany	12 707	10 174	2 533	9 143	6 915	2 228	39
Other Routes	6 572	4 228	2 344	5 529	2 758	2 771	19
Gibraltar	6 858	5 043	1 815	7 304	6 871	433	–6
Greece	135 703	45 936	89 767	132 212	41 131	91 081	3
Iceland	6 015	5 423	592	4 631	4 639	—	30
London – Reykjavik	3 235	3 235	—	2 888	2 888	—	12
Glasgow – Reykjavik	2 188	2 188	—	1 751	1 751	—	25
Other Routes	592	—	592	—	—	—	—

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	168 166	166 582	1 584	183 688	180 212	3 476	-8
London – Cork	13 409	13 409	—	14 296	14 296	—	-6
– Dublin	65 907	65 495	412	85 783	83 914	1 869	-23
– Shannon	11 030	11 030	—	14 405	13 757	648	-23
Manchester – Dublin	13 994	13 987	7	14 825	14 801	24	-6
Birmingham – Dublin	12 073	12 067	6	12 381	12 267	114	-2
Glasgow – Dublin	11 597	11 597	—	10 727	10 706	21	8
Liverpool – Dublin	6 557	6 536	21	7 159	7 151	8	-8
Leeds/Bradford – Dublin	3 151	3 151	—	3 542	3 485	57	-11
Edinburgh – Dublin	5 240	5 240	—	4 603	4 603	—	14
Bristol – Dublin	8 532	8 529	3	3 176	3 176	—	—
Other Routes	16 676	15 541	1 135	12 791	12 056	735	30
Italy	228 822	90 538	138 284	244 393	90 075	154 318	-6
London – Genoa (g)	1 850	—	1 850	3 008	—	3 008	-38
– Milan	46 049	31 175	14 874	52 422	31 641	20 781	-12
– Rimini (g)	7 730	—	7 730	10 235	—	10 235	-24
– Rome	46 160	36 294	9 866	46 876	31 318	15 558	-2
– Venice	13 038	5 274	7 764	13 708	6 393	7 315	-5
– Other Italy	35 929	14 274	21 655	42 329	18 010	24 319	-15
Luton – Rimini	5 888	—	5 888	6 352	—	6 352	-7
– Other Italy	40 412	—	40 412	39 400	—	39 400	.3
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	16 820	—	16 820	14 485	—	14 485	16
Other Routes	14 946	3 521	11 425	15 578	2 713	12 865	-4
Luxembourg	5 331	5 269	62	5 829	5 783	46	-9
London – Luxembourg	5 269	5 269	—	5 824	5 783	41	-10
Other Routes	62	—	62	5	—	5	—
Netherlands	186 242	180 784	5 458	181 422	176 420	5 022	3
London – Amsterdam	106 121	104 461	1 660	113 070	111 374	1 696	-6
– Rotterdam	11 799	11 799	—	20 205	19 915	290	-42
Other S.E. England – Netherlands	12 340	11 198	1 142	9 220	8 295	925	34
Manchester – Amsterdam	12 736	12 723	13	11 351	10 623	728	12
Other Routes	43 246	40 603	2 643	27 596	26 213	1 383	57
Norway	47 607	34 707	12 900	47 639	35 496	12 143	—
London – Oslo	20 789	16 796	3 993	24 871	17 898	6 973	-16
Other Routes	26 818	17 911	8 907	22 768	17 598	5 170	18
Portugal	47 293	22 934	24 359	34 832	20 190	14 642	36
London – Lisbon	17 170	14 053	3 117	15 644	11 562	4 082	10
Other Routes	30 123	8 881	21 242	19 188	8 628	10 560	57
Soviet Union and Eastern Europe (b)	37 458	27 313	10 145	48 207	27 011	21 196	-22
London – Moscow	9 615	8 795	820	9 748	8 631	1 117	-1
– Prague	3 475	3 475	—	3 369	3 369	—	3
Other Routes	24 368	15 043	9 325	35 090	15 011	20 079	-31

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	577 840	104 959	472 881	530 957	98 529	432 428	9
London – Barcelona	22 948	15 584	7 364	17 831	14 333	3 498	29
– Ibiza	15 833	1 927	13 906	16 527	2 246	14 281	-4
– Madrid	37 338	31 984	5 354	33 585	27 818	5 767	11
– Malaga	31 605	15 883	15 722	28 460	14 657	13 803	11
– Palma	64 775	14 938	49 837	66 107	14 801	51 306	-2
– Other Spain	76 884	23 688	53 196	75 073	24 015	51 058	2
Luton – Alicante	11 062	—	11 062	10 031	—	10 031	10
– Barcelona	4 667	—	4 667	992	—	992	—
– Gerona	7 597	—	7 597	4 073	—	4 073	87
– Ibiza	9 604	—	9 604	12 679	—	12 679	-24
– Palma	21 764	—	21 764	22 311	—	22 311	-2
– Other Spain	20 142	—	20 142	18 056	—	18 056	12
Other S.E. England – Spain	192	—	192	94	—	94	—
Manchester – Barcelona	7 609	—	7 609	6 530	—	6 530	17
– Palma	31 001	—	31 001	32 285	—	32 285	-4
Other N. England – Spain	89 683	672	89 011	72 105	257	71 848	24
Scotland – Spain	40 487	213	40 274	33 311	—	33 311	22
Other Routes	84 649	70	84 579	80 907	402	80 505	5
Sweden	43 742	22 910	20 832	34 919	20 130	14 789	25
London – Stockholm	24 219	17 410	6 809	21 351	14 496	6 855	13
Other Routes	19 523	5 500	14 023	13 568	5 634	7 934	44
Switzerland	111 858	75 450	36 408	114 521	83 920	30 601	-2
London – Basle	6 808	5 151	1 657	7 430	6 923	507	-8
– Geneva	35 016	25 534	9 482	39 052	31 693	7 359	-10
– Zurich	55 125	34 947	20 178	54 022	39 221	14 801	2
Luton – Switzerland	4 766	—	4 766	6 641	—	6 641	-28
Other Routes	10 143	9 818	325	7 376	6 083	1 293	38
Yugoslavia	47 290	20 021	27 269	60 385	19 571	40 814	-22
London – Dubrovnic	5 728	1 151	4 577	9 879	1 645	8 234	-42
– Ljubljana	2 962	2 279	683	4 042	2 503	1 539	-27
Luton – Yugoslavia	5 397	—	5 397	7 023	—	7 023	-23
Other Routes	33 203	16 591	16 612	39 441	15 423	24 018	-16
Other Europe	108 618	68 589	40 029	96 667	56 052	40 615	12
WESTERN HEMISPHERE							
Canada	197 359	93 263	104 096	194 187	97 943	96 244	2
London – Montreal	21 625	17 671	3 954	20 819	17 539	3 280	4
– Toronto	67 762	31 901	35 861	69 779	35 127	34 652	-3
– Other Canada	55 639	25 491	30 148	53 451	24 293	29 158	4
Other UK – Montreal	3 557	2 852	705	3 701	3 483	218	-4
– Toronto	38 970	12 278	26 692	37 910	14 359	23 551	3
Other Routes	9 806	3 070	6 736	8 527	3 142	5 385	15

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	432 647	306 143	126 504	412 245	302 566	109 679	5
London – New York	169 767	124 581	45 186	160 405	120 768	39 637	6
– Other East Coast USA	91 130	81 639	9 491	99 350	85 419	13 931	–8
– Chicago and Detroit	50 769	32 442	18 327	51 918	38 069	13 849	–2
– West Coast USA	88 580	54 036	34 544	70 276	48 354	21 922	26
– Other USA	7 956	1 828	6 128	8 198	1 242	6 956	–3
Other UK – New York	18 766	11 617	7 149	17 667	8 713	8 954	6
Other Routes	5 679	—	5 679	4 431	1	4 430	28
West Atlantic and Caribbean Islands	24 061	23 162	899	28 259	27 566	693	–15
Central and South America	11 579	10 927	652	11 083	10 487	596	4
REST OF THE WORLD							
Canary Islands	54 859	4 460	50 399	52 167	4 877	47 290	5
North Africa (c)	29 994	18 383	11 611	28 898	13 793	15 105	4
East Africa (d)	14 334	12 172	2 162	16 445	13 842	2 603	–13
Central Africa (e)	9 477	9 477	—	9 132	9 011	121	4
West Africa (d)	34 196	31 907	2 289	22 848	19 387	3 461	50
South Africa	24 411	24 411	—	28 473	28 473	—	–14
Middle East (f)	179 484	179 031	453	134 321	132 709	1 612	34
India	17 850	17 850	—	19 148	19 148	—	–7
Pakistan	9 842	9 842	—	8 427	8 427	—	17
Far East	70 859	67 867	2 992	68 542	63 984	4 558	3
Australia and New Zealand	34 665	34 665	—	35 899	35 899	—	–3
Other Routes n.e.i.	50 661	9 560	41 101	35 803	10 785	25 018	41
ALL ROUTES	3 599 372	2 271 642	1 327 730	3 518 202	2 227 545	1 290 657	2

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

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

Domestic Passengers by Main Routes September 1977

Table 19

COMPARISON WITH A YEAR EARLIER

Origin/Destination		1977	1976	Percentage change
London (a)	Aberdeen	4 986	20 905	-76
	Belfast	41 899	41 587	1
	Birmingham	6 285	10 857	-42
	Channel Islands	45 626	57 482	-21
	Edinburgh	47 533	72 599	-35
	Glasgow	46 632	82 761	-44
	Isle of Man	4 085	4 049	1
	Leeds/Bradford	17	12 155	—
	Liverpool	—	8 980	—
	Manchester	15 048	44 055	-66
	Newcastle	5 944	25 209	-76
	Tees-side	10 846	12 738	-15
	Other airports	6 412	7 497	-15
Belfast	Birmingham	5 796	6 800	-15
	East Midlands	2 736	3 115	-12
	Edinburgh	1 567	1 693	-7
	Glasgow	7 426	8 704	-15
	Isle of Man	3 215	4 086	-21
	Leeds/Bradford	3 386	3 391	—
	Liverpool	2 117	3 190	-34
	Manchester	10 330	11 446	-10
	Newcastle	1 588	1 680	-5
	Other airports	7 798	8 944	-13
Channel Islands	Bournemouth	8 713	7 124	22
	Birmingham	10 527	10 991	-4
	Bristol/Glamorgan	5 698	6 438	-11
	East Midlands	9 614	8 535	13
	Glasgow	1 043	2 112	-51
	Leeds/Bradford	1 374	3 103	-56
	Liverpool	1 210	2 702	-55
	Manchester	6 549	6 553	—
	Newcastle	1 503	1 536	-2
	Southampton	27 362	29 512	-7
	Other airports	16 746	15 776	6
Edinburgh	Birmingham	2 305	2 985	-23
	Glasgow	5	—	—
	Manchester	2 163	3 767	-43
	Other airports	10 577	9 362	13
Glasgow	Birmingham	3 458	5 444	-36
	East Midlands	3 720	3 847	-3
	Isle of Man	2 475	2 771	-11
	Leeds/Bradford	1 433	1 477	-3
	Liverpool	—	5	—
	Manchester	3 855	5 875	-34
	Southampton	46	1 249	-96
	Other Scottish airports	20 696	16 417	26
	Other airports	1 669	1 773	-6
Isle of Man	Blackpool	8 262	9 750	-15
	Liverpool	8 010	8 968	-11
	Manchester	4 233	4 876	-13
	Newcastle	947	929	2
Penzance	Other airports	7 389	7 242	2
	Isles of Scilly	11 683	12 120	-4
Other Routes		52 637	38 089	38
Total		517 174	685 251	-25

(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.

Cargo by Type and Nationality of Operator September 1977

Table 20

	Total	Scheduled Services						Charter Flights						Tonnes
		UK operators				Overseas operators		UK operators				Overseas operators		
		British Airways		Others				British Airways		Others				
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	
London Area Airports														
+Gatwick	6 956.2	—	—	538.2	1 479.5	19.2	39.6	—	0.1	947.1	3 813.9	43.5	75.1	
+Heathrow	34 904.9	4 928.1	6 020.6	102.5	351.6	9 435.4	13 653.5	102.3	5.4	42.1	122.0	23.5	117.9	
+Luton	443.1	—	—	1.5	—	13.9	—	—	—	40.0	110.1	105.0	172.6	
+Southend	395.0	—	—	193.0	165.0	—	—	—	—	14.0	23.0	—	—	
+Stansted	1 696.2	—	—	—	—	—	—	—	—	115.2	1 242.5	39.2	299.3	
TOTAL (London Area)	44 395.4	4 928.1	6 020.6	835.2	1 996.1	9 468.5	13 693.1	102.3	5.5	1 158.4	5 311.5	211.3	664.9	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+Aberdeen	541.4	38.6	110.6	28.5	27.7	—	—	11.1	27.0	87.7	207.2	1.3	1.7	
+Belfast	1 036.5	83.9	222.2	153.9	33.7	6.2	5.6	—	—	476.6	54.4	—	—	
+Benbecula	14.0	11.9	1.2	0.8	0.1	—	—	—	—	—	—	—	—	
+Birmingham	238.1	63.4	58.8	11.2	3.2	50.9	46.1	—	—	4.5	—	—	—	
+Blackpool	129.6	—	—	5.5	42.2	—	—	—	—	0.2	81.7	—	—	
+Bournemouth	719.9	—	—	357.0	362.7	—	—	—	—	0.2	—	—	—	
+Bristol	48.1	7.7	4.4	5.2	0.9	11.9	16.6	—	—	1.4	—	—	—	
+Cambridge	20.5	—	—	—	—	—	—	—	—	—	—	15.9	4.6	
+Coventry	1.0	—	—	—	—	—	—	—	—	—	1.0	—	—	
+East Midlands	714.7	—	—	78.9	108.9	—	—	—	—	21.6	482.7	—	22.6	
+Edinburgh	100.5	27.1	23.1	23.7	20.5	1.7	3.1	—	—	—	1.3	—	—	
+Exeter	39.4	—	—	7.8	31.6	—	—	—	—	—	—	—	—	
+Glamorgan	20.0	4.7	11.4	3.1	0.8	—	—	—	—	—	—	—	—	
+Glasgow	1 576.8	584.7	233.6	34.3	19.8	257.8	421.7	—	0.2	1.2	6.2	17.3	—	
+Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Humberside	2.0	—	—	—	—	—	—	—	—	1.0	1.0	—	—	
+Inverness	31.7	5.5	26.2	—	—	—	—	—	—	—	—	—	—	
+Islay	9.6	—	—	5.4	4.2	—	—	—	—	—	—	—	—	
+Isle of Man	214.7	141.4	22.8	44.1	6.4	—	—	—	—	—	—	—	—	
+Isles of Scilly	7.4	6.5	0.9	—	—	—	—	—	—	—	—	—	—	
+Kirkwall	49.9	33.9	9.3	0.7	1.3	—	—	0.3	—	—	—	—	4.4	
+Leeds/Bradford	33.5	6.9	8.8	6.2	5.7	3.8	2.1	—	—	—	—	—	—	
+Liverpool	684.2	22.7	133.9	—	—	5.6	13.7	—	—	7.6	306.3	12.5	181.9	
+Lydd	418.8	—	—	158.8	260.0	—	—	—	—	—	—	—	—	
+Manchester	3 045.5	415.3	389.5	9.1	6.5	762.8	1 338.6	1.5	—	1.8	83.7	16.6	20.1	
+Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Newcastle	67.8	5.2	7.1	24.4	30.6	—	—	—	—	0.2	—	0.3	—	
+Norwich	54.6	—	—	19.5	31.8	—	—	—	—	0.1	2.2	—	1.0	
+Penzance Heliport	7.4	0.9	6.5	—	—	—	—	—	—	—	—	—	—	
+Prestwick	1 385.1	490.8	237.3	—	—	441.2	148.2	—	—	—	15.3	37.3	15.0	
+Southampton	122.4	1.9	13.5	19.6	74.5	—	—	—	—	0.4	12.5	—	—	
+Stornoway	34.0	26.3	5.9	0.1	0.8	—	—	—	—	—	0.1	—	0.8	
+Sumburgh	185.7	66.6	11.4	0.4	0.4	—	—	12.2	24.6	36.7	32.4	0.9	0.1	
+Swansea	4.0	—	—	—	—	—	—	—	—	1.5	2.5	—	—	
+Tees-side	101.2	—	—	7.3	13.2	—	—	—	—	—	1.0	—	79.7	
+Tiree	1.0	—	—	0.9	0.1	—	—	—	—	—	—	—	—	
+Wick	9.3	5.5	1.2	0.3	0.4	—	—	—	—	—	0.5	0.2	1.2	
TOTAL (Incl. London Area)	56 065.7	6 979.5	7 560.2	1 841.9	3 084.1	11 010.4	15 688.8	127.4	57.3	1 801.1	6 603.5	313.5	998.0	
Channel Islands Airports														
Alderney	27.1	—	—	22.2	3.3	—	—	—	—	0.7	0.9	—	—	
Guernsey	702.3	8.4	3.3	141.8	83.9	0.3	—	—	—	185.6	279.0	—	—	
Jersey	836.5	46.0	29.7	469.4	258.7	10.1	1.3	—	—	5.2	12.9	0.9	2.3	
TOTAL (Channel Islands Airports)	1 565.9	54.4	33.0	633.4	345.9	10.4	1.3	—	—	191.5	292.8	0.9	2.3	

Cargo September 1977

Table 21

Total Compared with One Year Earlier

	International				Domestic				1977		1976		Percentage change		
	Scheduled		Charter		Scheduled		Charter		Total		Total				
	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	Passenger	Cargo	
	Aircraft		Aircraft		Aircraft		Aircraft		Aircraft		Aircraft		Aircraft		
London Area Airports															
+ Gatwick	708	793	72	4 658	239	337	1	149	1 020	5 937	966	5 448	5.6	9.0	
+ Heathrow	19 434	14 261	51	363	243	554	—	—	19 728	15 178	19 253	16 444	2.5	-7.7	
+ Luton	—	14	140	285	—	1	—	3	140	303	71	160	97.2	89.4	
+ Southend	358	—	34	—	—	—	3	—	395	—	1 614	—	-75.5	—	
+ Stansted	—	—	275	1 421	—	—	—	—	275	1 421	350	1 758	-21.4	-19.2	
TOTAL (London Area)	20 500	15 068	572	6 727	482	892	4	152	21 558	22 839	22 254	23 810	-3.1	-4.1	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports															
+ Aberdeen	42	—	229	18	163	—	74	14	508	32	367	46	38.4	-30.4	
+ Belfast	12	2	—	47	412	81	—	485	424	615	507	1 264	-16.4	-51.3	
+ Benbecula	—	—	—	—	14	—	—	—	14	—	18	—	-22.2	—	
+ Birmingham	183	—	1	3	51	—	—	—	235	3	242	22	-2.9	-86.4	
+ Blackpool	9	—	—	—	33	6	—	82	42	88	66	—	-36.4	—	
+ Bournemouth	—	—	—	—	2	718	—	—	2	718	32	424	-93.7	69.3	
+ Bristol	32	3	—	—	10	—	—	1	42	4	44	1	-4.5	—	
+ Cambridge	—	—	21	—	—	—	—	—	21	—	35	—	-40.0	—	
+ Coventry	—	—	—	1	—	—	—	1	—	2	11	—	—	—	
+ East Midlands	55	2	—	505	54	78	—	22	109	607	89	1 084	22.5	-44.0	
+ Edinburgh	23	—	—	1	77	—	—	—	100	1	128	4	-21.9	-75.0	
+ Exeter	7	—	—	—	32	—	—	—	39	—	27	—	44.4	—	
+ Glamorgan	15	—	—	—	4	—	—	—	19	—	26	45	-26.9	—	
+ Glasgow	197	577	1	17	233	544	2	5	433	1 143	555	1 087	-22.0	5.2	
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Humberside	—	—	—	1	—	—	—	1	—	2	—	—	—	—	
+ Inverness	—	—	—	—	32	—	—	—	32	—	32	—	—	—	
+ Islay	—	—	—	—	9	—	—	—	9	—	3	—	—	—	
+ Isle of Man	—	—	—	—	93	121	—	—	93	121	107	104	-13.1	16.3	
+ Isles of Scilly	—	—	—	—	7	—	—	—	7	—	8	—	-12.5	—	
+ Kirkwall	—	—	—	4	46	—	—	—	46	4	51	—	-9.8	—	
+ Leeds/Bradford	18	—	—	—	15	—	—	—	33	—	57	9	-42.1	—	
+ Liverpool	21	—	10	193	46	109	—	305	77	607	170	845	-54.7	-28.2	
+ Lydd	—	419	—	—	—	—	—	—	—	419	—	438	—	-4.3	
+ Manchester	755	2 009	2	58	158	—	—	64	915	2 131	532	2 408	72.0	-11.5	
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Newcastle	45	—	—	—	22	—	—	—	67	—	79	—	-15.2	—	
+ Norwich	34	—	2	2	17	—	—	—	53	2	37	—	43.2	—	
+ Penzance Heliport	—	—	—	—	7	—	—	—	7	—	8	—	-12.5	—	
+ Prestwick	163	1 003	4	64	6	143	—	—	173	1 210	109	967	58.7	25.1	
+ Southampton	1	—	—	13	106	1	—	—	107	14	141	—	-24.1	—	
+ Stornoway	—	—	—	1	32	—	—	—	32	1	37	7	-13.5	-85.7	
+ Sumburgh	—	—	54	11	79	—	36	6	169	17	139	—	21.6	—	
+ Swansea	—	—	—	—	—	—	4	—	4	—	2	—	—	—	
+ Tees-side	2	—	—	81	18	—	—	—	20	81	25	1	-20.0	—	
+ Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—	
+ Wick	—	—	—	1	8	—	—	—	8	1	20	—	-60.0	—	
TOTAL (Incl. London Area)	22 114	19 083	896	7 748	2 269	2 693	120	1 138	25 399	30 662	25 959	32 566	-2.2	-5.8	
Channel Islands Airports															
Alderney	—	—	—	—	—	—	—	—	27	—	25	—	8.0	—	
Guernsey	—	—	—	—	—	—	—	—	702	—	699	—	0.4	—	
Jersey	—	—	—	—	—	—	—	—	837	—	899	—	-6.9	—	
TOTAL (Channel Islands Airports)	—	—	—	—	—	—	—	—	1 566	—	1 623	—	-3.5	—	

All Scheduled Services September 1977

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Long Haul Division	13 770	3 717	18 338	355 596	3 977 779	2 417 026	60.8	8 456	499 458	285 203	12 320	50 088	222 795	57.1
British Airways Short Haul Division	7 235	11 886	15 123	833 536	853 807	622 517	72.9	3 745	88 259	57 633	1 101	2 101	54 427	65.3
British Airways Helicopters	28	456	149	11 125	890	679	76.2	9	60	53	—	1	62	87.7
British Caledonian Airways	2 046	2 062	3 500	111 292	278 870	189 999	68.1	1 083	33 647	20 386	559	2 676	17 152	60.6
Air Anglia	655	1 676	1 849	37 287	28 074	18 136	64.6	101	2 868	1 864	—	50	1 814	65.0
Aurigny Air Services	124	2 195	698	23 723	1 781	1 332	74.8	77	170	111	—	4	107	65.1
British Air Ferries	159	741	622	18 060	6 583	3 710	56.4	375	637	439	—	101	338	68.8
British Island Airways	457	2 222	1 845	70 835	22 836	14 439	63.2	205	2 101	1 268	1	40	1 228	60.4
British Midland Airways	456	1 399	1 458	51 469	33 306	19 877	59.7	151	2 720	1 603	—	62	1 541	58.9
Brymon Airways	80	429	388	3 448	1 069	655	61.3	1	96	54	—	—	64	56.3
Dan-Air Services	553	1 731	1 820	47 298	33 211	18 208	54.8	—	2 494	1 474	—	—	1 474	59.1
Haywards Aviation	18	80	85	247	71	55	76.9	—	9	4	—	—	4	48.6
Intra Airways	59	325	278	8 322	2 444	1 663	68.0	1	200	97	—	—	97	48.4
Laker Airways	56	10	72	2 217	19 196	12 335	64.3	—	1 947	1 234	—	—	1 234	63.3
Loganair	129	1 521	647	7 525	1 401	766	54.7	—	128	69	—	—	69	53.9
TOTAL Passenger Services	25 824	30 450	46 873	1 581 980	5 261 319	3 321 397	63.1	14 204	634 794	371 490	13 981	55 122	302 385	58.5
Cargo Services														
British Airways Long Haul Division	1 173	330	1 636					3 058	36 348	20 799	473	20 326		57.2
British Airways Short Haul Division	363	474	503					2 702	4 616	2 168	70	2 098		47.0
British Caledonian Airways	90	28	122					256	3 150	934	50	884		29.7
Air Freight	24	113	121					320	80	69	—	69		85.8
Air-Bridge Carriers	8	51	37					373	97	61	—	61		62.9
British Island Airways	90	284	333					693	415	212	23	189		51.0
Intra Airways	28	147	144					396	104	84	—	84		80.2
TOTAL Cargo Services	1 776	1 427	2 895					7 798	44 811	24 326	616	23 710		54.3
GRAND TOTAL	27 600	31 877	49 768	1 581 980	5 261 319	3 321 397	63.1	22 002	679 605	395 816	14 597	78 832	302 385	58.2

International Scheduled Services September 1977

Table 22.2

											Tonne-kilometres used				
	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available	
Passenger Services															
British Airways Long Haul Division	13 770	3 717	18 338	355 596	3 977 779	2 417 026	60.8	8 456	499 458	285 203	12 320	50 088	222 795	57.1	
British Airways Short Haul Division	5 550	6 887	11 128	579 246	715 177	521 492	72.9	2 771	75 419	48 611	1 039	1 847	45 722	64.5	
British Caledonian Airways	1 728	1 373	2 761	72 575	252 648	171 635	67.9	749	30 921	18 654	437	2 624	15 593	60.3	
Air Anglia	446	864	1 166	25 061	19 632	13 212	67.3	101	2 008	1 371	—	50	1 321	68.3	
Aurigny Air Services	124	2 195	698	23 723	1 781	1 332	74.8	77	170	111	—	4	107	65.1	
British Air Ferries	159	741	622	18 060	6 583	3 710	56.4	375	637	439	—	101	338	68.8	
British Island Airways	196	808	774	25 487	9 802	5 966	60.9	53	902	521	—	14	507	57.8	
British Midland Airways	124	333	404	9 889	9 049	4 728	52.2	63	730	388	—	27	360	53.1	
Brymon Airways	31	131	147	683	385	180	46.6	1	33	15	—	—	15	45.1	
Dan-Air Services	300	590	870	17 954	18 760	9 368	49.9	—	1 409	761	—	—	761	54.0	
Intra Airways	25	218	139	4 976	994	582	58.5	1	82	44	—	—	44	53.3	
Laker Airways	56	10	72	2 217	19 916	12 335	64.3	—	1 947	1 234	—	—	1 234	63.3	
TOTAL Passenger Services	22 509	17 867	37 120	1 135 467	5 031 786	3 161 567	62.8	12 647	613 717	357 350	13 796	54 765	288 796	58.2	
Cargo Services															
British Airways Long Haul Division	1 173	330	1 636					3 058	36 348	20 799	473	20 326		57.2	
British Airways Short Haul Division	330	394	416					2 055	4 041	1 854	69	1 785		45.9	
British Caledonian Airways	90	28	122					256	3 150	934	50	884		29.7	
Air Freight	24	113	121					320	80	69	—	69		86.8	
British Island Airways	42	89	150					204	195	91	—	91		46.5	
TOTAL Cargo Services	1 659	954	2 446					5 893	43 813	23 746	592	23 153		54.2	
GRAND TOTAL	24 168	18 821	39 566	1 135 467	5 031 786	3 161 567	62.8	18 541	657 530	381 096	14 388	77 908	288 796	58.0	

Domestic Scheduled Services September 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 onnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used				As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)		
Passenger Services															
British Airways Short Haul Division	1 685	4 999	3 994	254 290	138 630	101 025	72.9	975	12 841	9 022	62	254	8 705	70.3	
British Airways Helicopters	28	456	149	11 125	890	679	76.2	9	60	53	—	1	52	87.8	
British Caledonian Airways	318	689	739	38 717	26 222	18 364	70.0	334	2 726	1 733	121	52	1 559	63.6	
Air Anglia	209	812	683	12 226	8 442	4 924	58.3	—	860	492	—	—	492	57.2	
British Island Airways	261	1 414	1 071	45 348	13 034	8 472	65.0	151	1 199	747	1	25	721	62.3	
British Midland Airways	332	1 066	1 054	41 580	24 257	15 149	62.5	88	1 990	1 215	—	34	1 181	61.1	
Brymon Airways	49	298	241	2 765	684	475	69.5	—	63	39	—	—	39	62.1	
Dan-Air Services	254	1 141	951	29 344	14 450	8 839	61.2	—	1 085	713	—	—	713	65.7	
Haywards Aviation	18	80	85	247	71	55	76.9	—	9	4	—	—	4	48.6	
Intra Airways	33	107	139	3 346	1 451	1 081	74.5	—	118	53	—	—	53	45.0	
Loganair	129	1 521	647	7 525	1 401	766	54.7	—	128	69	—	—	69	53.9	
TOTAL Passenger Services	3 315	12 583	9 752	446 513	229 533	159 829	69.6	1 557	21 078	14 141	185	367	13 588	67.1	
Cargo Services															
British Airways Short Haul Division	33	80	87					647	575	314	1	313		54.5	
Air-Bridge Carriers	8	51	37					373	97	61	—	61		62.9	
British Island Airways	48	195	183					489	220	121	23	99		55.1	
Intra Airways	28	147	144					396	104	84	—	84		80.2	
TOTAL Cargo Services	117	473	450					1 905	998	580	24	557		58.2	
GRAND TOTAL	3 432	13 056	10 202	446 513	229 533	159 829	69.6	3 462	22 076	14 721	209	924	13 588	66.7	

All Non-scheduled Services September 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	671	122	860	20 823	157 904	136 995	86.8	—	17 563	12 684	—	12 684	72.2
British Airways Short Haul Division	477	438	868	27 577	46 185	36 055	78.1	919	6 579	4 200	1 051	3 149	63.8
British Airtours	1 671	770	2 456	122 043	316 039	269 474	85.3	—	28 754	23 462	—	23 462	81.6
British Airways Helicopters	422	2 932	2 104	29 337	9 125	4 503	49.3	150	891	383	24	359	43.0
British Caledonian Airways	2 217	944	3 332	85 528	333 209	261 636	78.5	1 649	45 110	32 666	10 183	22 484	72.4
Air Anglia	58	184	220	403	409	141	34.5	—	41	14	—	14	34.5
Air Freight	67	193	319	2 343	1 359	827	60.8	97	201	121	59	62	59.9
Air-Bridge Carriers	109	233	358	—	—	—	—	913	1 532	733	733	—	47.8
Alldair	99	354	341	12 357	6 102	2 945	48.3	21	601	255	42	213	42.5
Beecham Imperial	13	16	29	87	101	71	70.3	—	9	6	—	6	71.0
Bristow Helicopters	552	3 629	3 396	29 003	9 441	5 462	57.9	257	790	542	52	491	68.6
Britannia Airways	3 644	2 263	5 773	271 501	481 222	440 196	91.5	7	40 920	37 406	2	37 403	91.4
British Air Ferries	99	170	375	1 932	2 276	1 041	45.7	139	674	221	129	92	32.8
British Executive Air Services	111	3 992	692	18 343	1 550	510	32.9	25	144	51	1	50	35.4
British Island Airways	55	119	184	305	227	105	46.5	75	249	63	44	9	21.1
British Midland Airways	1 372	980	2 185	71 639	193 858	113 852	58.7	79	19 261	9 825	1 116	8 709	51.0
Dan-Air Services	5 732	4 230	9 880	376 824	691 258	604 602	87.5	285	61 543	53 192	4 857	48 336	86.4
Ferranti Helicopters	11	74	101	224	44	33	75.0	—	3	3	—	3	100.0
Green Shield Stamp	44	50	76	148	435	211	48.6	—	44	17	—	17	38.6
International Aviation Service	933	307	1 394	—	—	—	—	3 252	34 152	20 674	20 674	—	60.5
Intra Airways	91	296	343	11 036	5 371	3 718	69.2	11	468	314	34	280	67.1
Invicta International Airlines	85	60	194	—	—	—	—	388	1 280	565	565	—	44.2
Laker Airways	2 667	1 046	3 802	137 442	598 821	521 975	87.2	—	60 054	51 577	—	51 577	85.9
Logenair	124	526	558	2 576	1 527	814	53.3	—	140	75	—	75	63.6
MAM Aviation	101	106	151	374	1 516	359	23.7	—	152	36	—	36	23.7
Management Aviation	102	3 512	507	4 054	638	213	33.4	25	54	18	1	17	33.3
McAlpine Aviation	252	368	379	909	2 016	622	30.9	—	201	62	—	62	30.8
Monarch Airlines	1 218	760	1 938	88 424	181 243	149 816	82.7	30	17 685	13 721	134	13 588	77.6
Redcoat Air Cargo	87	30	193	—	—	—	—	201	1 232	591	591	—	47.9
Tradewinds Airways	592	215	1 043	—	—	—	—	2 115	18 354	10 513	10 513	—	57.3
Trans-Meridian Air Cargo	637	185	1 163	—	—	—	—	1 655	19 858	9 970	9 970	—	50.2
TOTAL	24 314	29 104	45 213	1 315 232	3 041 875	2 556 175	84.0	12 302	378 535	283 950	60 772	223 178	75.0
Class 5A Licence TOTAL	668	463	1 116	28 356	73 808	55 252	74.9	..	14 982	11 022	6 063	4 959	73.6
TOTAL Excludes 5A Licence	23 646	28 641	44 097	1 286 876	2 968 067	2 500 923	84.3	12 302	363 553	272 928	54 709	218 219	75.1

* Does not include cargo carried under Class 5 Licences.

96 International Non-Scheduled Services September 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	671	122	860	20 823	157 904	136 995	86.8	—	17 563	12 684	—	12 684	72.2
British Airways Short Haul Division	469	405	842	26 572	45 644	35 682	78.2	919	6 534	4 168	1 051	3 117	63.8
British Airtours	1 671	770	2 456	122 043	316 039	269 474	85.3	—	28 754	23 462	—	23 462	81.6
British Airways Helicopters	419	2 914	2 087	29 309	9 049	4 498	49.7	150	884	383	24	359	43.3
British Caledonian Airways	2 217	944	3 332	85 528	333 209	261 636	78.5	1 649	45 110	32 666	10 183	22 484	72.4
Air Anglia	31	62	100	166	215	80	37.1	—	22	8	—	8	37.1
Air Freight	32	85	149	368	286	191	66.8	85	103	69	54	14	66.5
Air-Bridge Carriers	85	129	255	—	—	—	—	565	1 235	637	637	—	51.6
Aldair	57	210	207	8 463	3 530	1 789	50.7	10	344	170	39	131	49.4
Beecham Imperial	12	15	28	86	99	71	71.8	—	9	6	—	6	72.4
Bristow Helicopters	552	3 629	3 396	29 003	9 441	5 462	57.9	257	790	542	52	491	68.6
Britannia Airways	3 644	2 263	5 773	271 501	481 222	440 196	91.5	7	40 920	37 406	2	37 403	91.4
British Air Ferries	92	159	350	1 814	2 079	962	46.3	136	593	212	127	86	35.8
British Executive Air Services	111	3 992	692	18 343	1 550	510	32.9	25	144	51	1	50	35.4
British Island Airways	29	74	102	305	227	105	46.5	6	133	14	5	9	10.5
British Midland Airways	1 239	682	1 885	55 761	182 542	106 689	58.4	—	18 068	9 226	1 075	8 151	51.1
Dan-Air Services	5 518	3 630	9 121	361 249	681 860	598 959	87.8	140	60 752	52 689	4 777	47 912	86.7
Ferranti Helicopters	11	74	101	224	44	33	75.0	—	3	3	—	3	100.0
Green Shield Stamp	40	35	66	127	398	200	50.3	—	40	16	—	16	40.0
International Aviation Service	933	307	1 394	—	—	—	—	3 252	34 152	20 674	20 674	—	60.5
Intra Airways	76	210	260	9 257	5 071	3 561	70.2	6	410	272	4	268	66.3
Invicta International Airlines	85	60	194	—	—	—	—	388	1 280	565	565	—	44.2
Laker Airways	2 667	1 046	3 802	137 442	598 821	521 975	87.2	—	60 054	51 577	—	51 577	85.9
MAM Aviation	68	60	101	222	1 015	250	24.6	—	102	25	—	25	24.5
Management Aviation	102	3 512	507	4 054	638	213	33.4	25	54	18	1	17	33.3
McAlpine Aviation	173	243	261	559	1 384	401	29.0	—	138	40	—	40	29.0
Monarch Airlines	1 218	760	1 938	88 424	181 243	149 816	82.7	30	17 685	13 721	134	13 588	77.6
Redcoat Air Cargo	87	30	193	—	—	—	—	201	1 232	591	591	—	47.9
Tradewinds Airways	592	215	1 043	—	—	—	—	2 115	18 354	10 513	10 513	—	57.3
Trans-Meridian Air Cargo	637	185	1 163	—	—	—	—	1 655	19 858	9 970	9 970	—	50.2
TOTAL	23 539	26 822	42 659	1 271 643	3 013 507	2 539 746	84.3	11 629	375 315	282 377	60 477	221 900	75.2
Class 5A Licence TOTAL	659	436	1 069	28 356	73 808	55 252	74.9	..	14 943	10 992	6 033	4 959	73.6
TOTAL Excludes 5A Licence	22 880	26 386	41 590	1 243 287	2 939 699	2 484 494	84.5	11 629	360 372	271 385	54 444	216 941	75.3

* Does not include cargo carried under Class 5 Licences.

Domestic Non-Scheduled Services September 1977

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Short Haul Division	8	33	26	1 005	541	373	68.9	—	45	32	—	32	71.1
British Airways Helicopters	3	18	17	28	76	5	6.6	—	7	—	—	—	—
Air Anglia	28	122	119	237	195	61	31.6	—	20	6	—	6	31.6
Air Freight	35	108	170	1 975	1 073	636	59.2	12	98	52	4	48	53.0
Air-Bridge Carriers	24	104	103	—	—	—	—	348	297	96	96	—	32.2
Alidair	43	144	134	3 894	2 572	1 155	44.9	11	257	85	3	82	33.2
Beecham Imperial	—	1	1	1	3	—	12.5	—	—	—	—	—	14.3
British Air Ferries	6	11	25	118	197	79	40.0	3	81	9	2	7	11.3
British Island Airways	25	45	82	—	—	—	—	68	116	39	39	—	33.2
British Midland Airways	133	298	300	15 878	11 315	7 163	63.3	79	1 194	600	41	559	50.2
Dan-Air Services	213	600	759	15 575	9 398	5 643	60.0	144	791	503	80	424	63.6
Green Shield Stamp	4	15	10	21	37	11	30.8	—	4	1	—	1	23.3
Intra Airways	16	86	83	1 779	300	157	52.2	5	58	42	30	12	72.3
Loganair	124	526	558	2 576	1 527	814	53.3	—	140	75	—	75	53.6
MAM Aviation	33	46	50	152	501	109	21.8	—	50	11	—	11	22.0
McAlpine Aviation	79	125	118	350	632	221	35.0	—	63	22	—	22	34.9
TOTAL	775	2 282	2 555	43 589	28 367	16 429	57.9	673	3 220	1 573	295	1 278	48.8
Class 5A Licence TOTAL	9	27	48	—	—	—	—	—	39	30	30	—	76.9
TOTAL Excludes 5A Licence	766	2 255	2 507	43 589	28 367	16 429	57.9	673	3 181	1 543	265	1 278	48.5

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations September 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	475	78	594	17 291	—	123 607	104 418	84.5	14 151	9 578	67.7
British Airtours	272	61	358	4 144	—	51 406	37 488	72.9	4 678	3 228	69.0
British Caledonian Airways	821	155	1 074	23 959	—	217 270	160 840	74.0	19 471	13 823	71.0
Dan-Air Services	363	81	487	10 659	—	68 581	63 586	92.7	5 483	5 087	92.8
Laker Airways	1 286	245	1 677	48 383	11 085	409 004	361 260	88.3	41 581	36 126	86.9
Monarch Airlines	10	2	14	183	—	1 752	943	53.8	170	86	50.3
TOTAL	3 228	622	4 203	104 619	11 085	871 619	728 534	83.6	85 633	67 927	79.4

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

Table 25

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat-km Used (000)	Percentage of available	Tonne-km Available (000)	Used (000)	Percentage of available	Number of IT passengers uplifted	
											Class 2	Class 4
International Services												
British Airways Short Haul Division	244	190	397	18 976	33 473	27 143	81.1	3 343	2 385	71.3	—	—
British Airtours	1 049	580	1 584	100 053	198 324	181 326	91.4	18 059	15 642	86.6	—	—
British Caledonian Airways	750	547	1 326	52 701	83 313	74 176	89.0	7 806	6 374	81.6	—	—
Britannia Airways	3 378	2 005	5 325	243 508	447 099	410 326	91.8	38 017	34 879	91.7	—	9 694
British Island Airways	2	6	13	134	94	43	45.2	9	4	41.6	—	—
British Midland Airways	9	10	25	556	685	536	78.2	56	42	74.7	—	—
Dan-Air Services	3 903	2 757	6 569	283 204	471 029	421 696	89.5	37 679	33 737	89.5	—	1 444
Intra Airways	49	104	147	4 945	3 419	2 313	67.6	277	178	64.2	—	—
Laker Airways	833	443	1 207	51 103	109 761	98 669	89.9	10 789	9 525	88.3	—	—
Monarch Airlines	826	549	1 332	68 376	121 517	108 466	89.3	11 864	9 837	82.9	—	—
TOTAL International Services	11 044	7 191	17 924	823 556	1 468 714	1 324 695	90.2	127 898	112 602	88.0	—	11 138
Domestic Services												
Intra Airways	2	45	15	1 472	62	56	90.9	5	4	80.4	—	—
TOTAL Domestic Services	2	45	15	1 472	62	56	90.9	5	4	80.4	—	—
GRAND TOTAL	11 045	7 236	17 939	825 028	1 468 775	1 324 750	90.2	127 903	112 607	88.0	—	11 138

All Class 4 Licence Operations September 1977

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of Available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Long Haul Division	196	44	265	—	3 532	34 297	32 576	95.0	3 413	3 106	91.0
British Airways Short Haul Division	22	34	46	—	2 108	2 517	1 438	57.1	250	119	47.7
British Caledonian Airways	194	108	310	—	8 332	31 526	25 881	82.1	3 092	2 221	71.8
Britannia Airways	156	100	251	9 694	1 564	20 258	18 877	93.2	1 725	1 605	93.1
British Midland Airways	4	6	11	—	378	308	272	88.4	25	21	84.8
Dan-Air Services	774	517	1 336	1 444	43 349	87 999	73 051	83.0	7 038	5 844	83.0
Intra Airways	23	91	91	—	3 798	1 293	1 055	81.6	104	79	76.6
Laker Airways	425	326	757	—	22 573	37 812	30 565	80.8	3 399	2 778	81.7
Monarch Airlines	145	103	242	—	9 614	18 624	15 059	80.9	1 826	1 366	74.8
TOTAL	1 940	1 329	3 310	11 138	95 248	234 634	198 775	84.7	20 872	17 139	82.1

International Class 4 Licence Operations September 1977

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of Available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Long Haul Division	196	44	265	—	3 532	34 297	32 576	95.0	3 413	3 106	91.0
British Airways Short Haul Division	22	34	46	—	2 108	2 517	1 438	57.1	250	119	47.7
British Caledonian Airways	194	108	310	—	8 332	31 526	25 881	82.1	3 092	2 221	71.8
Britannia Airways	156	100	251	9 694	1 564	20 258	18 877	93.2	1 725	1 605	93.1
British Midland Airways	4	6	11	—	378	308	272	88.4	25	21	84.8
Dan-Air Services	774	515	1 334	1 444	43 271	87 977	73 032	83.0	7 037	5 843	83.0
Intra Airways	19	77	73	—	3 491	1 083	954	88.1	87	72	82.6
Laker Airways	425	326	757	—	22 573	37 812	30 565	80.8	3 399	2 778	81.7
Monarch Airlines	145	103	242	—	9 614	18 624	15 059	80.9	1 826	1 366	74.8
TOTAL	1 935	1 313	3 290	11 138	94 863	234 401	198 655	84.8	20 853	17 130	82.1

Domestic Class 4 Licence Operations September 1977

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of Available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
Dan-Air Services	—	2	2	—	78	23	19	81.3	2	1	80.6
Intra Airways	4	14	18	—	307	210	101	47.9	17	8	45.5
TOTAL	5	16	20	—	385	233	120	51.2	19	9	48.8

All Class 6 Licence Operations September 1977

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways Short Haul Division	2	4	5	76	34	34	99.3
British Caledonian Airways	329	90	453	1 280	10 861	7 632	70.3
Air Freight	6	29	29	77	20	16	80.5
Air-Bridge Carriers	97	197	303	914	1 385	635	45.8
British Air Ferries	13	20	55	43	110	36	32.1
Dan-Air Services	27	62	97	284	142	123	86.7
International Aviation Service	163	47	226	509	6 311	3 843	60.9
Redcoat Air Cargo	87	30	193	202	1 232	591	47.9
Tradewinds Airways	356	124	593	1 572	11 991	6 417	53.5
Trans-Meridian Air Cargo	123	43	215	260	4 190	2 894	69.1
TOTAL	1 203	646	2 170	5 214	36 276	22 219	61.3

International Class 6 Licence Operations September 1977

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways Short Haul Division	2	4	5	76	34	34	99.3
British Caledonian Airways	329	90	453	1 280	10 861	7 632	70.3
Air Freight	6	29	29	77	20	16	80.5
Air-Bridge Carriers	73	95	203	565	1 094	541	49.4
British Air Ferries	13	20	55	43	110	36	32.1
Dan-Air Services	11	32	42	139	56	43	77.5
International Aviation Service	163	47	226	509	6 311	3 843	60.9
Redcoat Air Cargo	87	30	193	202	1 232	591	47.9
Tradewinds Airways	356	124	593	1 572	11 991	6 417	53.5
Trans-Meridian Air Cargo	123	43	215	260	4 190	2 894	69.1
TOTAL	1 162	514	2 014	4 721	35 899	22 046	61.4

Domestic Class 6 Licence Operations September 1977

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
Air-Bridge Carriers	24	102	101	349	291	94	32.2
Dan-Air Services	17	30	56	145	86	80	92.7
TOTAL	40	132	156	494	377	173	46.0

All Class 7 Licence Operations September 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	422	2 932	2 104	29 337	9 125	4 503	49.3	150	891	383	24	359	43.0
Bristow Helicopters	552	3 629	3 396	29 003	9 441	5 462	57.9	257	790	542	52	491	68.6
British Executive Air Services	111	3 992	692	18 343	1 550	510	32.9	25	144	51	1	50	35.4
Ferranti Helicopters	11	74	101	224	44	33	75.0	—	3	3	—	3	100.0
Management Aviation	102	3 512	507	4 054	638	213	33.4	25	54	18	1	17	33.3
TOTAL	1 198	14 139	6 800	80 961	20 798	10 721	51.5	458	1 882	997	77	920	53.0

International Class 7 Licence Operations September 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	419	2 914	2 087	29 309	9 049	4 498	49.7	150	884	383	24	359	43.3
Bristow Helicopters	552	3 629	3 396	29 003	9 441	5 462	57.9	257	790	542	52	491	68.6
British Executive Air Services	111	3 992	692	18 343	1 550	510	32.9	25	144	51	1	50	35.4
Ferranti Helicopters	11	74	101	224	44	33	75.0	—	3	3	—	3	100.0
Management Aviation	102	3 512	507	4 054	638	213	33.4	25	54	18	1	17	33.3
TOTAL	1 195	14 121	6 783	80 933	20 722	10 716	51.7	458	1 875	997	77	920	53.2

Domestic Class 7 Licence Operations September 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	3	18	17	28	76	5	6.6	—	7	—	—	—	—
TOTAL	3	18	17	28	76	5	6.6	—	7	—	—	—	—

All Exempt Operations September 1977

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Short Haul Division	165	184	351	3 789	5 474	3 238	59.2	845	2 479	1 269	987	281	51.2
British Caledonian Airways	62	24	84	114	190	87	45.9	369	2 014	1 523	1 516	8	75.6
Air Anglia	58	184	220	403	409	141	34.5	—	41	14	—	14	34.5
Air Freight	50	134	241	2 343	1 359	827	60.8	21	140	74	12	62	52.5
Alldair	65	167	199	4 319	3 957	1 487	37.6	21	394	138	33	105	35.1
Beecham Imperial	13	16	29	87	101	71	70.3	—	9	6	—	6	71.0
Britannia Airways	84	140	158	14 983	10 921	8 779	80.4	8	932	741	2	739	79.5
British Air Ferries	85	150	320	1 838	2 123	978	46.1	97	564	186	99	86	33.0
British Island Airways	29	53	98	171	133	63	47.4	75	133	47	42	5	35.4
British Midland Airways	182	343	388	18 751	15 325	10 668	69.6	79	1 547	872	41	831	56.4
Dan-Air Services	251	621	831	18 359	15 010	9 376	62.5	2	1 150	719	3	716	62.5
Green Shield Stamp	44	50	76	148	435	211	48.6	—	44	17	—	17	38.6
International Aviation Service	766	259	1 162	—	—	—	—	2 744	27 645	16 657	16 657	—	60.3
Intra Airways	3	5	12	—	28	—	—	12	9	6	6	—	60.5
Invicta International Airlines	85	60	194	—	—	—	—	389	1 280	565	565	—	44.2
Laker Airways	122	32	161	4 298	42 245	31 480	74.5	—	4 286	3 148	—	3 148	73.6
Loganair	124	526	558	2 576	1 527	814	53.3	—	140	75	—	75	53.6
MAM Aviation	101	106	151	374	1 516	359	23.7	—	152	36	—	36	23.7
McAlpine Aviation	252	368	379	909	2 016	622	30.9	—	201	62	—	62	30.8
Monarch Airlines	38	22	56	1 079	6 405	916	14.3	30	622	217	134	83	34.9
Tradewinds Airways	165	62	330	—	—	—	—	544	4 482	2 850	2 850	—	63.6
Trans-Meridian Air Cargo	498	139	918	—	—	—	—	1 396	15 226	6 733	6 733	—	44.2
TOTAL	3 241	3 645	6 915	74 541	109 172	70 118	64.2	6 631	63 487	35 954	29 679	6 274	56.6

International Exempt Operations September 1977

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Short Haul Division	157	151	325	2 784	4 933	2 865	58.1	845	2 434	1 236	987	249	50.8
British Caledonian Airways	62	24	84	114	190	87	45.9	369	2 014	1 523	1 516	8	75.6
Air Anglia	31	62	100	166	215	80	37.1	—	22	8	—	8	37.1
Air Freight	15	26	71	368	286	191	66.8	9	43	22	7	14	51.2
Alidair	23	23	65	425	1 385	331	23.9	10	137	53	30	23	38.6
Beecham Imperial	12	15	28	86	99	71	71.8	—	9	6	—	6	72.4
Britannia Airways	84	140	158	14 983	10 921	8 779	80.4	8	932	741	2	739	79.5
British Air Ferries	79	139	295	1 720	1 926	899	46.7	94	482	177	97	80	36.6
British Island Airways	4	8	16	171	133	63	47.4	6	17	8	3	5	50.1
British Midland Airways	48	45	88	2 873	4 009	3 505	87.4	—	354	273	—	273	77.1
Dan-Air Services	55	53	130	2 862	5 635	3 752	66.6	2	446	297	3	293	66.5
Green Shield Stamp	40	35	66	127	398	200	50.3	—	40	16	—	16	40.0
International Aviation Service	766	259	1 162	—	—	—	—	2 744	27 645	16 657	16 657	—	60.3
Intra Airways	2	3	9	—	—	—	—	7	7	4	4	—	56.1
Invicta International Airlines	85	60	194	—	—	—	—	389	1 280	565	565	—	44.2
Laker Airways	122	32	161	4 298	42 245	31 480	74.5	—	4 286	3 148	—	3 148	73.5
MAM Aviation	68	60	101	222	1 015	250	24.6	—	102	25	—	25	24.5
McAlpine Aviation	173	243	261	559	1 384	401	29.0	—	138	40	—	40	29.0
Monarch Airlines	38	22	56	1 079	6 405	916	14.3	30	622	217	134	83	34.9
Tradewinds Airways	165	62	330	—	—	—	—	544	4 482	2 850	2 850	—	63.6
Trans-Meridian Air Cargo	498	139	918	—	—	—	—	1 396	15 226	6 733	6 733	—	44.2
TOTAL	2 525	1 601	4 617	32 837	81 176	53 870	66.4	6 451	60 714	34 598	29 588	5 010	57.0

Domestic Exempt Operations September 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	8	33	26	1 005	541	373	69.0	—	45	32	—	32	71.1
Air Anglia	28	122	119	237	195	61	31.6	—	20	6	—	6	31.6
Air Freight	35	108	170	1 975	1 073	636	59.2	12	98	52	4	48	53.0
Alldair	43	144	134	3 894	2 572	1 155	44.9	11	257	85	3	82	33.2
Beecham Imperial	—	1	1	1	3	—	12.5	—	—	—	—	—	14.3
British Air Ferries	6	11	25	118	197	79	40.0	3	81	9	2	7	11.3
British Island Airways	25	45	82	—	—	—	—	69	116	39	39	—	33.2
British Midland Airways	133	298	300	15 878	11 315	7 163	63.3	79	1 194	600	41	559	50.2
Dan-Air Services	196	568	702	15 497	9 375	5 625	60.0	—	704	422	—	422	60.0
Green Shield Stamp	4	15	10	21	37	11	30.8	—	4	1	—	1	23.3
Intra Airways	1	2	4	—	28	—	—	5	3	2	2	—	70.3
Loganair	124	526	558	2 576	1 527	814	53.3	—	140	75	—	75	53.6
MAM Aviation	33	46	50	152	501	109	21.8	—	50	11	—	11	22.0
McAlpine Aviation	79	125	118	350	632	221	35.0	—	63	22	—	22	34.9
TOTAL	716	2 044	2 299	41 704	27 996	16 249	58.0	180	2 774	1 356	92	1 265	48.9

Class 5 Operations for UK Operators September 1977

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airtours	350	129	515	17 846	66 309	50 660	76.4	..	6 017	4 592	—	—	4 592	76.3
Air-Bridge Carriers	—	2	2	—	—	—	—	..	6	2	—	2	—	33.3
Alldair	34	187	142	8 038	2 145	1 458	68.0	..	207	117	—	9	108	58.5
Britannia Airways	20	14	31	1 335	2 360	1 736	73.6	..	198	141	—	—	141	71.2
British Midland Airways	7	6	14	237	878	441	50.2	..	84	35	—	—	35	41.7
Dan-Air Services	157	51	203	78	123	73	59.3	..	6 174	4 610	—	4 604	6	74.7
International Aviation Service	5	1	6	—	—	—	—	..	196	174	—	174	—	88.8
Intra Airways	14	34	63	235	411	158	38.4	..	63	39	—	28	11	61.9
Monarch Airlines	10	10	20	587	1 582	726	45.9	..	156	66	—	—	66	42.3
Tradewinds Airways	71	29	120	—	—	—	—	..	1 881	1 246	—	1 246	—	66.2
TOTAL	668	463	1 116	28 356	73 808	55 252	74.9	..	14 982	11 022	—	6 063	4 959	73.6

Class 5 Operations for Non-UK Operators September 1977

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways Short Haul Division	45	26	69	2 704	4 721	4 236	89.7	..	473	394	11	19	364	83.3
British Caledonian Airways	60	20	86	422	910	651	71.5	..	1 866	1 094	—	1 035	59	58.6
Air Freight	11	30	49	—	—	—	—	..	41	31	—	31	—	75.6
Air-Bridge Carriers	12	34	53	—	—	—	—	..	141	96	—	96	—	68.1
Britannia Airways	6	4	7	417	584	477	81.7	..	48	39	—	—	39	81.3
British Island Airways	24	60	74	—	—	—	—	..	108	2	—	2	—	1.9
British Midland Airways	1 170	615	1 746	51 717	176 662	101 935	57.7	..	17 549	8 855	—	1 075	7 780	50.5
Dan-Air Services	256	141	357	19 731	48 516	36 820	75.9	..	3 877	3 072	—	126	2 946	79.2
Intra Airways	1	17	15	586	158	136	86.1	..	10	8	—	—	8	80.0
Monarch Airlines	189	74	275	8 585	31 364	23 707	75.6	..	3 046	2 150	—	—	2 150	70.6
Trans-Meridian Air Cargo	17	3	30	—	—	—	—	..	442	344	—	344	—	77.8
TOTAL	1 791	1 024	2 760	84 162	262 915	167 962	63.9	..	27 601	16 085	11	2 728	13 346	58.3

Aircraft Type and Utilisation — All Airlines September 1977

Table 31.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended September 1977	Daily Utilisation per Aircraft (hrs) Quarter ended September 1977
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	46	198	—	224	—	2 199	511	2	3.4
Aviation Traders Carvair	59	65	20	173	55	336	84	2	3.2
Aviation Traders Merchantman	431	—	495	—	791	—	—	6	4.2
AW650 Argosy	79	—	259	—	315	—	—	3	2.9
BAC 111-200	718	1 378	—	1 620	—	73 970	42 482	9	6.2
BAC 111-300/400	2 098	2 295	2	3 888	2	137 907	145 632	17	7.9
BAC 111-500	4 432	5 809	—	8 539	—	439 494	377 026	36	8.3
BAC/Aerospatiale Concorde	369	64	—	258	—	3 752	21 854	5	1.7
Bell 206 Jetranger	—	4	—	3	—	8	1	2	0.3
Bell 212 Twin	132	4 388	—	818	—	20 556	610	8	3.0
Boeing 707-120/120B	482	180	—	621	—	30 629	69 385	2	11.8
Boeing 707-320C/336	5 720	1 183	537	5 238	2 573	103 425	464 703	34	8.0
Boeing 707-420	1 793	801	—	2 974	—	123 852	291 451	9	10.9
Boeing 720/720B	709	365	—	1 058	—	50 694	99 738	4	9.6
Boeing 727-100	1 236	698	—	1 880	—	84 469	156 347	6	10.9
Boeing 737-200	3 644	2 262	1	5 772	1	271 501	440 196	16	12.5
Boeing 747-100	6 426	1 639	—	8 587	—	217 304	1 571 132	19	13.0
Boeing 747-200	1 151	239	—	1 462	—	33 244	247 034	3	10.0
Bristol Britannia 300	258	—	128	—	574	—	—	3	6.3
Britten-Norman Islander	154	1 724	—	751	—	6 343	560	11	2.3
Britten-Norman Trislander	258	2 745	—	1 339	—	28 280	2 438	14	3.4
Canadair CL 44	868	—	289	—	1 692	—	—	12	5.3
DC3 Dakota/Pionair	190	544	357	545	428	12 817	2 356	13	2.7
DH 106 Comet 4B/C	1 614	1 176	—	2 761	—	115 740	164 142	18	5.3
DHC 6 Twin-Otter	45	202	—	201	—	2 649	569	2	3.5
Fokker Friendship 100/600	585	1 468	—	1 640	—	33 632	16 574	8	6.5
Hawker Siddeley 121 Trident 1C	779	1 352	—	1 618	—	116 239	66 543	11	4.4
Hawker Siddeley 121 Trident 1E	303	319	—	551	—	30 345	29 022	3	6.6
Hawker Siddeley 121 Trident 2E	1 781	1 483	—	3 018	—	113 969	137 302	16	6.7
Hawker Siddeley 121 Trident 3B	552	583	—	1 012	—	58 697	56 894	25	4.0
HP Herald 100/200	793	3 023	391	2 607	491	90 190	18 941	20	5.5
HS 125	410	540	—	635	—	1 518	1 264	4	1.8
HS 748	697	2 225	58	2 397	93	52 666	18 763	18	5.6
Lockheed L1011 Tristar	1 406	821	—	2 117	—	125 758	237 965	9	7.7
MBB BO 105	85	3 351	66	461	10	3 423	103	3	4.4
McDonnell-Douglas DC10-10	1 337	284	—	1 751	—	66 252	39 6922	4	14.9
McDonnell-Douglas DC8-54F/55F	697	—	219	—	971	—	—	5	6.2
McDonnell-Douglas DC9-10 to 40	173	323	—	362	—	17 749	10 235	2	7.0
McDonnell-Douglas DC-10-30	1 143	210	—	1 440	—	34 075	236 474	4	12.7
Piper PA23 Aztec (and Apache)	18	80	—	85	—	247	55	2	1.2
Piper PA31 Navajo (all series)	80	288	—	294	—	901	244	6	1.9
Sikorsky 58T	105	960	10	634	5	4 213	463	10	2.2
Sikorsky S61N	807	4 525	—	4 428	—	56 867	9 487	36	3.8
Vickers Super VC10	3 850	1 182	—	5 297	—	73 864	361 479	15	10.2
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Viscount 700	99	349	5	336	5	12 357	2 945	4	2.9
Vickers Viscount 700D/800/810	1 223	4 168	28	4 118	16	157 238	52 197	29	5.3
Westland S.55 Whirlwind	1	8	—	8	—	35	4	2	0.8
Westland Wessex	50	1 085	—	358	—	4 785	221	4	2.7
TOTAL	49 885	56 586	2 865	83 879	8 022	2 814 189	5 752 347	497	6.4

Aircraft Type and Utilisation — Individual Airlines Table 31.2

September 1977

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1977	Daily utilisation per aircraft (hrs) Quarter ended September 1977
		Passenger	Cargo	Passenger	Cargo				
British Airways Long Haul Division									
McDonnell-Douglas DC10-30	586	68	—	720	—	12 075	104 894	2	12.4
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	3 851	1 182	—	5 297	—	73 864	361 478	15	10.2
Lockheed L1011 Tristar	869	371	—	1 213	—	24 309	117 012	4	8.8
Boeing 707-320C/336	2 514	425	330	1 836	1 636	32 672	142 548	11	9.6
Boeing 747-100	6 427	1 639	—	8 587	—	217 304	1 571 131	19	13.0
Boeing 747-200	1 151	239	—	1 462	—	33 244	247 034	3	10.0
BAC/Aerospatiale Concorde	369	64	—	258	—	3 752	21 854	5	1.7
TOTAL	15 767	3 988	330	19 373	1 636	397 220	2 565 951	60	10.3
British Airways Short Haul Division									
HS 748	106	404	—	371	—	9 444	2 905	2	6.0
Vickers Viscount 700D/800/810	700	2 648	28	2 473	16	99 364	28 899	18	5.1
BAC 111-300/400	508	1 183	—	1 153	—	60 561	27 759	7	5.9
BAC 111-500	1 690	3 394	—	3 589	—	227 302	112 881	18	6.8
Hawker Siddeley 121 Trident 2E	1 781	1 483	—	3 018	—	113 969	137 302	16	6.7
Aviation Traders Merchantman	394	—	470	—	711	—	—	5	4.3
Hawker Siddeley 121 Trident 1C	779	1 352	—	1 618	—	116 239	66 543	11	4.4
Hawker Siddeley 121 Trident 3B	552	583	—	1 012	—	58 697	56 894	25	4.0
Hawker Siddeley 121 Trident 1E	303	319	—	551	—	30 345	29 022	3	6.6
Lockheed L1011 Tristar	537	450	—	904	—	101 449	120 952	5	6.9
TOTAL	7 350	11 816	498	14 689	727	817 370	583 157	110	5.4
British Airtours									
Boeing 707-420	1 793	801	—	2 974	—	123 852	291 451	9	10.9
British Airways Helicopters									
Sikorsky S61N	429	2 883	—	2 138	—	37 679	5 070	19	3.5
Sikorsky 58T	10	169	—	56	—	789	48	2	1.4
Bell 212 Twin	11	336	—	59	—	1 994	64	1	2.3
TOTAL	450	3 388	—	2 253	—	40 462	5 182	22	3.2
British Caledonian Airways									
BAC 111-200	499	1 115	—	1 182	—	56 732	27 869	7	5.9
BAC 111-500	1 194	1 202	—	2 214	—	88 130	101 586	9	8.8
McDonnell-Douglas DC10-30	557	142	—	720	—	22 000	131 580	2	13.0
Boeing 707-320C/336	2 103	418	157	2 102	736	29 958	190 599	10	10.2
TOTAL	4 353	2 877	157	6 218	736	196 820	451 634	28	8.9
Air Anglia									
Fokker Friendship 100/600	585	1 468	—	1 640	—	33 632	16 574	8	6.5
Piper PA31 Navajo (All Series)	80	288	—	294	—	901	244	6	1.9
TOTAL	665	1 756	—	1 934	—	34 533	16 819	14	4.6
Air Freight									
DC3 Dakota/Pionair	90	124	182	210	230	2 343	827	5	2.6
Air-Bridge Carriers									
AW650 Argosy	79	—	259	—	315	—	—	3	2.9
Aviation Traders Merchantman	37	—	25	—	80	—	—	1	3.9
Viscount 700D/800/810	—	—	—	—	—	—	—	—	1.3
TOTAL	117	—	284	—	395	—	—	4	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 September 1977	Daily utilisation per aircraft (hrs) Quarter ended September 1977
Alidair									
Vickers Viscount 700	99	349	5	336	5	12 357	2 945	4	2.9
Aurigny Air Services									
Britten-Norman Trislander	118	2 089	—	667	—	23 104	1 296	6	4.1
Britten-Norman Islander	6	106	—	31	—	619	35	2	0.5
TOTAL	124	2 195	—	698	—	23 723	1 332	8	3.2
Beecham Imperial									
HS 125	13	16	—	29	—	87	71	1	0.8
Bristow Helicopters									
Sikorsky S61N	378	1 642	—	2 290	—	19 188	4 417	17	4.1
Westland S.55 Whirlwind	1	8	—	8	—	35	4	2	0.8
Bell 206 Jetranger	—	4	—	3	—	8	1	2	0.3
Westland Wessex	50	1 085	—	358	—	4 785	221	4	2.7
Sikorsky 58T	67	632	—	446	—	2 569	272	6	2.1
Bell 212 Twin	10	60	—	67	—	219	36	—	2.9
Aerospatiale SA330J Puma	46	198	—	224	—	2 199	511	2	3.4
TOTAL	552	3 629	—	3 396	—	29 003	5 462	33	3.4
Britannia Airways									
Boeing 737-200	3 644	2 262	1	5 772	1	271 501	440 196	16	12.5
British Air Ferries									
HP Herald 100/200	191	789	—	736	—	19 050	4 397	8	3.2
Aviation Traders Carvair	59	65	20	173	55	336	84	2	3.2
TOTAL	249	854	20	909	55	19 386	4 481	10	3.2
British Executive Air Services									
Bell 212 Twin	111	3 992	—	692	—	18 343	510	7	3.1
British Island Airways									
HP Herald 100/200	602	2 234	391	1 871	491	71 140	14 544	12	7.3
British Midland Airways									
Vickers Viscount 700D/800/810	481	1 437	—	1 525	—	53 488	21 189	10	5.9
McDonnell-Douglas DC9-10 to 40	173	323	—	362	—	17 749	10 235	2	7.0
Boeing 707-320C/336	290	110	—	404	—	8 896	24 732	8	2.2
TOTAL	943	1 870	—	2 291	—	80 133	56 156	20	4.5
Brymon Airways									
Britten-Norman Islander	44	260	—	226	—	1 219	200	2	4.2
DHC 6 Twin-Otter	36	169	—	162	—	2 229	455	1	5.4
TOTAL	80	429	—	388	—	3 448	655	3	4.6
Dan-Air Services									
HS 748	591	1 821	58	2 026	93	43 222	15 858	16	5.5
BAC 111-200	219	263	—	438	—	17 238	14 613	2	7.5
BAC 111-300/400	687	520	2	1 234	2	34 568	49 871	5	8.3
BAC 111-500	1 039	818	—	1 856	—	86 332	112 481	6	11.0
DH 106 Comet 4B/C	1 614	1 176	—	2 761	—	115 740	164 142	18	5.3
Boeing 727-100	1 236	698	—	1 880	—	84 469	156 347	6	10.9
Boeing 707-320C/336	813	230	50	896	201	31 899	106 823	5	9.1
TOTAL	6 199	5 526	110	11 091	296	413 468	620 135	58	7.2

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1977	Daily utilisation per aircraft (hrs) Quarter ended September 1977
Ferranti Helicopters									
MBB BO 105	11	74	—	101	—	224	33
Green Shield Stamp									
HS 125	44	50	—	76	—	148	211	1	2.4
Haywards Aviation									
Piper PA23 Aztec (and Apache)	18	80	—	85	—	247	55	2	1.2
International Aviation Service									
Bristol Britannia 300	86	—	38	—	187	—	—	1	7.2
McDonnell-Douglas DC8-54F/55F	533	—	161	—	729	—	—	2	12.6
TOTAL	618	—	199	—	916	—	—	3	10.8
Intra Airways									
DC3 Dakota/Pionair	100	420	175	335	198	10 474	1 529	8	2.9
Vickers Viscount 700D/800/810	42	83	—	120	—	4 386	2 109	1	5.4
TOTAL	143	503	175	455	198	14 860	3 638	9	3.3
Invicta International Airlines									
Bristol Britannia 300	85	—	60	—	194	—	—	1	5.7
Laker Airways									
BAC 111-300/400	902	592	—	1 501	—	42 778	68 003	5	10.2
McDonnell-Douglas DC10-10	1 338	284	—	1 751	—	66 252	396 922	4	14.9
Boeing 707-120/120B	482	180	—	621	—	30 629	69 385	2	11.8
TOTAL	2 722	1 056	—	3 873	—	139 659	534 310	11	12.2
Loganair									
Britten-Norman Trislander	140	656	—	672	—	5 176	1 142	8	2.8
Britten-Norman Islander	104	1 358	—	494	—	4 505	324	7	2.3
DHC 6 Twin-Otter	9	33	—	39	—	420	114	1	1.6
TOTAL	253	2 047	—	1 205	—	10 101	1 580	16	2.5
MAM Aviation									
HS 125	101	106	—	151	—	374	359	2	2.1
Management Aviation									
Sikorsky 58T	28	159	10	132	5	855	143	2	10.4
MBB BO 105	74	3 277	66	360	10	3 199	70	3	4.4
TOTAL	102	3 436	76	492	15	4 054	213	5	5.1
McAlpine Aviation									
HS 125	252	368	—	379	—	909	622

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1977	Daily utilisation per aircraft (hrs) Quarter ended September 1977
Monarch Airlines									
BAC 111-500	509	395	—	880	—	37 730	50 078	3	10.7
Boeing 720/720B	709	365	—	1 058	—	50 694	99 738	4	9.6
TOTAL	1 218	760	—	1 938	—	88 424	149 816	7	10.1
Redcoat Air Cargo									
Bristol Britannia 300	87	—	30	—	193	—	—	1	6.2
Tradewinds Airways									
Canadair CL 44	404	—	164	—	789	—	—	5	5.5
Trans-Meridian Air Cargo									
Canadair CL 44	463	—	125	—	903	—	—	7	5.2
McDonnell-Douglas DC8-54F/55F	164	—	58	—	242	—	—	3	2.5
TOTAL	627	—	183	—	1 145	—	—	10	4.5
GRAND TOTAL	49 885	56 586	2 865	83 879	8 022	2 814 189	5 752 347	497	6.4

Operations Subject to Variable Charge by Type of Licence for September 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	671 535	390 835	92 626	298 208	58.2
Class 2	85 533	67 927	—	67 927	79.4
Class 3	127 852	112 565	—	112 565	88.0
Class 4	20 831	17 106	—	17 106	82.1
Class 5A	14 952	11 011	6 063	4 948	73.6
Class 6	28 810	18 495	18 489	6	64.1
Class 7	1 671	920	76	844	55.1
TOTAL	951 183	618 859	117 253	501 605	65.0
Non-chargeable Operations					
Aircraft hired from Foreign Operators	24 719	12 925	5 887	7 039	52.2
Exempt Services	51 347	28 395	22 160	6 236	55.3
Class 5B	14 325	9 433	1 971	7 462	65.8
Small Aircraft Operations	614	318	6	312	51.7
TOTAL	91 006	51 071	30 023	21 048	56.1
GRAND TOTAL	1 042 190	669 930	147 276	522 653	64.2

Output by Type of Licence and Aircraft Ownership for September 1977

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Hired from UK Airline (000)	Tonne-km Available Hired Otherwise (000)	Total (000)
Class 1	671 938	5 046	2 621	679 605
Class 2	85 533	—	—	85 533
Class 3	127 852	51	—	127 903
Class 4	20 831	41	—	20 872
Class 6	28 810	147	7 318	36 276
Class 7	1 882	—	—	1 882
Exempt Services	51 347	10 629	1 511	63 487
TOTAL	988 193	15 915	11 449	1 015 557
Class 5A	14 952	30	—	14 982
Class 5B	14 325	6	13 270	27 601
TOTAL	29 277	36	13 270	42 583
GRAND TOTAL	1 017 470	15 951	24 719	1 058 140

Passenger Analysis by Type of Licence and Fare Category September 1977

Table 34.1

SCHEDULED

		Fare categories								Total	
		First Class	Normal Economy	Individual travel – only fares Excursion	Apex/ Ipex	Youth Student	Other	Special Facilities	Other facilities IT & FLY-D	Other Travellers	Passengers
Class 1	All	37 398	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 581 980
	International	37 398	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 135 467
	Domestic	—	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	446 513

NON-SCHEDULED

Table 34.2

		Fare Categories				Total
Licence Class		ABC	TGC	IT	Other	Passengers
Class 2	All	104 619	11 085	—	—	115 704
	International	104 619	11 085	—	—	115 704
	Domestic	—	—	—	—	—
Class 3	All	—	—	825 028	—	825 028
	International	—	—	823 556	—	823 556
	Domestic	—	—	1 472	—	1 472
Class 4	All	—	—	11 138	95 248	106 386
	International	—	—	11 138	94 863	106 001
	Domestic	—	—	—	385	385
Class 7	All	—	—	—	80 961	80 961
	International	—	—	—	80 933	80 933
	Domestic	—	—	—	28	28
Exempt	All	—	—	—	74 541	74 541
	International	—	—	—	32 837	32 837
	Domestic	—	—	—	41 704	41 704
TOTAL NON-SCHEDULED						
	All	104 619	11 085	836 166	250 750	1 202 620
	International	104 619	11 085	834 694	208 633	1 159 031
	Domestic	—	—	1 472	42 117	43 589

(a) Under revision.

Appendix A Definitions—Traffic Statistics

MOVEMENTS AT AIRPORTS

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

AIR PASSENGERS

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

TYPES OF SERVICES

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

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

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

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

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

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

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

CLASSES OF LICENCE

Class 1 authorises scheduled service flights;

Class 2 authorises advance booking charter flights;

Class 3 authorises inclusive tour charter flights;

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

Class 5 authorises substitute charter flights;

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

Class 7 authorises sole-use charter flights.

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

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

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

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

Appendix B Measures and their Computation

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

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

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

Seats available per aircraft This is an average per aircraft computed by dividing the seat-kilometres available by the related aircraft kilometres flown.

Speed flown per aircraft This is an average per aircraft measure computed by dividing the aircraft kilometres flown by the related aircraft hours of flight.

Stage distance flown per aircraft The average stage distance flown per aircraft is computed by dividing the aircraft kilometres flown by the related number of aircraft departures.

Tonne-kilometres available A metric tonne of available payload space flown one kilometre. Tonne-kilometres available equals the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers, cargo and mail) on each flight stage by the stage distance.

Tonne-kilometres performed A metric tonne of revenue load carried one kilometre. Tonne-kilometres performed equals the sum of the products obtained by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance.

Tonnes available The capacity of the aircraft for the carriage of payload measured in tonnes.

Weight load factor Tonne-kilometres performed divided by tonne-kilometres available and expressed as a percentage.