

Civil Aviation Authority



CAA Monthly Statistics
(up to and including March 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.

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

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

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

The series comprise:

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

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

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Civil Aviation Statistics—March 1977

Activity at UK Airports

Air transport movements reached a level of 58 000 in March 1977, a growth of 6.0 per cent against March 1976; the proportion of all-freight movements fell 2.0 percentage points to stand at 7.0 per cent of the total. London area movements accounted for more than 28 000 (3.4 per cent growth as compared with the previous year). With the exception of Heathrow, all airports in the London area reported increases in traffic. Gatwick reported 604 additional movements (11.6 per cent growth). Luton 222 additional movements (21.2 per cent growth), Southend 139 additional movements (17.8 per cent growth), and Stansted 103 additional movements (47.5 per cent growth); Heathrow reported a marginal decline in traffic (120 fewer movements). Outside the London area, a total of 29 000 movements was reported, a growth of 8.5 per cent. Aberdeen reported the highest increase in actual movements (793 additional movements; 23.7 per cent growth), followed by Sumburgh and Birmingham with 292 additional movements (25.1 per cent growth) and 261 additional movements (17.8 per cent growth) respectively. Southampton reported the heaviest fall in movements (137 fewer movements; 18.7 per cent decline), followed by the Isle of Man and Blackpool with 59 fewer movements (10.2 per cent decline) and 47 fewer movements (19.0 per cent decline) respectively. In terms of all-freight movements, Blackpool reported the highest increase (43 additional movements; one fold growth) and Aberdeen the heaviest fall (397 fewer movements; 99.5 per cent decline). Scheduled movements in March 1977, as compared with the previous year, grew by 2.1 per cent and charter movements by 21.4 per cent. The UK operators' share of total traffic rose 1.5 percentage points to stand at 77.9 per cent; their share of scheduled traffic rose 1.1 percentage points to stand at 74.0 per cent and their share of charter traffic rose marginally to stand at 90.9 per cent.

The number of terminal passengers reported by UK airports in March 1977 was 3.4 million, an increase of 12.6 per cent over the same month in the previous year. London area passengers grew by 13.9 per cent to 2.4 million. All five airports in the area reported growth, Stansted 51.1 per cent (7 569 additional passengers), Gatwick 19.1 per cent (59 691 additional passengers), Luton 14.5 per cent (14 767 additional passengers), Heathrow 12.6 per cent (209 289 additional passengers) and Southend 4.9 per cent (542 additional passengers). Outside the London area, almost 1.0 million terminal passengers used UK airports, a growth of 9.4 per cent. Aberdeen and Edinburgh reported the greatest increases in passengers handled with 16 715 additional passengers (27.1 per cent growth) and 16 356 additional passengers (23.4 per cent growth) respectively, followed by Birmingham with 12 748 additional passengers (18.4 per cent growth). Glamorgan and Southampton reported the heaviest falls (1 227 fewer passengers; 6.9 per cent decline and 1 088 fewer passengers; 5.6 per cent decline respectively). Passengers travelling on scheduled services increased by 12.1 per cent and those on charter services by 14.5 per cent. The UK operators' share of all passenger traffic fell marginally to stand at 66.0 per cent of scheduled passengers and 85.3 per cent of charter passengers.

Almost 2.4 million passengers travelled on international services (14.1 per cent growth) and 1.0 million on domestic services (9.2 per cent growth). International scheduled services carried 14.3 per cent more passengers than a year earlier and international charter services 13.5 per cent more. The most heavily used scheduled routes were those to France with 11.7 per cent of the total traffic (4.2 per cent growth), followed by those to USA and the Netherlands with 11.4 per cent of the total (17.8 per cent growth) and 8.6 per cent of the total (11.5 per cent growth) respectively. Services to Spain carried 29.6 per cent of the total charter passengers (a marginal decline), services to Italy carried 11.2 per cent of the total (23.4 per cent growth) and those to Germany 8.8 per cent of the total (11.0 per cent growth). Of the passengers travelling on the main domestic routes, those on the London, Edinburgh, Glasgow and Isle of Man services increased (9.5 per cent, 25.7 per cent, 9.3 per cent and 3.5 per cent growth respectively). Traffic carried on routes to the Channel Islands and Belfast declined (−12.3 per cent and −3.2 per cent respectively).

During March 1977, air freight handled at UK airports amounted to 64 000 tonnes (11.6 per cent growth as compared with March 1976); 37 000 tonnes of this travelled on all-freight flights (11.6 per cent growth), whilst freight carried on passenger flights increased by 11.5 per cent. In the London area, total tonnage rose by 13.8 per cent; only Southend reported a fall in traffic (548 fewer tonnes; −52.0 per cent). Heathrow handled 3 898 additional tonnes (10.9 per cent growth), Gatwick 1 352 additional tonnes (18.0 per cent growth) and Stansted 1 119 additional tonnes (74.1 per cent growth). Once again, Luton reported the highest growth rate (more than seven fold); 488 additional tonnes were handled, 348 tonnes of which travelled on all-freight flights. Over the rest of the UK, total tonnage rose by 3.0 per cent. Bournemouth, Prestwick and Glasgow reported the heaviest increases in tonnage handled (437 additional tonnes; 60.6 per cent growth, 260 additional tonnes; 22.2 per cent growth and 122 additional tonnes; 8.4 per cent growth respectively). East Midlands continued to report the heaviest fall in tonnage handled (361 fewer tonnes; 50.6 per cent decline), followed by Manchester and Liverpool with 119 fewer tonnes (4.0 per cent decline) and 89 fewer tonnes (7.5 per cent decline) respectively. Freight carried on scheduled services rose by 11.2 per cent, as compared with the previous year, and on charter services there was an increase of 13.0 per cent. The UK operators' share of total tonnage fell marginally to stand at 50.4 per cent; their share of scheduled traffic fell 2.5 percentage points to 41.9 per cent, but their share of charter traffic rose 6 percentage points to 83.1 per cent.

Output of UK Airlines

The output of UK airlines for all services in March 1977 was 811 million available tonne-kilometres, an increase of 4.8 per cent on March 1976.

The scheduled service output of 558 million available tonne-kilometres was 3.3 per cent lower than a year earlier. The overall load factor was 58.6 per cent com-

pared with 55.3 the previous year. Seat kilometres used were 60.0 per cent of those available. Seat factors on domestic and international scheduled services were 62.0 and 59.8 per cent respectively compared with 59.6 and 55.8 per cent a year earlier.

The non-scheduled output of 253 million available tonne-kilometres was 28.4 per cent higher than in March 1976. Advance Booking charters and Inclusive Tour charters accounted for 14.5 and 66.8 million

available tonne-kilometres respectively compared with 8.3 and 59.0 million a year earlier.

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

Size Structure of UK

Table 1

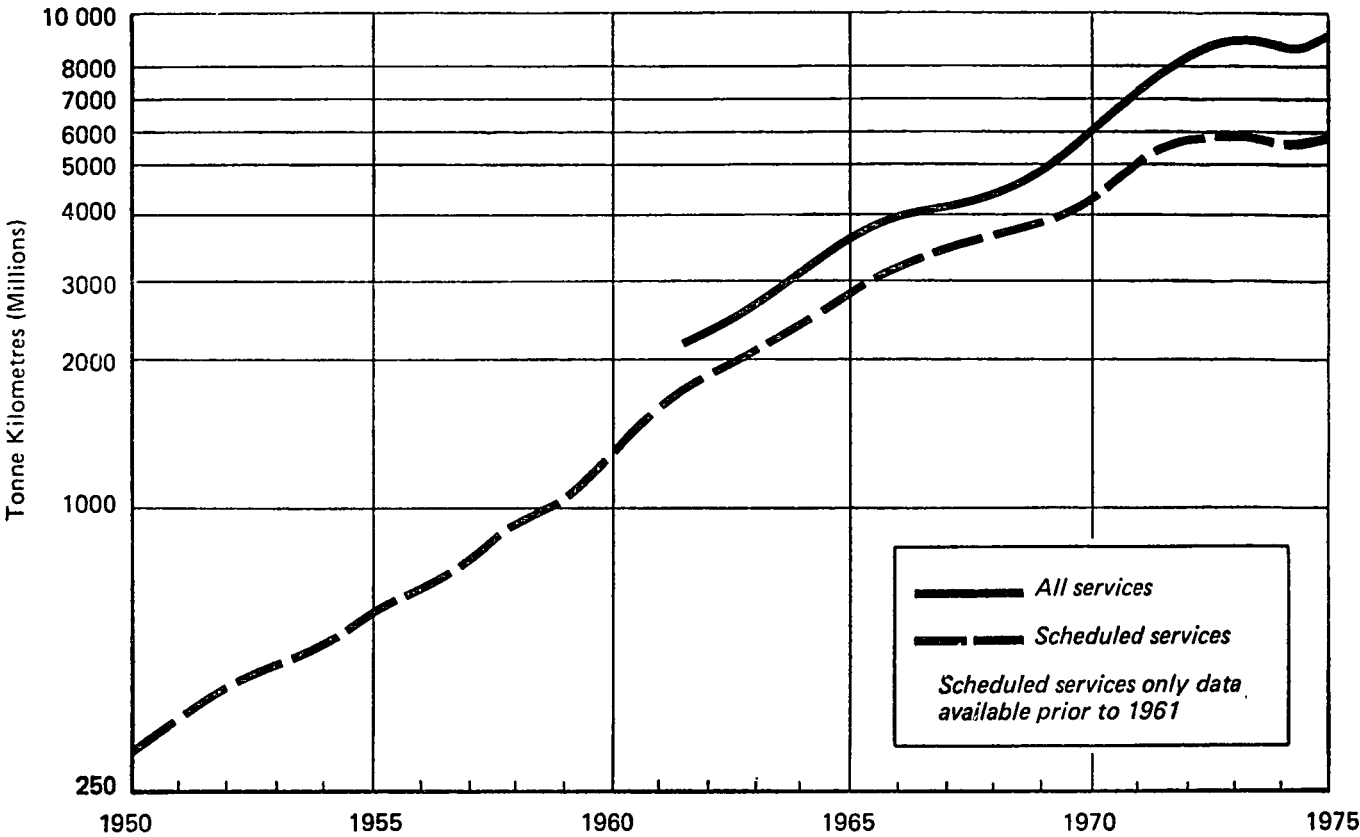
Airports and Airlines Year ended 31 March 1977

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	23 700	52.06	100	100.00
Gatwick	5 895	12.95	98	47.94
Manchester	2 774	6.09	95	34.99
Glasgow	1 937	4.25	90	28.89
Luton	1 853	4.07	91	24.64
Birmingham	1 136	2.50	88	20.57
Belfast	1 072	2.35	86	18.07
Edinburgh	1 042	2.29	84	15.72
Aberdeen	866	1.90	81	13.43
Newcastle	655	1.44	79	11.53
East Midlands	482	1.06	77	10.09
Prestwick	400	0.88	74	9.03
Liverpool	359	0.79	72	8.15
Isle of Man	344	0.76	70	7.36
Leeds/Bradford	302	0.66	67	6.61
Stansted	291	0.64	65	5.94
Southampton	278	0.61	63	5.30
Sumburgh	261	0.57	60	4.69
Southend	224	0.49	58	4.12
Bristol	211	0.46	56	3.63
Tees-side	204	0.45	53	3.17
Glamorgan	196	0.43	51	2.72
Other Airport (21)	1 041	2.29	49	2.29

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres available	Percentage of UK airlines this size and smaller	Percentage of a.t. – km of UK airlines this size and smaller
British Airways Overseas Division	5 052	51.46	100	100.00
British Airways European Division	1 136	11.57	97	48.54
British Caledonian Airways	839	8.55	94	36.97
Dan Air Services	514	5.24	91	28.43
Laker Airways	392	3.99	88	23.19
International Aviation Services	355	3.62	85	19.20
Britannia Airways	352	3.59	82	15.58
Trans-Meridian Air Cargo	246	2.51	79	12.00
British Airtours	226	2.30	76	9.49
Monarch Airlines	161	1.64	73	7.19
Tradewinds Airways	153	1.56	70	5.55
British Airways Regional Division	148	1.51	67	3.99
British Midland Airways	128	1.30	64	2.49
Air Anglia	27	0.28	61	1.18
British Island Airways	24	0.24	58	0.91
British Air Ferries	11	0.11	55	0.66
Alidair	10	0.10	52	0.55
Others (16 airlines)	44	0.45	48	0.45

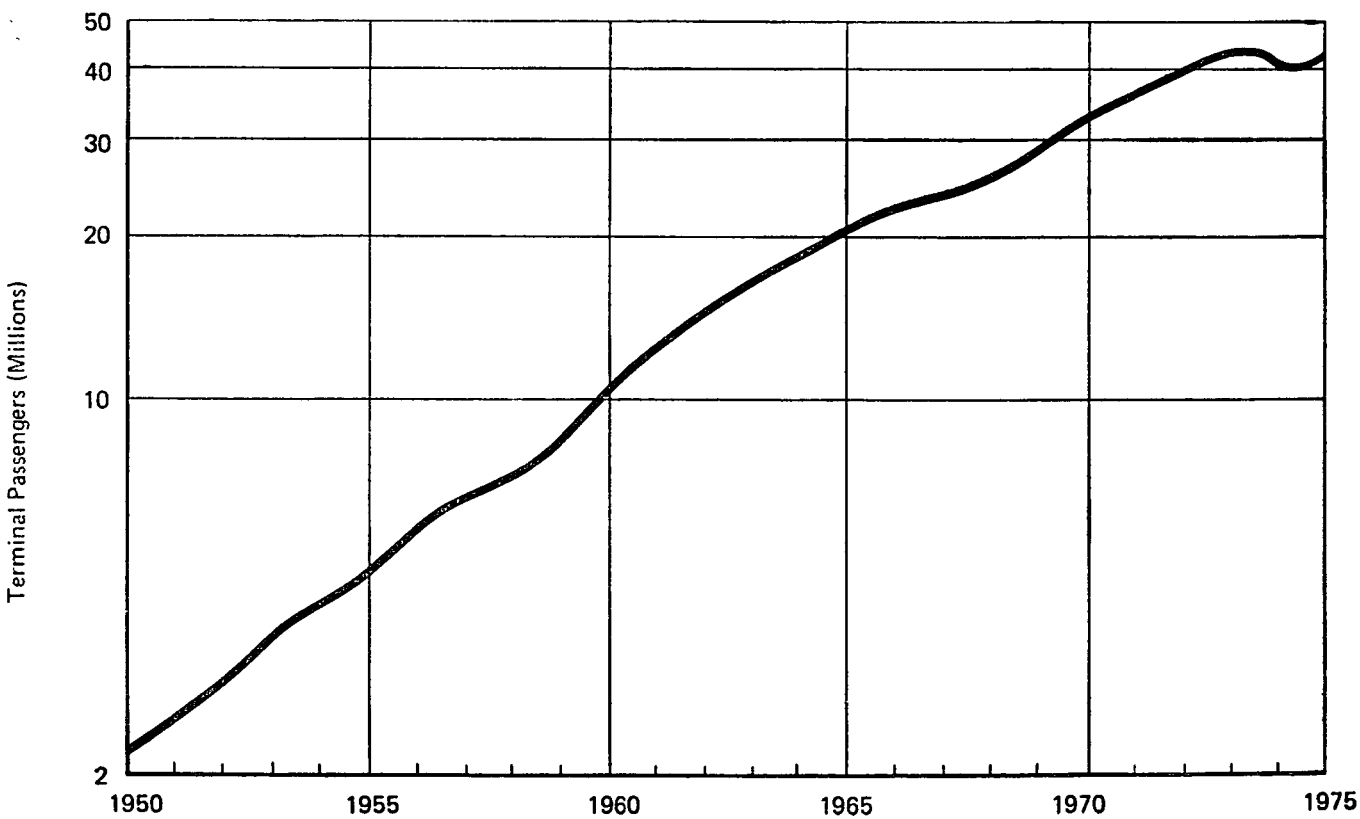
Output of UK Airlines

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						
March 1976	1 899	708	42 367	9 108	6 140	2 968
March 1977	1 917	747	45 520	9 824	6 595	3 229
Latest year's growth (percentages)						
	0.9	5.5	7.4	7.9	7.4	8.8
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

Monthly Averages or Calendar Months

		Total		UK Operators				Foreign Operators			
		A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1966		46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967		47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968		46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969		49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970		50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971		52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972		55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973		59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1974		59.2	3 340	35.1	1 699	10.2	666	12.4	844	1.5	131
1975		58.4	3 487	33.2	1 721	11.3	711	12.2	900	1.7	154
1976		61.7	3 722	34.4	1 810	12.8	742	12.5	989	2.0	181
1975	1st quarter	48.4	2 532	28.4	1 338	8.1	431	11.1	703	0.9	59
	2nd quarter	61.6	3 611	35.3	1 763	11.9	763	12.6	920	1.8	165
	3rd quarter	69.8	4 766	38.6	2 209	14.8	1 110	13.7	1 157	2.6	290
	4th quarter	53.6	3 039	30.4	1 575	10.4	541	11.5	820	1.3	103
1976	1st quarter	50.9	2 706	29.6	1 451	9.2	443	11.3	751	0.9	60
	2nd quarter	65.1	3 906	36.4	1 887	13.8	826	12.7	994	2.1	200
	3rd quarter	73.8	4 984	39.7	2 236	16.6	1 144	14.2	1 274	3.2	331
	4th quarter	56.8	3 294	31.9	1 667	11.4	555	11.8	937	1.7	135
1977	1st quarter	53.2	2 990	30.3	1 568	10.8	497	11.0	847	1.1	79
1975	October	61.8	3 765	34.6	1 904	12.4	744	12.8	941	2.0	176
	November	49.6	2 679	28.4	1 423	9.5	453	10.8	734	1.0	69
	December	49.4	2 674	28.3	1 399	9.2	426	11.0	785	1.0	64
1976	January	50.8	2 703	29.3	1 436	9.1	436	11.5	770	0.9	61
	February	47.6	2 419	27.8	1 305	8.5	402	10.7	671	0.7	41
	March	54.4	2 995	31.7	1 613	9.9	490	11.8	813	1.1	78
	October	64.4	3 983	35.3	1 926	13.5	763	13.3	1 086	2.4	209
	November	53.7	2 984	30.8	1 568	10.5	456	10.9	850	1.5	109
	December	52.2	2 915	29.5	1 506	10.2	446	11.2	874	1.3	88
1977	January	52.6	2 955	29.8	1 510	10.4	487	11.3	886	1.1	72
	February	49.4	2 645	28.1	1 401	10.0	447	10.3	729	1.0	68
	March	57.7	3 371	32.9	1 794	12.1	556	11.5	926	1.2	96

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

		Total	Commercial		Other	Non-commercial		Other
		(000)	Total	Air transport	(000)	Total	Aero club and private	Test and training
		(000)	(000)	(000)	(000)	(000)	(000)	(000)
1966		91.1	49.2	46.4	2.8	41.9	27.5	5.6
1967		101.1	49.9	47.2	2.7	51.2	31.9	9.7
1968		106.6	49.7	46.7	3.0	56.9	36.1	12.4
1969		116.6	53.3	49.3	4.0	63.3	42.5	13.4
1970		122.4	55.1	50.6	4.5	67.3	45.0	14.3
1971		134.9	57.4	52.5	4.9	77.5	49.7	19.6
1972		144.4	61.2	55.8	5.4	83.2	56.2	18.2
1973		157.7	67.0	59.9	7.1	90.7	65.0	17.5
1974		154.1	66.0	59.2	6.9	88.1	65.2	15.0
1975		159.2	65.1	58.4	6.7	94.2	70.2	15.6
1976		158.0	68.4	61.7	6.7	89.6	67.2	13.3
1975	1st quarter	134.2	53.5	48.4	5.0	80.7	55.1	17.9
	2nd quarter	178.0	68.8	61.6	7.2	109.2	81.6	17.9
	3rd quarter	185.7	78.5	69.8	8.7	107.2	84.6	15.2
	4th quarter	138.9	59.4	53.6	5.8	79.5	59.3	11.5
1976	1st quarter	130.2	55.9	50.9	5.0	74.3	51.8	13.4
	2nd quarter	181.2	73.1	65.1	8.0	108.1	82.6	15.8
	3rd quarter	186.2	82.3	73.8	8.5	104.0	83.4	11.8
	4th quarter	134.3	62.4	56.8	5.6	71.9	50.8	12.2
1977	1st quarter	137.2	58.3	53.2	5.1	78.9	53.8	14.7
1975	October	160.0	69.4	61.8	7.6	90.6	67.9	13.7
	November	135.2	54.9	49.6	5.3	80.2	59.8	11.0
	December	121.6	54.0	49.4	4.5	67.6	50.2	9.7
1976	January	122.4	55.4	50.8	4.6	67.1	46.0	12.5
	February	121.3	52.1	47.6	4.4	69.3	48.8	12.1
	March	146.9	60.3	54.4	5.9	86.6	60.5	15.7
	October	151.7	71.3	64.4	6.8	80.4	57.3	12.9
	November	141.0	59.1	53.7	5.4	82.0	57.7	14.2
	December	110.3	56.8	52.2	4.6	53.4	37.4	9.6
1977	January	127.6	57.3	52.6	4.7	70.3	48.7	13.0
	February	131.0	54.0	49.4	4.7	77.0	52.4	14.3
	March	153.0	63.6	57.7	6.0	89.4	60.3	16.8

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1974	31 110	5 793	2 609	1 422	1 176	4 080	5 623	4 380	2 982	7 952
1975	30 062	5 606	2 622	1 430	1 153	4 094	5 242	5 472	2 696	8 007
1976	30 857	5 658	2 823	1 628	1 115	4 082	5 641	7 215	2 641	7 905
1975 1st quarter	26 019	4 738	1 951	1 195	1 011	2 919	3 860	4 570	2 200	5 880
2nd quarter	31 315	5 979	2 888	1 487	1 350	4 795	5 675	5 260	2 862	8 919
3rd quarter	35 491	6 689	3 288	1 661	1 369	5 451	6 474	5 895	3 490	10 728
4th quarter	27 421	5 016	2 360	1 375	881	3 211	4 960	6 164	2 231	6 501
1976 1st quarter	26 318	4 661	2 089	1 387	877	2 770	4 677	6 041	2 131	5 500
2nd quarter	32 305	6 015	3 053	1 696	1 230	4 715	5 868	7 423	2 817	9 202
3rd quarter	36 271	6 920	3 576	1 899	1 404	5 463	6 908	7 811	3 535	10 684
4th quarter	28 534	5 038	2 575	1 531	949	3 380	5 109	7 583	2 081	6 235
1977 1st quarter	26 880	4 713	2 257	1 494	923	2 945	4 572	7 463	1 981	5 059
1975 October	31 464	5 976	2 984	1 525	1 060	4 093	5 698	6 513	2 493	8 228
November	25 044	4 739	2 094	1 308	813	2 900	4 641	6 031	2 070	5 536
December	25 754	4 334	2 001	1 292	769	2 639	4 541	5 948	2 130	5 738
1976 January	26 882	4 606	1 985	1 332	833	2 570	4 689	5 701	2 175	5 060
February	24 553	4 386	1 958	1 350	737	2 472	4 402	5 760	2 030	4 652
March	27 520	4 992	2 325	1 480	1 061	3 267	4 941	6 661	2 188	6 788
October	32 227	5 960	3 032	1 676	1 062	4 228	5 976	7 841	2 421	8 069
November	26 484	4 799	2 499	1 502	986	3 079	4 849	7 599	1 946	5 489
December	26 892	4 354	2 194	1 416	800	2 834	4 503	7 310	1 876	5 147
1977 January	27 127	4 582	2 085	1 468	863	2 682	4 662	7 214	1 951	4 758
February	25 046	4 352	2 084	1 451	849	2 740	3 918	7 081	1 850	4 569
March	28 468	5 204	2 602	1 564	1 057	3 413	5 136	8 094	2 142	5 849

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1974	2 306	259	122	64	35	84	256	78	138	163
1975	2 412	275	136	65	34	86	253	96	131	168
1976	2 604	283	133	71	34	81	280	118	119	163
1975 1st quarter	1 810	180	85	50	24	49	165	76	94	89
2nd quarter	2 469	296	149	68	37	101	264	92	135	192
3rd quarter	3 250	389	198	84	51	128	352	116	197	267
4th quarter	2 120	233	111	56	23	66	230	100	99	123
1976 1st quarter	1 914	193	84	52	23	46	210	94	88	82
2nd quarter	2 704	310	147	76	37	97	293	120	124	193
3rd quarter	3 439	403	186	94	50	120	377	137	174	255
4th quarter	2 358	227	115	60	25	60	242	119	89	119
1977 1st quarter	2 152	205	92	56	26	45	214	116	85	84
1975 October	2 591	305	159	72	31	93	283	116	114	187
November	1 854	211	96	51	21	58	212	92	84	95
December	1 914	184	79	45	18	47	195	91	100	87
1976 January	1 947	188	71	48	18	38	211	89	94	65
February	1 698	177	80	49	20	41	186	87	80	67
March	2 097	215	102	60	30	59	232	107	91	115
October	2 811	296	153	74	33	86	297	129	103	181
November	2 129	204	105	56	23	52	222	116	77	91
December	2 135	181	86	49	18	42	206	112	87	86
1977 January	2 170	194	78	52	23	34	210	109	86	67
February	1 897	182	83	55	24	40	181	107	76	72
March	2 389	238	115	62	31	60	251	132	93	112

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months		Tonnes									
		Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1966		25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967		26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968		30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969		34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970		34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971		34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972		40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973		45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1974		46 745	4 917	941	178	82	1 445	3 513	462	1 774	1 879
1975		42 767	3 871	839	118	66	1 188	2 571	539	1 182	1 662
1976		44 268	3 822	866	96	78	1 170	2 657	723	1 267	1 679
1975	1st quarter	45 025	4 197	783	138	67	1 284	2 327	429	1 227	1 825
	2nd quarter	43 039	3 807	904	122	59	1 260	2 611	563	1 215	1 686
	3rd quarter	40 959	3 460	826	112	76	1 102	2 515	537	1 163	1 728
	4th quarter	42 045	4 020	844	101	62	1 105	2 832	628	1 121	1 408
1976	1st quarter	42 131	3 878	734	106	47	1 095	2 513	686	1 174	1 655
	2nd quarter	43 575	3 838	802	99	69	1 258	2 579	730	1 231	1 985
	3rd quarter	44 370	3 642	1 047	91	100	1 135	2 579	709	1 460	1 688
	4th quarter	46 995	3 930	882	90	94	1 191	2 776	767	1 204	1 390
1977	1st quarter	46 668	3 848	520	108	74	1 364	2 702	788	1 162	1 639
1975	October	42 465	4 001	900	120	57	1 177	2 976	660	1 280	1 535
	November	41 910	4 238	838	90	65	1 036	2 809	599	1 080	1 345
	December	41 761	3 822	795	93	65	1 101	2 711	625	1 002	1 344
1976	January	40 051	3 649	641	83	44	864	2 337	551	1 104	1 228
	February	40 483	3 782	623	72	46	1 026	2 383	656	1 203	1 527
	March	45 860	4 203	937	162	52	1 396	2 819	850	1 215	2 209
	October	47 729	4 388	1 015	103	84	1 390	2 948	756	1 396	1 499
	November	46 248	3 879	833	93	133	1 153	2 677	820	1 154	1 399
	December	47 008	3 524	799	74	66	1 031	2 703	725	1 063	1 273
1977	January	42 477	3 574	483	81	62	913	2 325	701	1 090	1 121
	February	45 359	3 975	433	136	73	1 299	2 664	791	1 119	1 666
	March	52 167	3 994	645	106	88	1 881	3 116	873	1 278	2 130

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
1975 October	500.3	263.9	10.5	37.3	216.0	52.7	3 916.5	2 390.4	61.0
November	448.5	230.3	10.2	47.4	172.6	51.3	3 434.4	1 914.5	55.7
December	512.1	296.3	15.8	66.6	213.9	57.9	3 925.2	2 395.5	61.0
1976 January	454.9	248.7	10.0	49.2	189.5	54.7	3 542.4	2 124.6	60.0
February	441.6	228.2	10.2	57.8	160.2	51.7	3 405.7	1 776.6	52.2
March	577.0	319.0	14.0	83.9	221.1	55.3	4 386.8	2 458.4	56.0
October	542.0	296.9	11.7	60.0	225.2	54.8	4 305.0	2 453.3	57.0
November	479.2	268.8	12.4	62.3	194.1	56.1	3 721.6	2 119.4	56.9
December	573.4	328.1	17.8	71.1	239.2	57.2	4 386.5	2 627.9	59.9
1977 January	463.6	262.8	10.3	50.4	202.1	56.7	3 590.2	2 224.4	62.0
February	469.1	256.4	12.0	64.7	179.7	54.7	3 573.8	1 958.7	54.8
March	557.5	326.5	13.8	79.0	233.7	58.6	4 250.9	2 549.8	60.0

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
1975 October	30.7	18.1	0.2	1.1	16.7	58.8	305.7	198.4	64.9
November	24.9	13.4	0.2	0.9	12.2	53.8	246.1	145.2	59.0
December	25.1	13.0	0.3	1.0	11.7	51.5	245.8	138.1	56.2
1976 January	27.3	13.9	0.2	1.1	12.6	51.0	263.7	149.0	56.5
February	25.8	12.9	0.2	1.1	11.6	50.0	251.0	137.7	54.9
March	28.6	15.5	0.2	1.2	14.0	54.3	279.9	166.7	59.6
October	34.1	18.6	0.2	1.2	17.2	54.7	334.3	204.9	61.3
November	29.0	14.9	0.2	1.0	13.6	51.4	281.8	162.0	57.5
December	27.0	13.8	0.2	0.9	12.7	51.0	264.4	151.0	57.1
1977 January	27.8	13.9	0.2	0.9	12.8	50.2	270.0	151.5	56.1
February	25.6	13.3	0.2	1.0	12.1	51.8	248.8	143.4	57.6
March	31.5	17.5	0.3	1.2	16.0	55.4	307.0	190.5	62.0

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
1975 October	469.6	245.8	10.3	36.1	199.4	52.3	3 610.8	2 192.0	60.7
November	423.6	216.9	10.0	46.5	160.4	51.2	3 188.3	1 769.3	55.5
December	487.0	283.4	15.6	65.6	202.2	58.2	3 679.4	2 257.4	61.4
1976 January	427.6	234.7	9.7	48.2	176.9	54.9	3 278.6	1 975.5	60.3
February	415.7	215.3	10.0	56.7	148.6	51.8	3 154.7	1 638.9	51.9
March	548.5	303.5	13.8	82.6	207.1	55.3	4 106.9	2 291.7	55.8
October	507.9	278.2	11.5	58.8	207.9	54.8	3 970.7	2 248.4	56.6
November	450.2	253.9	12.2	61.2	180.5	56.4	3 439.8	1 957.4	56.9
December	546.4	314.3	17.6	70.3	226.5	57.5	4 122.2	2 476.9	60.1
1977 January	435.9	248.9	10.0	49.6	189.3	57.1	3 320.3	2 072.9	62.4
February	443.5	243.2	11.8	63.7	167.7	54.8	3 325.0	1 815.3	54.6
March	526.0	309.0	13.5	77.8	217.7	58.7	3 943.9	2 359.3	59.8

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
1975 October	263.4	34.5	98.3	12.9	45.6	6.0	119.5	15.6
November	212.6	32.2	61.9	9.4	15.3	2.3	135.4	20.5
December	215.2	29.6	52.3	7.2	32.2	4.4	130.7	18.0
1976 January	192.6	29.9	53.1	8.2	27.3	4.2	112.2	17.4
February	160.8	26.7	50.4	8.4	13.7	2.3	96.7	16.1
March	197.2	25.5	59.0	7.6	20.1	2.6	118.1	15.3
October	285.9	34.5	107.0	12.9	51.6	6.2	127.3	15.4
November	219.1	31.4	58.8	8.4	29.3	4.2	131.1	18.8
December	225.6	28.2	56.4	7.1	41.4	5.2	127.7	16.0
1977 January	215.8	31.8	60.1	8.8	33.8	5.0	121.9	17.9
February	198.9	29.8	54.4	8.1	19.7	2.9	124.8	18.7
March	253.4	31.3	66.8	8.2	29.1	3.6	157.5	19.4

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
1975 October	1 123.7	932.0	82.9	597.9	5 743	8 669	1 510	1 559
November	709.4	581.7	82.0	358.4	3 580	5 597	1 563	1 623
December	594.4	455.4	76.6	285.9	3 053	4 702	1 540	1 593
1976 January	602.4	479.4	79.6	314.1	3 199	4 753	1 486	1 527
February	573.9	496.0	86.4	324.2	3 024	4 449	1 471	1 530
March	671.5	586.5	87.3	376.2	3 479	5 126	1 499	1 559
October	1 216.8	973.1	80.0	602.0	5 837	9 117	1 562	1 616
November	671.0	549.7	81.9	335.8	3 318	5 185	1 563	1 637
December	640.9	472.9	73.8	303.2	3 291	4 938	1 500	1 560
1977 January	675.8	527.4	78.0	344.5	3 506	5 132	1 464	1 531
February	614.6	520.3	84.6	345.6	3 259	4 659	1 430	1 505
March	753.0	750.7	86.4	415.7	3 869	5 732	1 482	1 806

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
1975 October	467.2	348.8	74.7	93.3	1 412	2 403	1 702	3 739
November	162.3	124.2	76.5	35.4	816	1 050	1 287	3 508
December	341.4	271.0	79.4	78.2	1 261	2 153	1 707	3 465
1976 January	291.8	234.2	80.3	67.4	1 146	1 828	1 595	3 475
February	147.3	115.5	78.4	34.1	807	992	1 229	3 387
March	214.2	174.9	81.7	56.5	1 067	1 371	1 285	3 096
October	523.2	409.9	78.3	101.0	1 391	2 653	1 907	4 058
November	296.0	250.5	84.6	70.3	1 009	1 532	1 518	3 563
December	426.8	359.0	84.1	99.1	1 323	2 325	1 757	3 623
1977 January	351.6	295.6	84.1	78.1	1 171	1 973	1 685	3 785
February	209.7	161.5	77.0	50.4	989	1 346	1 361	3 204
March	311.0	256.5	82.5	75.6	1 334	1 882	1 411	3 393

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages

Analysis by Countries of Landing and of Embarkation																		
Monthly Averages																		
European continent and Mediterranean Sea area(b)		Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968		914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969		1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970		1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971		1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972		1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973		1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1974		1 648	72	40	223	187	45	148	67	135	23	36	36	403	23	86	27	96
1975		1 751	66	41	228	190	58	155	83	136	29	26	42	442	28	91	34	103
1976		1 842	71	47	242	206	74	162	107	153	43	25	43	389	35	98	35	113
1975	2nd quarter	1 854	70	41	245	190	61	159	76	148	30	25	40	499	32	95	42	102
	3rd quarter	2 444	72	51	275	226	107	246	111	152	39	38	67	696	36	112	67	147
	4th quarter	1 461	63	39	201	164	43	116	80	134	28	18	31	330	24	77	20	92
1976	1st quarter	1 261	58	36	196	177	24	100	77	119	28	16	29	216	22	82	9	74
	2nd quarter	1 978	76	46	258	216	86	175	99	164	43	25	43	443	38	103	44	119
	3rd quarter	2 521	77	56	292	242	134	258	147	171	56	35	67	605	41	117	63	160
	4th quarter	1 609	73	51	220	189	50	114	107	158	47	22	34	291	40	93	22	100
1977	1st quarter	1 436	65	47	209	201	29	116	103	136	42	20	29	218	34	97	8	82
Rest of World		Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)						
1968		270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969		327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970		392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971		433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972		512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1973		560.3	17.3	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2						
1974		551.1	21.4	21.5	108.6	11.5	23.2	10.5	19.3	243.8	11.3	80.0						
1975		600.8	27.3	23.0	117.2	12.5	28.9	15.1	24.1	244.9	13.1	94.6						
1976		685.8	31.2	24.7	120.7	13.5	32.3	14.3	27.5	293.1	17.2	111.3						
1975	2nd quarter	586.1	23.2	20.9	127.0	9.8	25.4	11.6	21.2	257.3	10.4	79.3						
	3rd quarter	843.5	35.5	28.0	203.8	16.7	29.7	19.4	27.6	348.6	18.8	115.3						
	4th quarter	548.4	29.7	23.6	23.0	12.0	32.8	14.7	26.2	215.0	13.1	99.4						
1976	1st quarter	480.6	28.3	20.8	56.7	13.0	31.5	15.6	28.1	171.6	12.6	102.4						
	2nd quarter	679.5	29.9	24.4	122.6	11.2	27.8	11.3	24.9	314.4	14.2	98.8						
	3rd quarter	966.0	35.9	30.2	217.8	17.5	33.3	15.9	29.9	427.3	23.9	134.4						
	4th quarter	617.2	30.6	23.6	85.6	12.4	36.8	14.2	27.1	259.3	18.1	109.4						
1977	1st quarter	539.4	31.0	19.9	59.1	12.3	37.0	16.2	25.7	203.4	22.9	111.9						

The above figures are derived from airport statistics.

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

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

(c) Commonwealth countries only.

(d) Oil Rigs *not* included.

Table 11

Total		Commercial Movements				Non-commercial Movements					
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	8 185	5 833	—	616	—	413	17	—	1 258	—	48
+ Heathrow	22 319	20 128	—	76	—	108	301	—	1 596	34	76
+ Luton	3 810	1 267	—	266	32	70	11	605	1 525	—	34
+ Southend	5 221	920	—	—	—	365	—	2 559	1 359	18	—
+ Stansted	2 458	320	—	75	—	1 093	6	100	748	103	13
Total (London Area)	41 993	28 468	—	1 033	32	2 049	335	3 264	6 486	155	171
Westland Heliport (Battersea)	795	214	6	210	—	—	—	—	259	—	106
Other UK Airports											
+ Leeds/Bradford	3 096	860	2	30	43	174	44	1 282	651	2	8
+ Liverpool	6 040	902	—	176	42	130	11	3 753	950	10	66
+ Manchester	5 780	3 442	—	244	12	39	214	977	815	6	31
+ Birmingham	5 902	1 726	—	96	19	282	29	2 656	1 056	6	32
+ Coventry	4 633	24	—	9	106	1 129	12	2 537	814	—	2
+ East Midlands	4 214	852	34	162	30	571	24	1 543	923	8	67
+ Newcastle	2 266	1 071	4	36	414	224	4	277	166	2	68
+ Tees-side	3 504	493	346	28	—	406	—	1 521	427	7	276
+ Bristol	1 835	503	—	30	—	9	17	837	413	—	26
+ Glamorgan	2 580	522	—	60	2	51	—	1 676	241	—	28
Swansea	832	32	—	10	50	2	—	454	233	—	51
+ Blackpool	7 193	200	6	39	3	1 313	2	4 784	820	—	26
+ Bournemouth	3 761	641	—	195	—	1 295	—	580	1 003	—	47
+ Cambridge	3 379	44	—	28	2	60	1	936	304	—	2 004
+ Exeter	2 440	118	—	—	157	18	—	1 115	494	4	534
Gloucester/Cheltenham	3 804	68	—	—	147	862	—	2 211	484	—	32
Hawarden	1 000	—	—	—	—	32	—	764	187	—	17
Isles of Scilly	225	192	—	—	10	2	—	—	17	—	4
+ Lydd	2 110	336	—	—	—	18	—	781	894	—	81
+ Manston	373	104	—	12	115	86	—	—	56	—	—
+ Norwich	1 643	708	—	24	79	65	389	—	366	2	10
Penzance Heliport	326	192	—	—	24	110	—	—	—	—	—
+ Southampton	3 036	596	—	52	54	1 837	14	84	381	—	18
+ Edinburgh	6 096	1 702	—	65	—	184	34	1 280	714	4	2 113
+ Glasgow	6 610	2 931	—	73	—	91	60	1 196	931	11	1 317
+ Prestwick	5 039	503	—	2	—	3 325	23	472	262	—	452
+ Aberdeen	7 380	4 141	—	333	—	1 009	7	1 427	447	2	14
Benbecula	340	240	—	—	11	—	51	—	—	—	38
Inverness	2 073	670	—	8	216	842	—	237	81	9	10
Islay	122	72	—	4	40	—	—	2	4	—	—
+ Kirkwall	1 187	821	—	60	119	—	7	107	69	—	4
Stornoway	426	286	—	14	12	6	4	2	2	8	92
+ Sumburgh	2 298	1 454	—	127	378	326	—	—	—	—	13
Tiree	74	72	—	2	—	—	—	—	—	—	—
Wick	471	338	—	1	—	—	2	114	4	—	12
+ Belfast	6 704	1 621	—	90	9	—	—	1 656	343	2	2 983
+ Isle of Man	1 409	521	—	28	149	244	—	340	107	2	18
Total (Incl. London Area)	152 989	57 680	398	3 281	2 275	16 791	1 284	38 865	21 404	240	10 771
Channel Islands Airports											
Alderney	428	428	..	..	..	..	..	..	..	..	..
Guernsey	2 097	2 097	..	..	..	..	..	..	..	..	..
Jersey	3 324	3 324	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	5 849	5 849	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator March 1977

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	5 833	43	2 847	380	94	2 222	247
+ Heathrow	20 128	9 735	608	9 511	175	16	83
+ Luton	1 267	—	—	—	—	1 080	187
+ Southend	920	—	647	—	—	269	4
+ Stansted	320	—	—	—	—	113	207
TOTAL (London Area)	28 468	9 778	4 102	9 891	269	3 700	728
Westland Heliport (Battersea)	214	—	—	—	6	208	—
Other UK Airports							
+ Leeds/Bradford	860	298	428	18	—	109	7
+ Liverpool	902	465	—	55	—	319	63
+ Manchester	3 442	1 514	358	864	16	666	24
+ Birmingham	1 726	702	571	79	24	319	31
+ Coventry	24	—	—	—	—	12	12
+ East Midlands	852	—	504	4	—	339	5
+ Newcastle	1 071	324	673	—	—	74	—
+ Tees-side	493	—	474	—	—	13	6
Bristol	503	226	123	32	—	107	15
Glamorgan	522	125	254	30	46	66	1
Swansea	32	—	—	—	—	27	5
+ Blackpool	200	—	165	—	—	35	—
+ Bournemouth	641	2	503	—	—	134	2
+ Cambridge	44	—	—	—	—	34	10
Exeter	118	—	118	—	—	—	—
Gloucester/Cheltenham	68	—	12	—	—	56	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	192	192	—	—	—	—	—
+ Lydd	336	—	336	—	—	—	—
Manston	104	—	—	—	—	78	26
Norwich	708	—	541	—	—	151	16
Penzance Heliport	192	192	—	—	—	—	—
+ Southampton	596	120	400	—	—	51	25
+ Edinburgh	1 702	836	734	32	48	36	16
+ Glasgow	2 931	1 541	710	344	27	259	50
+ Prestwick	503	308	3	148	2	15	27
+ Aberdeen	4 141	768	486	—	734	2 079	74
Benbecula	240	53	187	—	—	—	—
Inverness	670	318	195	—	41	108	8
Islay	72	54	—	—	—	18	—
+ Kirkwall	821	214	139	—	40	428	—
Stornoway	286	110	142	—	—	30	4
+ Sumburgh	1 454	195	37	—	316	866	40
Tiree	72	—	64	—	—	8	—
Wick	338	108	213	—	—	17	—
+ Belfast	1 621	1 025	410	27	—	142	17
+ Isle of Man	521	380	141	—	—	—	—
TOTAL (Incl. London Area)	57 680	19 848	13 023	11 524	1 569	10 504	1 212
Channel Islands Airports							
Alderney	428	—	396	—	—	32	—
Guernsey	2 097	175	1 652	20	—	250	—
Jersey	3 324	574	2 342	26	—	352	30
TOTAL (Channel Islands Airports)	5 849	749	4 390	46	—	634	30

Air Transport Movements

Table 13

Comparison with a Year Earlier

	International				Domestic				1977		1976		Percentage	
	Scheduled Passenger Aircraft	Cargo	Charter Passenger Aircraft	Cargo	Scheduled Passenger Aircraft	Cargo	Charter Passenger Aircraft	Cargo	Total Passenger Aircraft	Cargo	Total Passenger Aircraft	Cargo	Change Passenger Aircraft	Cargo
London Area Airports														
+ Gatwick	1 701	98	2 208	287	1 271	200	38	30	5 218	615	4 609	620	13.2	-0.8
+ Heathrow	14 277	1 412	245	28	4 069	96	1	—	18 592	1 536	18 641	1 607	-0.3	-4.4
+ Luton	—	—	1 172	34	—	—	50	11	1 222	45	1 018	27	20.0	66.7
+ Southend	647	—	117	—	—	—	156	—	920	—	781	—	17.8	—
+ Stansted	—	—	202	118	—	—	—	—	202	118	127	90	59.1	31.1
TOTAL (London Area)	16 625	1 510	3 944	467	5 340	296	245	41	26 154	2 314	25 176	2 344	3.9	-1.3
Westland Heliport (Battersea)	—	—	—	—	—	—	214	—	214	—	174	—	23.0	—
Other UK Airports														
+ Leeds/Bradford	151	—	47	—	593	—	69	—	860	—	736	29	16.8	—
+ Liverpool	117	—	72	29	376	27	184	97	749	153	623	272	20.2	-43.7
+ Manchester	1 052	348	563	7	1 333	3	113	23	3 061	381	2 885	447	6.1	-14.8
+ Birmingham	386	—	314	4	966	—	56	—	1 722	4	1 465	—	17.5	—
+ Coventry	—	—	13	6	—	—	5	—	18	6	11	—	63.6	—
+ East Midlands	225	—	173	8	254	29	130	33	782	70	681	168	14.8	-58.3
+ Newcastle	263	—	74	—	734	—	—	—	1 071	—	963	12	11.2	—
+ Tees-side	59	—	10	—	415	—	9	—	493	—	504	1	-2.2	—
+ Bristol	127	—	87	—	254	—	35	—	503	—	493	6	2.0	—
+ Glamorgan	97	—	60	1	312	—	51	1	520	2	506	—	2.8	—
+ Swansea	—	—	5	—	—	—	27	—	32	—	56	—	-42.9	—
+ Blackpool	26	—	5	—	100	39	26	4	157	43	247	—	-36.4	—
+ Bournemouth	1	—	86	1	276	228	49	—	412	229	349	207	18.1	10.6
+ Cambridge	—	—	23	—	—	—	21	—	44	—	23	—	91.3	—
+ Exeter	19	—	—	—	98	1	—	—	117	1	124	—	-5.6	—
+ Gloucester/Cheltenham	—	—	—	—	12	—	56	—	68	—	41	—	65.9	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Isles of Scilly	—	—	—	—	192	—	—	—	192	—	182	—	5.5	—
+ Lydd	156	180	—	—	—	—	—	—	156	180	156	176	—	2.3
+ Manston	—	—	104	—	—	—	—	—	104	—	96	—	8.3	—
+ Norwich	237	—	94	2	304	—	71	—	706	2	577	—	22.4	—
+ Penzance Heliport	—	—	—	—	192	—	—	—	192	—	182	—	5.5	—
+ Southampton	18	—	41	1	500	2	34	—	593	3	733	—	-19.1	—
+ Edinburgh	196	—	43	—	1 361	45	57	—	1 657	45	1 432	54	15.7	-16.7
+ Glasgow	446	112	175	—	1 946	91	161	—	2 728	203	2 738	201	-0.4	1.0
+ Prestwick	155	81	36	3	181	42	5	—	377	126	359	157	5.0	-19.7
+ Aberdeen	229	—	2 060	2	1 025	—	825	—	4 139	2	2 949	399	40.4	-99.5
+ Benbecula	—	—	—	—	240	—	—	—	240	—	220	—	9.1	—
+ Inverness	—	—	7	—	513	—	150	—	670	—	605	—	10.7	—
+ Islay	—	—	—	—	54	—	18	—	72	—	64	—	12.5	—
+ Kirkwall	—	—	11	—	353	—	453	4	817	4	705	—	15.9	—
+ Stornoway	—	—	4	—	252	—	29	1	285	1	256	4	11.3	-75.0
+ Sumburgh	—	—	671	9	231	1	509	33	1 411	43	1 162	—	21.4	—
+ Tiree	—	—	—	—	64	—	8	—	72	—	70	—	2.9	—
+ Wick	—	—	—	—	321	—	17	—	338	—	227	—	48.9	—
+ Belfast	27	1	18	—	1 345	89	54	87	1 444	177	1 410	198	2.4	-10.6
+ Isle of Man	26	—	—	—	463	32	—	—	489	32	523	57	-6.5	-43.9
TOTAL (Incl. London Area)	20 638	2 232	8 740	540	20 600	925	3 681	324	53 659	4 021	49 703	4 732	8.0	-15.0
Channel Islands Airports														
Alderney	..	..	..	..	..	..	..	..	428	..	642	..	-33.3	..
Guernsey	..	..	..	..	..	..	..	..	2 097	..	2 420	..	-13.3	..
Jersey	..	..	..	..	..	..	..	..	3 324	..	3 726	..	-10.8	..
TOTAL (Channel Islands Airports)	..	..	..	..	..	..	..	..	5 849	..	6 788	..	-13.8	..

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

Airport of actual arrival

Table 14

Airport of intended landing	Total number of diversions	Date of																															
		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	22	2He 2Bo	1He				3Lu 2He	2He 2Lu 1Em 1Pr 6Ma 1Em							1Lu							1Pr				2He		1He 1Bi	1Bo				
Heathrow	9				1Ne																												
Luton	12	1Li 2Em 2Ma 2Te					1Bi						1He																	3St 4Bi			
Leeds	9																							1Ma 2Te									
Manchester	4		1Lu										1He									1Lu										1He	
Birmingham	1																						1Lu										
Newcastle	1															1Ed																	
Bristol	4	1Gm		2Gm																												1Gm	
Blackpool	1																																
Gloucester	1																										1Ma 1Bo						
Lydd	1																																
Glasgow	10	3Pr 2Ed	1Pr																		1Lu				1Lu		1Pr 1Ed		1Ga				
Prestwick	1																																
Sumburgh	1		1Ki															1Gi															
Belfast	2																																
Other Internal	11	1Is 2Bo 1Em		1Ex 1Li	1Ex			1Ex		1Lu											1Em							1Em					1Ex
Overseas	3																		1He					1He		1He							
All Aerodromes	93	21	4	4	2	—	6	14	—	1	—	—	2	—	1	1	—	1	1	2	1	1	3	5	1	6	2	3	8	—	—	3	

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 March 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		Terminal	Transit	British Airways		Others		Terminal	Transit		
				Terminal	Transit	Terminal	Transit			Terminal	Transit	Terminal	Transit				
London Area Airports																	
+Gatwick	374 569	372 242	2 327	1 002	185	116 833	—	5 547	—	15 847	—	202 008	1 237	31 005	905		
+Heathrow	1 896 252	1 866 263	29 989	938 513	76	24 819	—	869 831	29 494	24 343	—	281	—	8 476	419		
+Luton	116 799	116 570	229	—	—	—	—	—	—	—	—	101 887	100	14 683	129		
+Southend	11 640	11 640	—	—	—	11 339	—	—	—	—	—	297	—	4	—		
+Stansted	22 605	22 392	213	—	—	—	—	—	—	—	—	892	—	21 500	213		
TOTAL (London Area)	2 421 865	2 389 107	32 758	939 515	261	152 991	—	875 378	29 494	40 190	—	305 365	1 337	75 668	1 666		
Westland Heliport (Battersea)	575	575	—	—	—	—	—	—	—	12	—	563	—	—	—		
Other UK Airports																	
+Leeds/Bradford	28 797	26 475	2 322	14 084	13	7 211	2 299	677	—	—	—	4 470	10	33	—		
+Liverpool	30 550	30 494	56	20 964	10	—	—	2 634	33	—	—	3 221	13	3 675	—		
+Manchester	188 979	180 943	8 036	92 161	893	7 945	1 454	27 380	3 046	997	141	51 079	2 374	1 381	128		
+Birmingham	85 745	81 931	3 814	32 978	1 143	13 442	2 564	4 500	95	1 706	—	27 569	10	1 736	2		
+Coventry	97	97	—	—	—	—	—	—	—	—	—	18	—	79	—		
+East Midlands	33 147	32 943	204	—	—	14 660	89	—	53	—	—	18 283	62	—	—		
+Newcastle	49 171	46 343	2 828	23 897	—	15 217	2 828	—	—	—	—	7 229	—	—	—		
+Tees-side	17 499	15 970	1 529	—	—	14 960	1 436	—	—	—	—	840	—	—	93		
+Bristol	17 530	14 129	3 401	3 517	2 254	1 746	490	1 117	324	—	—	6 588	333	1 161	—		
+Glamorgan	18 902	16 666	2 236	3 144	18	3 080	1 718	607	500	3 763	—	6 065	—	7	—		
+Swansea	106	106	—	—	—	—	—	—	—	—	—	74	—	32	—		
+Blackpool	3 683	3 683	—	—	—	3 413	—	—	—	—	—	270	—	—	—		
+Bournemouth	9 710	8 939	771	—	74	7 839	517	—	—	—	—	1 052	180	48	—		
+Cambridge	542	542	—	—	—	—	—	—	—	—	—	120	—	422	—		
+Exeter	3 328	2 991	337	—	—	2 991	337	—	—	—	—	—	—	—	—		
+Gloucester/Cheltenham	390	390	—	—	—	202	—	—	—	—	—	188	—	—	—		
+Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
+Isles of Scilly	3 813	3 813	—	3 813	—	—	—	—	—	—	—	—	—	—	—		
+Lydd	4 983	4 983	—	—	—	4 983	—	—	—	—	—	—	—	—	—		
+Manston	229	229	—	—	—	—	—	—	—	—	—	108	—	121	—		
+Norwich	12 032	12 032	—	—	—	11 097	—	—	—	—	—	849	—	86	—		
+Penzance Heliport	3 813	3 813	—	3 813	—	—	—	—	—	—	—	—	—	—	—		
+Southampton	18 465	18 438	27	5 134	—	11 889	16	—	—	—	—	365	11	1 050	—		
+Edinburgh	88 542	86 134	2 408	59 185	896	18 372	1 487	1 268	21	3 820	—	2 620	4	869	—		
+Glasgow	156 683	153 471	3 212	98 735	373	25 576	19	9 505	2 634	1 261	—	14 818	15	3 576	171		
+Prestwick	22 199	11 631	10 568	7 357	4 709	89	—	2 113	3 779	142	—	637	650	1 293	1 430		
+Aberdeen	79 490	78 416	1 074	35 310	1 035	11 160	—	—	—	8 732	—	21 545	39	1 669	—		
+Benbecula	2 324	2 220	104	1 231	—	989	104	—	—	—	—	—	—	—	—		
+Inverness	11 917	10 937	980	9 293	980	1 139	—	—	—	103	—	361	—	41	—		
+Islay	856	849	7	815	7	—	—	—	—	—	—	34	—	—	—		
+Kirkwall	9 901	9 027	874	4 647	862	691	—	—	—	1 582	—	2 107	12	—	—		
+Stornoway	4 241	4 241	—	3 178	—	793	—	—	—	—	—	111	—	159	—		
+Sumburgh	23 571	23 284	287	6 481	—	113	—	—	—	4 287	—	11 913	287	490	—		
+Tiree	337	190	147	—	—	163	147	—	—	—	—	27	—	—	—		
+Wick	3 696	2 447	1 249	1 471	1 249	924	—	—	—	—	—	52	—	—	—		
+Belfast	76 940	76 938	2	64 694	—	9 169	2	632	—	—	—	638	—	1 805	—		
+Isle of Man	17 040	15 781	1 259	11 982	1 079	3 799	180	—	—	—	—	—	—	—	—		
TOTAL (Incl. London Area)	3 451 688	3 371 198	80 490	1 447 399	15 856	346 643	15 687	925 811	39 979	66 595	141	489 179	5 337	95 571	3 490		
Channel Islands Airports																	
Alderney	3 504	3 504	—	—	—	3 439	—	—	—	—	—	65	—	—	—		
Guernsey	31 607	30 303	1 304	7 930	35	21 957	1 258	40	—	—	—	376	11	—	—		
Jersey	78 840	78 313	527	32 503	—	43 777	463	481	—	—	—	722	64	830	—		
TOTAL (Channel Is. Airports)	113 951	112 120	1 831	40 443	35	69 173	1 721	521	—	—	—	1 163	75	830	—		

Terminal Air Passengers for March

Table 16

Comparison with a Year Earlier

	1977	1976	Percentage change
London Area Airports			
+ Gatwick	372 242	312 551	19.1
+ Heathrow	1 866 263	1 656 974	12.6
+ Luton	116 570	101 803	14.5
+ Southend	11 640	11 098	4.9
+ Stansted	22 392	14 823	51.1
TOTAL (London Area)	2 389 107	2 097 249	13.9
Westland Heliport (Battersea)	575	441	30.4
Other UK Airports			
+ Leeds/Bradford	26 475	18 812	40.7
+ Liverpool	30 494	25 187	21.1
+ Manchester	180 943	170 983	5.8
+ Birmingham	81 931	69 183	18.4
+ Coventry	97	178	-45.5
+ East Midlands	32 943	32 898	0.1
+ Newcastle	46 343	43 957	5.4
+ Tees-side	15 970	16 074	-0.6
+ Bristol	14 129	12 344	14.5
+ Glamorgan	16 666	17 893	-6.9
Swansea	106	196	-45.9
+ Blackpool	3 683	3 788	-2.8
+ Bournemouth	8 939	7 925	12.8
+ Cambridge	542	299	81.3
+ Exeter	2 991	3 029	-1.3
Gloucester/Cheltenham	390	404	-3.5
Hawarden	—	—	—
Isles of Scilly	3 813	4 078	-6.5
+ Lydd	4 983	4 510	10.5
+ Manston	229	309	-25.9
+ Norwich	12 032	10 458	15.1
Penzance Heliport	3 813	4 078	-6.5
+ Southampton	18 438	19 526	-5.6
+ Edinburgh	86 134	69 778	23.4
+ Glasgow	153 471	151 400	1.4
+ Prestwick	11 631	11 310	2.8
+ Aberdeen	78 416	61 701	27.1
Benbecula	2 220	1 956	13.5
Inverness	10 937	10 891	0.4
Islay	849	853	-0.5
+ Kirkwall	9 027	7 794	15.8
Stornoway	4 241	4 119	3.0
+ Sumburgh	23 284	16 932	37.5
Tiree	190	162	17.3
Wick	2 447	2 468	-0.9
+ Belfast	76 938	75 921	1.3
+ Isle of Man	15 781	15 563	1.4
TOTAL (Incl. London Area)	3 371 198	2 994 647	12.6
Channel Islands Airports			
Alderney	3 504	3 864	-9.3
Guernsey	30 303	31 300	-3.2
Jersey	78 313	80 128	-2.3
TOTAL (Channel Islands Airports)	112 120	115 292	-2.8

International and Domestic Passenger Traffic

Table 17

Terminal Passengers for March Comparison with a Year Earlier

	Total	International			Domestic		
	1977	1977	1976	Per- centage change	1977	1976	Per- centage change
London Area Airports							
+ Gatwick	372 242	316 987	261 905	21	55 255	50 646	9
+ Heathrow	1 866 263	1 561 727	1 379 031	13	304 536	277 943	10
+ Luton	116 570	116 134	101 249	15	436	554	-21
+ Southend	11 640	11 543	10 998	5	97	100	-3
+ Stansted	22 392	22 392	14 715	52	—	108	—
TOTAL (London Area)	2 389 107	2 028 783	1 767 898	15	360 324	329 351	9
Westland Heliport (Battersea)	575	—	2	—	575	439	31
Other UK Airports							
+ Leeds/Bradford	26 475	8 196	2 922	—	18 279	15 890	15
+ Liverpool	30 494	11 191	7 051	59	19 303	18 136	6
+ Manchester	180 943	106 968	104 115	3	73 975	66 868	11
+ Birmingham	81 931	49 610	43 980	13	32 321	25 203	28
+ Coventry	97	91	—	—	6	178	-97
+ East Midlands	32 943	23 345	22 579	3	9 598	10 319	-7
+ Newcastle	46 343	13 806	12 858	7	32 537	31 099	5
+ Tees-side	15 970	1 519	1 899	-20	14 451	14 175	2
+ Bristol	14 129	11 085	9 188	21	3 044	3 156	-4
+ Glamorgan	16 666	8 052	13 324	-40	8 614	4 569	89
Swansea	106	32	75	-57	74	121	-39
+ Blackpool	3 683	219	194	13	3 464	3 594	-4
+ Bournemouth	8 939	1 057	1 773	-40	7 882	6 152	28
+ Cambridge	542	481	287	68	61	12	—
+ Exeter	2 991	423	366	16	2 568	2 663	-4
Gloucester/Cheltenham	390	—	—	—	390	404	-3
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	3 813	—	—	—	3 813	4 078	-6
+ Lydd	4 983	4 983	4 510	10	—	—	—
+ Manston	229	229	309	-26	—	—	—
+ Norwich	12 032	6 312	5 729	10	5 720	4 729	21
Penzance	3 813	—	—	—	3 813	4 078	-6
+ Southampton	18 438	1 371	512	—	17 067	19 014	-10
+ Edinburgh	86 134	6 671	4 876	37	79 463	64 902	22
+ Glasgow	153 471	29 733	29 802	—	123 738	121 598	2
+ Prestwick	11 631	9 882	9 590	3	1 749	1 720	2
+ Aberdeen	78 416	27 566	19 731	40	50 850	41 970	21
Benbecula	2 220	—	—	—	2 220	1 956	13
Inverness	10 937	35	76	-54	10 902	10 815	1
Islay	849	—	—	—	849	853	—
+ Kirkwall	9 027	145	146	-1	8 882	7 648	16
Stornoway	4 241	159	—	—	4 082	4 119	-1
+ Sumburgh	23 284	8 561	5 590	53	14 723	11 342	30
Tiree	190	—	—	—	190	162	17
Wick	2 447	—	—	—	2 447	2 468	-1
+ Belfast	76 938	2 680	2 355	14	74 258	73 566	1
+ Isle of Man	15 781	553	434	27	15 228	15 129	1
TOTAL (Incl. London Area)	3 371 198	2 363 738	2 072 171	14	1 007 460	922 476	9

(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 March

Table 18

Comparison with a Year Earlier

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	15 915	10 804	5 111	12 699	9 399	3 300	25
London – Vienna	12 861	10 205	2 656	11 429	9 399	2 030	13
Other Routes	3 054	599	2 455	1 270	—	1 270	—
Belgium	71 467	68 216	3 251	65 347	62 455	2 892	9
London – Brussels	51 019	50 196	823	46 608	46 279	329	9
Other S.E. England – Belgium	13 399	12 301	1 098	11 957	11 438	519	12
Other Routes	7 049	5 719	1 330	6 782	4 738	2 044	4
Denmark	52 490	37 747	14 743	39 234	31 462	7 772	34
London – Copenhagen	41 662	32 694	8 968	33 944	26 794	7 150	23
Other Routes	10 828	5 053	5 775	5 290	4 668	622	—
Finland	9 062	9 054	8	7 766	7 653	113	17
France	235 821	205 022	30 799	228 379	196 710	31 669	3
London – Nice	8 805	8 041	764	12 245	7 822	4 423	–28
– Paris	162 805	158 057	4 748	154 779	147 257	7 522	5
– N. France (a)	9 298	7 447	1 851	9 897	7 792	2 105	–6
– Other France	19 247	15 202	4 045	18 544	13 524	5 020	4
Manchester – Paris	7 593	6 915	678	5 887	5 877	10	29
Other UK – Paris	11 396	7 527	3 869	11 221	8 196	3 025	2
Luton – Other France	1 804	—	1 804	2 467	—	2 467	–27
Other S.E. England – France	6 179	1 172	5 007	5 661	5 594	67	9
Other Routes	8 694	661	8 033	7 678	648	7 030	13
Germany (Fed. Republic)	197 083	144 700	52 383	164 028	116 855	47 173	20
London – Dusseldorf	30 242	26 072	4 170	21 214	20 612	602	43
– Frankfurt	47 554	42 226	5 328	36 690	33 915	2 775	30
– Hamburg	23 894	20 356	3 538	20 085	18 054	2 031	19
– Munich	30 758	14 495	16 263	31 465	11 155	20 310	–2
– Other Germany	35 122	31 791	3 331	26 701	25 295	1 406	32
Luton – German	11 569	—	11 569	10 884	—	10 884	6
Manchester – Germany	9 647	6 312	3 335	8 999	5 609	3 390	7
Other Routes	8 297	3 448	4 849	7 990	2 215	5 775	4
Gibraltar	5 124	5 014	110	6 182	6 182	—	–17
Greece	34 541	25 355	9 186	28 375	19 332	9 043	22
Iceland	2 405	2 389	16	1 404	1 404	—	71
London – Reykjavik	1 358	1 358	—	654	654	—	—
Glasgow – Reykjavik	1 031	1 031	—	750	750	—	37
Other Routes	16	—	16	—	—	—	—

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	118 682	116 502	2 180	120 982	117 863	3 119	-2
London – Cork	9 797	9 797	—	9 155	9 155	—	7
– Dublin	60 951	60 668	283	61 860	61 656	204	-1
– Shannon	6 588	6 486	102	7 295	6 443	852	-10
Manchester – Dublin	11 230	11 070	160	11 484	11 481	3	-2
Birmingham – Dublin	8 844	8 209	635	9 555	8 461	1 094	-7
Glasgow – Dublin	4 635	4 635	—	5 210	5 210	—	-11
Liverpool – Dublin	5 171	4 955	216	4 770	4 760	10	8
Leeds/Bradford – Dublin	1 717	1 717	—	1 646	1 644	2	4
Edinburgh – Dublin	1 251	1 251	—	2 089	1 495	594	-40
Bristol – Dublin	2 101	1 880	221	2 160	2 086	74	-3
Other Routes	6 397	5 834	563	5 758	5 472	286	11
Italy	133 426	66 652	66 774	115 211	61 102	54 109	16
London – Genoa (g)	—	—	—	736	—	736	—
– Milan	37 902	23 465	14 437	34 052	22 589	11 463	11
– Rimini (g)	—	—	—	—	—	—	—
– Rome	32 524	26 965	5 559	28 211	24 315	3 896	15
– Venice	9 891	3 233	6 658	6 888	2 639	4 249	44
– Other Italy	24 183	10 676	13 507	19 964	10 157	9 807	21
Luton – Rimini	995	—	995	1 170	—	1 170	-15
– Other Italy	20 658	—	20 658	18 976	—	18 976	9
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	1 523	—	1 523	2 065	—	2 065	-26
Other Routes	5 750	2 313	3 437	3 149	1 402	1 747	83
Luxembourg	5 086	4 954	132	4 089	3 981	108	24
London – Luxembourg	5 065	4 954	111	4 089	3 981	108	24
Other Routes	21	—	21	—	—	—	—
Netherlands	152 375	149 877	2 498	136 436	134 391	2 045	12
London – Amsterdam	91 518	91 207	311	80 581	80 027	554	14
– Rotterdam	18 735	18 526	209	18 842	18 692	150	-1
Other S.E. England – Netherlands	7 103	6 755	348	6 010	5 286	724	18
Manchester – Amsterdam	9 577	9 556	21	8 996	8 936	60	6
Other Routes	25 442	23 833	1 609	22 007	21 450	557	16
Norway	48 089	30 681	17 408	32 957	24 242	8 715	46
London – Oslo	24 226	16 756	7 470	18 742	13 201	5 541	29
Other Routes	23 863	13 925	9 938	14 215	11 041	3 174	68
Portugal	22 769	15 024	7 745	16 966	11 590	5 376	34
London – Lisbon	11 998	9 705	2 293	9 509	8 123	1 386	26
Other Routes	10 771	5 319	5 452	7 457	3 467	3 990	44
Soviet Union and Eastern Europe (b)	22 503	17 958	4 545	23 838	16 338	7 500	-6
London – Moscow	6 743	5 686	1 057	6 333	5 251	1 082	6
– Prague	1 911	1 911	—	2 090	2 090	—	-9
Other Routes	13 849	10 361	3 488	15 415	8 997	6 418	-10

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	258 850	82 065	176 785	250 215	72 170	178 045	3
London – Barcelona	18 107	13 063	5 044	13 687	12 001	1 686	32
– Ibiza	593	593	—	2 160	417	1 743	-73
– Madrid	34 677	29 115	5 562	27 826	23 692	4 134	25
– Malaga	20 957	12 134	8 823	17 793	11 107	6 686	18
– Palma	31 066	10 912	20 154	31 376	11 145	20 231	-1
– Other Spain	30 019	14 669	15 350	29 326	13 312	16 014	2
Luton – Alicante	5 418	—	5 418	6 043	—	6 043	-10
– Barcelona	—	—	—	127	—	127	—
– Gerona	3 865	—	3 865	4 825	—	4 825	-20
– Ibiza	717	—	717	3 229	—	3 229	-78
– Palma	8 556	—	8 556	8 765	—	8 765	-2
– Other Spain	7 921	—	7 921	7 591	—	7 591	4
Other S.E. England – Spain	280	160	120	154	—	154	82
Manchester – Barcelona	—	—	—	—	—	—	—
– Palma	11 657	—	11 657	11 593	—	11 593	1
Other N. England – Spain	29 541	249	29 292	27 104	—	27 104	9
Scotland – Spain	13 465	623	12 842	14 269	—	14 269	-6
Other Routes	42 011	547	41 464	44 347	496	43 851	-5
Sweden	37 985	18 484	19 501	24 445	15 241	9 204	55
London – Stockholm	19 634	11 941	7 693	15 008	9 881	5 127	31
Other Routes	18 351	6 543	11 808	9 437	5 360	4 077	94
Switzerland	104 553	74 401	30 152	87 543	66 012	21 531	19
London – Basle	5 276	5 160	116	5 070	5 070	—	4
– Geneva	46 045	30 671	15 374	36 560	27 619	8 941	26
– Zurich	45 144	33 632	11 512	38 361	28 856	9 505	18
Luton – Switzerland	2 475	—	2 475	776	—	776	—
Other Routes	5 613	4 938	675	6 776	4 467	2 309	-17
Yugoslavia	10 220	6 631	3 589	9 969	6 926	3 043	3
London – Dubrovnic	655	—	655	656	—	656	—
– Ljubljana	1 137	1 061	76	949	949	—	20
Luton – Yugoslavia	2	—	2	1 000	—	1 000	—
Other Routes	8 426	5 570	2 856	7 364	5 977	1 387	14
Other Europe	60 784	39 587	21 197	51 550	33 808	17 742	18
WESTERN HEMISPHERE							
Canada	66 068	57 242	8 826	63 494	48 616	14 878	4
London – Montreal	12 388	12 204	184	9 686	9 240	446	28
– Toronto	27 374	21 506	5 868	26 903	19 164	7 739	2
– Other Canada	16 972	14 743	2 229	17 763	11 526	6 237	-4
Other UK – Montreal	1 701	1 673	28	1 692	1 692	—	1
– Toronto	6 434	6 021	413	6 209	5 753	456	4
Other Routes	1 199	1 095	104	1 241	1 241	—	-3

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	226 572	198 927	27 645	186 664	168 919	17 745	21
London – New York	88 926	78 620	10 306	73 952	67 098	6 854	20
– Other East Coast USA	59 904	55 947	3 957	52 740	48 872	3 868	14
– Chicago and Detroit	21 034	18 467	2 567	18 647	16 640	2 007	13
– West Coast USA	44 147	39 060	5 087	32 774	31 350	1 424	35
– Other USA	5 576	2 201	3 375	2 674	208	2 466	—
Other UK – New York	5 513	4 630	883	4 951	4 751	200	11
Other Routes	1 472	2	1 470	926	—	926	59
West Atlantic and Caribbean Islands	19 727	19 393	334	19 541	19 541	—	1
Central and South America	10 425	10 114	311	8 738	8 361	377	19
REST OF THE WORLD							
Canary Islands	45 084	4 575	40 509	43 611	4 603	39 008	3
North Africa (c)	22 530	13 058	9 472	22 350	10 702	11 648	1
East Africa (d)	11 904	10 690	1 214	13 075	11 219	1 856	–9
Central Africa (e)	6 123	6 123	—	5 445	5 445	—	12
West Africa (d)	25 356	25 295	61	13 512	13 103	409	88
South Africa	23 821	23 821	—	26 709	26 709	—	–11
Middle East (f)	118 476	117 369	1 107	83 754	82 611	1 143	41
India	21 707	21 707	—	18 238	18 218	20	19
Pakistan	9 049	9 049	—	7 942	7 942	—	14
Far East	61 827	57 466	4 361	55 504	51 213	4 291	11
Australia and New Zealand	30 791	30 791	—	27 019	27 009	10	14
Other Routes n.e.i.	44 539	9 817	34 722	30 673	8 627	22 046	45
ALL ROUTES	2 343 229	1 746 554	596 675	2 053 884	1 527 954	525 930	14

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

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

Domestic Passengers by Main Routes March

Table 19

COMPARISON WITH A YEAR EARLIER

Origin/Destination		1977	1976	Percentage change
London (a)	Aberdeen	20 495	17 129	20
	Belfast	37 526	35 633	5
	Birmingham	12 178	7 032	73
	Channel Islands	41 039	39 585	4
	Edinburgh	58 974	48 056	23
	Glasgow	78 270	79 009	-1
	Isle of Man	751	1 154	-35
	Leeds/Bradford	11 528	9 815	17
	Liverpool	9 562	8 710	10
	Manchester	44 604	37 681	18
	Newcastle	26 799	25 141	7
	Tees-side	12 726	12 662	1
	Other airports	5 339	7 090	-25
	Belfast	5 523	4 985	11
Belfast	Birmingham	2 438	2 762	-12
	East Midlands	1 895	2 048	-7
	Edinburgh	7 630	8 127	-6
	Glasgow	1 040	865	20
	Isle of Man	1 557	1 806	-14
	Leeds/Bradford	1 520	2 006	-24
	Liverpool	10 327	10 777	-4
	Manchester	1 092	1 370	-20
	Newcastle	3 710	3 187	16
	Other airports	6 103	4 429	38
	Channel Islands	2 609	4 128	-37
	Birmingham	3 381	4 391	-23
	Bristol/Glamorgan	1 879	2 697	-30
	East Midlands	127	—	—
Channel Islands	Glasgow	10	—	—
	Leeds/Bradford	2	—	—
	Liverpool	1 241	2 443	-49
	Manchester	—	—	—
	Newcastle	16 360	17 012	-4
	Southampton	1 635	2 931	-44
	Other airports	4 271	2 373	80
	Edinburgh	33	—	—
	Glasgow	4 252	4 696	-9
	Manchester	10 038	7 729	30
	Other airports	6 057	4 658	30
	Birmingham	4 464	4 159	7
	East Midlands	448	565	-21
	Isle of Man	2 083	1 540	35
Glasgow	Leeds/Bradford	4	39	-90
	Liverpool	6 296	6 427	-2
	Manchester	—	1 215	—
	Southampton	16 467	13 655	21
	Other Scottish airports	1 859	2 204	-16
	Other airports	2 186	2 077	5
	Isle of Man	7 555	7 286	4
	Blackpool	2 636	2 427	9
	Liverpool	—	—	—
	Manchester	612	755	-19
	Newcastle	3 626	4 078	-11
	Other airports	38 166	29 502	29
	Isles of Scilly	—	—	—
	Penzance	—	—	—
	Other Routes	—	—	—
TOTAL		540 923	500 046	8

(a) Heathrow, Gatwick and Stansted

Traffic counted in either direction

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

30 Cargo by Type and Nationality of Operator March 1977

Table 20

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others				British Airways		Others			
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up
London Area Airports													
+ Gatwick	8 882.6	—	1.5	473.9	1 319.8	36.7	62.0	—	—	2 294.8	4 270.6	135.7	287.6
+ Heathrow	39 591.9	5 810.0	6 825.7	55.7	171.5	10 871.6	15 157.3	128.4	24.6	108.8	239.0	78.5	120.8
+ Luton	554.8	—	—	—	—	—	—	—	—	92.5	91.2	149.1	222.0
+ Southend	509.0	—	—	275.0	207.0	—	—	—	—	6.0	21.0	—	—
+ Stansted	2 628.7	—	—	—	—	—	—	—	—	393.3	1 465.5	246.4	523.5
TOTAL (London Area)	52 167.0	5 810.0	6 827.2	804.6	1 698.3	10 908.3	15 219.3	128.4	24.6	2 895.4	6 087.3	609.7	1 153.9
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
Leeds/Bradford	33.7	7.5	8.6	9.1	3.3	2.9	2.3	—	—	—	—	—	—
+ Liverpool	1 091.6	23.8	157.8	—	—	43.1	21.0	—	—	5.1	645.1	24.2	171.5
+ Manchester	2 868.5	312.1	288.4	9.6	10.7	816.1	1 310.8	—	—	—	37.4	—	83.4
+ Birmingham	257.8	83.7	52.4	16.7	2.9	34.0	46.3	—	—	—	—	18.3	3.5
+ Coventry	34.7	—	—	—	—	—	—	—	—	—	2.0	16.0	16.7
+ East Midlands	352.3	—	—	93.1	103.3	—	—	—	—	12.6	66.0	22.4	54.9
+ Newcastle	74.4	9.3	19.3	21.6	24.2	—	—	—	—	—	—	—	—
+ Tees-side	31.2	—	—	12.0	19.2	—	—	—	—	—	—	—	—
+ Bristol	51.0	15.4	7.3	2.5	0.8	13.3	11.6	—	—	0.1	—	—	—
+ Glamorgan	36.9	1.9	8.6	3.8	2.1	—	7.1	—	—	—	13.0	—	0.4
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Blackpool	47.6	—	—	5.1	31.9	—	—	—	—	—	10.6	—	—
+ Bournemouth	1 158.0	—	—	750.9	395.1	—	—	—	—	—	—	—	12.0
+ Cambridge	46.3	—	—	—	—	—	—	—	—	4.0	2.6	22.5	17.2
+ Exeter	28.7	—	—	6.6	22.1	—	—	—	—	—	—	—	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	8.6	5.6	3.0	—	—	—	—	—	—	—	—	—	—
+ Lydd	433.0	—	—	153.2	279.8	—	—	—	—	—	—	—	—
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Norwich	39.6	—	—	14.7	23.0	—	—	—	—	0.9	0.3	0.7	—
Penzance Heliport	8.6	3.0	5.6	—	—	—	—	—	—	—	—	—	—
+ Southampton	110.7	4.6	17.7	22.6	56.6	—	—	—	—	—	9.2	—	—
+ Edinburgh	115.5	21.7	31.6	29.0	28.9	2.0	2.3	—	—	—	—	—	—
+ Glasgow	1 570.9	610.2	334.6	53.7	38.8	220.1	310.0	—	0.6	0.1	2.8	—	—
+ Prestwick	1 429.4	576.5	256.2	0.1	—	414.7	171.1	—	—	—	—	9.0	1.8
+ Aberdeen	550.7	51.4	103.2	27.9	33.2	—	—	15.4	49.7	79.7	189.0	1.2	—
Benbecula	16.0	13.2	1.4	1.2	0.2	—	—	—	—	—	—	—	—
Inverness	32.0	3.3	28.7	—	—	—	—	—	—	—	—	—	—
Islay	3.5	2.2	1.3	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	53.0	38.7	11.5	0.1	0.1	—	—	0.3	—	0.8	1.5	—	—
Stornoway	35.3	29.9	3.9	0.2	1.1	—	—	—	—	0.2	—	—	—
+ Sumburgh	178.0	57.9	10.3	0.2	—	—	—	10.2	23.0	42.3	33.3	0.4	0.4
Tiree	0.7	—	—	0.6	0.1	—	—	—	—	—	—	—	—
Wick	4.1	2.5	1.1	0.3	0.2	—	—	—	—	—	—	—	—
+ Belfast	1 043.5	94.1	159.5	103.3	38.4	9.5	4.9	—	—	633.0	0.7	—	0.1
+ Isle of Man	234.6	159.4	32.1	37.2	5.9	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	64 147.4	7 937.9	8 371.3	2 179.9	2 820.2	12 464.0	17 106.7	154.3	97.9	3 674.2	7 100.8	724.4	1 515.8
Channel Islands Airports													
Alderney	20.3	—	—	16.5	3.3	—	—	—	—	0.1	0.4	—	—
Guernsey	971.7	8.4	3.4	159.7	74.1	—	—	—	—	196.0	530.1	—	—
Jersey	1 138.1	62.1	56.1	498.0	511.8	3.8	1.5	—	—	2.2	2.6	—	—
TOTAL (Channel Islands Airports)	2 130.1	70.5	59.5	674.2	589.2	3.8	1.5	—	—	198.3	533.1	—	—

Cargo March 1977

Table 21

Comparison with a Year Earlier

	International				Domestic				March 1977		March 1976		Percentage change	
	Scheduled		Charter		Scheduled		Charter		Total		Total		Passenger	Cargo only
	Passenger (tonnes)	Cargo only (tonnes)	Passenger (tonnes)	Cargo only (tonnes)	Passenger (tonnes)	Cargo only (tonnes)	Passenger (tonnes)	Cargo only (tonnes)	Passenger (tonnes)	Cargo only (tonnes)	Passenger (tonnes)	Cargo only (tonnes)		
London Area Airports														
+ Gatwick	727	538	95	6 768	301	329	—	126	1 123	7 761	1 025	6 507	9.6	19.3
+ Heathrow	20 081	17 616	25	675	457	739	—	—	20 563	19 030	18 298	17 397	12.4	9.4
+ Luton	—	—	190	319	—	—	17	29	207	348	67	—	—	—
+ Southend	482	—	23	—	—	—	—	—	505	—	1 053	—	-52.0	—
+ Stansted	—	—	513	2 116	—	—	—	—	513	2 116	53	1 457	—	45.2
TOTAL (London Area)	21 290	18 154	846	9 878	758	1 068	17	155	22 911	29 255	20 496	25 361	11.8	15.4
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Leeds/Bradford	17	—	—	—	17	—	—	—	34	—	33	—	3.0	—
+ Liverpool	68	—	—	217	67	111	1	628	136	956	156	1 025	-12.8	-6.7
+ Manchester	512	2 083	1	103	154	—	5	12	672	2 198	591	2 398	13.7	-8.3
+ Birmingham	194	—	—	22	43	—	—	—	237	22	188	—	26.1	—
+ Coventry	—	—	22	14	—	—	—	—	22	14	35	—	-37.1	—
+ East Midlands	49	—	—	113	59	89	—	43	108	245	86	628	25.6	-61.0
+ Newcastle	38	—	—	—	37	—	—	—	75	—	58	69	29.3	—
+ Tees-side	3	—	—	—	28	—	—	—	31	—	24	10	29.2	—
+ Bristol	38	—	—	—	13	—	—	—	51	—	39	—	30.8	—
+ Glamorgan	17	—	—	13	7	—	—	—	24	13	12	—	—	—
Swansea	—	—	—	—	—	—	—	—	—	—	1	—	—	—
+ Blackpool	5	—	—	—	31	—	11	—	36	11	56	—	-35.7	—
+ Bournemouth	—	—	—	12	4	1 142	—	—	4	1 154	14	707	-71.4	63.2
+ Cambridge	—	—	47	—	—	—	—	—	47	—	11	—	—	—
+ Exeter	3	—	—	—	24	1	—	—	27	1	43	—	-37.2	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	—	—	—	—	9	—	—	—	9	—	8	—	12.5	—
+ Lydd	—	433	—	—	—	—	—	—	—	433	—	342	—	-26.6
+ Manston	—	—	—	—	—	—	—	—	—	—	24	—	—	—
+ Norwich	24	—	—	1	14	—	—	—	38	1	88	—	-56.8	—
Penzance Heliport	—	—	—	—	9	—	—	—	9	—	8	—	12.5	—
+ Southampton	—	—	—	9	96	5	—	—	96	14	97	—	-1.0	—
+ Edinburgh	15	—	—	—	95	6	—	—	110	6	122	77	-9.8	-92.2
+ Glasgow	228	407	2	—	266	666	2	—	498	1 073	501	948	-0.6	13.2
+ Prestwick	85	1 062	—	11	2	270	—	—	87	1 343	112	1 058	-22.3	26.9
+ Aberdeen	46	—	259	3	170	—	73	—	548	3	392	191	39.8	-98.4
Benbecula	—	—	—	—	16	—	—	—	16	—	14	—	14.3	—
Inverness	—	—	—	—	32	—	—	—	32	—	11	—	—	—
Islay	—	—	—	—	3	—	—	—	3	—	3	—	—	—
+ Kirkwall	—	—	—	—	51	—	2	—	53	—	49	—	8.2	—
Stornoway	—	—	—	—	35	—	—	—	35	—	33	—	6.1	—
+ Sumburgh	—	—	53	2	68	—	54	—	175	2	149	—	17.4	—
Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
Wick	—	—	—	—	4	—	—	—	4	—	7	—	-42.9	—
+ Belfast	15	—	—	—	391	4	—	634	406	638	334	618	21.6	3.2
+ Isle of Man	1	—	—	—	103	130	—	—	104	130	90	174	15.6	-25.3
TOTAL (Incl. London Area)	22 648	22 139	1 230	10 398	2 667	3 492	154	1 483	26 639	37 512	23 886	33 606	11.5	11.6
Channel Islands Airports														
Alderney	—	—	—	—	—	—	—	—	20	—	23	—	-13.0	—
Guernsey	—	—	—	—	—	—	—	—	972	—	996	—	-2.4	—
Jersey	—	—	—	—	—	—	—	—	1 138	—	1 190	—	-4.4	—
TOTAL (Channel Islands Airports)	—	—	—	—	—	—	—	—	2 130	—	2 209	—	-3.6	—

All Scheduled Services March 1977

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used		
												Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	11 505	3 293	15 264	257 637	3 006 107	1 776 496	59.1	7 528	377 753	223 002	11 432	45 535	166 036	59.0
British Airways European Division	5 990	8 581	11 541	702 002	757 707	508 199	67.1	3 685	79 497	47 832	1 290	2 117	44 424	60.2
British Airways Regional Division	1 459	4 597	4 167	198 149	118 884	73 776	62.1	855	11 350	6 508	44	236	6 229	57.3
British Airways Helicopters	10	168	59	3 490	328	213	64.9	10	22	18	—	1	17	81.3
British Caledonian Airways	2 263	2 405	3 895	93 808	274 439	145 423	53.0	1 179	32 733	16 225	468	2 678	13 079	49.6
Air Anglia	530	1 406	1 690	23 631	22 649	10 566	46.7	91	2 313	1 104	—	48	1 056	47.7
Aurigny Air Services	69	1 395	399	14 924	997	716	71.9	78	101	61	—	4	57	60.6
British Air Ferries	122	596	482	9 332	3 543	1 878	53.0	490	487	285	—	114	171	58.5
British Island Airways	231	1 079	902	29 764	11 592	6 157	53.1	169	1 067	555	—	32	523	52.1
British Midland Airways	426	1 278	1 372	43 939	31 788	15 981	50.3	247	2 717	1 355	—	109	1 246	49.9
Brymon Airways	61	265	275	3 165	1 926	912	47.4	2	192	79	—	—	79	41.2
Dan-Air Services	321	1 120	1 068	25 691	19 793	8899	45.0	—	1 615	724	—	—	724	44.8
Intra Airways	13	142	81	1 881	460	180	39.1	10	41	14	—	1	14	34.7
Loganair	69	628	369	3 211	697	404	58.0	—	63	37	—	—	37	57.9
TOTAL Passenger Services	23 071	26 953	41 564	1 410 624	4 250 908	2 549 801	60.0	14 342	509 950	297 799	13 235	50 873	233 691	58.4
Cargo Services														
British Airways Overseas Division	1 181	349	1 644					3 574	37 001	23 847	346	23 504		64.5
British Airways European Division	428	532	642					3 092	5 416	2 602	62	2540		48.0
British Airways Regional Division	4	30	18					125	26	18	—	18		68.0
British Caledonian Airways	124	39	169					428	4 248	1 731	95	1 637		40.8
Air Freight	30	143	167					329	102	70	—	70		68.1
Air-Bridge Carriers	25	147	98					770	255	130	—	130		51.0
British Island Airways	89	290	326					647	408	202	28	173		49.4
Intra Airways	34	170	180					376	126	88	—	88		69.8
TOTAL Cargo Services	1 915	1 700	3 245					9 341	47 582	28 687	532	28 158		60.3
GRAND TOTAL	24 985	28 653	44 809	1 410 624	4 250 908	2 549 801	60.0	23 683	557 532	326 486	13 766	79 031	233 691	58.6

International Scheduled Services March 1977

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	11 505	3 293	15 264	257 637	3 006 107	1 776 496	59.1	7 528	377 753	223 002	11 432	45 535	166 036	59.0
British Airways European Division	4 958	6 271	9 164	512 805	628 541	420 953	67.0	3 276	66 024	40 286	1 247	1 973	37 066	61.0
British Airways Regional Division	289	660	670	30 149	25 991	14 901	57.3	177	2 640	1 356	3	82	1 271	51.4
British Caledonian Airways	1 836	1 515	2 932	56 926	238 091	127 886	53.7	772	28 961	14 529	337	2 599	11 593	50.2
Air Anglia	384	778	1 141	14 997	16 902	7 235	42.8	91	1 729	771	—	48	723	44.6
Aurigny Air Services	68	1 371	393	14 740	983	705	71.7	77	100	60	—	4	56	60.4
British Air Ferries	122	596	482	9 332	3 543	1 878	53.0	490	487	285	—	114	171	58.5
British Island Airways	95	392	375	10 005	4 792	2 198	45.9	27	441	194	—	7	187	44.0
British Midland Airways	111	313	352	6 983	8 098	3 255	40.2	54	642	278	—	24	254	43.3
Brymon Airways	17	78	81	277	188	62	32.8	—	17	5	—	—	5	32.2
Dan-Air Services	164	348	481	8 476	10 366	3 645	35.2	—	846	296	—	—	296	35.0
Intra Airways	9	129	63	1 675	321	119	37.0	10	29	10	—	1	9	33.0
TOTAL Passenger Services	19 558	15 744	31 397	924 002	3 943 923	2 359 332	59.8	12 502	479 668	281 072	13 019	50 386	217 667	58.6
Cargo Services														
British Airways Overseas Division	1 181	349	1 644					3 574	37 001	23 847	346	23 504		64.5
British Airways European Division	396	476	571					2 445	4 823	2 242	61	2 181		46.5
British Caledonian Airways	122	35	164					407	4 231	1 721	84	1 637		40.7
Air Freight	30	143	167					329	102	70	—	70		68.1
British Island Airways	38	81	128					121	176	72	2	70		40.8
TOTAL Cargo Services	1 768	1 084	2 674					6 876	46 334	27 951	493	27 461		60.3
GRAND TOTAL	21 326	16 828	34 071	924 002	3 943 923	2 359 332	59.8	19 378	526 001	309 023	13 512	77 846	217 667	58.7

Domestic Scheduled Services March 1977

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways European Division	1 033	2 310	2 376	189 197	129 166	87 245	67.5	409	13 473	7 546	43	144	7 358	56.0
British Airways Regional Division	1 170	3 937	3 497	168 000	92 893	58 875	63.4	677	8 711	5 152	40	154	4 958	59.1
British Airways Helicopters	10	168	59	3 490	328	213	64.9	10	22	18	—	1	17	81.3
British Caledonian Airways	427	890	964	36 882	36 348	17 537	48.2	407	3 772	1 696	132	79	1 486	45.0
Air Anglia	146	628	549	8 634	5 746	3 331	58.0	—	585	333	—	—	333	57.0
Aurigny Air Services	1	24	6	184	13	11	85.2	1	1	1	—	—	1	83.1
British Island Airways	136	687	527	19 759	6 800	3 959	58.2	141	626	361	—	25	336	57.8
British Midland Airways	315	965	1 021	36 956	23 690	12 726	53.7	193	2 075	1 077	—	85	992	51.9
Brymon Airways	44	187	194	2 888	1 737	850	48.9	1	175	74	—	—	73	42.1
Dan-Air Services	157	772	588	17 215	9 426	5 255	55.7	—	769	428	—	—	428	55.6
Intra Airways	4	13	18	206	139	61	44.0	—	12	5	—	—	5	39.0
Loganair	69	628	369	3 211	697	404	58.0	—	63	37	—	—	37	57.9
TOTAL Passenger Services	3 513	11 209	10 167	486 622	306 984	190 468	62.0	1 841	30 282	16 727	215	487	16 023	55.2
Cargo Services														
British Airways European Division	31	56	71					648	593	360	1	359		60.7
British Airways Regional Division	4	30	18					125	26	18	—	18		68.0
British Caledonian Airways	2	4	5					20	17	11	11	—		63.8
Air-Bridge Carriers	25	147	98					770	255	130	—	130		51.0
British Island Airways	50	209	198					526	232	130	26	104		56.0
Intra Airways	34	170	180					376	126	88	—	88		69.8
TOTAL Cargo Services	147	616	571					2 465	1 249	736	38	698		59.0
GRAND TOTAL	3 660	11 825	10 738	486 622	306 984	190 468	62.0	4 305	31 531	17 463	254	1 185	16 023	55.4

All Non-scheduled Services March 1977

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Overseas Division	288	55	394	6 701	55 179	51 086	92.6	—	5 935	4 867	—	4 867	82.0
British Airways European Division	368	351	703	20 347	33 210	24 338	73.3	1 217	6 080	3 557	1 379	2 178	58.6
British Airtours	788	373	1 135	59 049	148 885	124 586	83.7	—	19 128	11 091	—	11 091	58.0
British Airways Regional Division	69	120	153	6 348	6 056	4 346	71.8	—	577	391	2	389	67.9
British Airways Helicopters	307	2 029	1 533	18 874	6 413	3 125	48.7	154	624	279	27	262	44.7
British Caledonian Airways	1 449	645	2 086	35 782	112 369	89 683	79.8	3 213	35 596	25 163	17 255	7 908	70.7
Air Anglia	37	144	157	336	279	99	35.6	—	27	10	—	10	36.9
Air Freight	55	169	279	2 461	1 157	802	69.3	83	169	110	50	60	65.3
Air-Bridge Carriers	104	154	275	—	—	—	—	997	1 629	931	931	—	57.1
Alidair	90	307	320	6 168	3 309	1 416	42.8	139	670	245	93	151	36.5
Beecham Imperial	6	8	12	36	47	32	68.7	—	4	3	—	3	70.4
Bristow Helicopters	481	3 101	3 014	25 457	8 090	4 322	53.4	225	689	433	46	387	62.8
Britannia Airways	2 340	1 479	3 751	164 050	305 580	263 111	86.1	—	25 984	22 365	—	22 365	86.1
British Air Ferries	41	47	156	282	532	213	40.0	50	280	75	56	19	26.9
British Executive Air Services	29	762	179	5 693	410	220	54.9	8	37	22	—	22	59.5
British Island Airways	58	136	187	1 371	396	322	81.2	71	262	122	95	27	46.6
British Midland Airways	567	347	917	26 817	98 469	43 568	44.2	—	8 265	4 156	809	3 347	50.3
Dan-Air Services	2 853	2 306	5 011	174 116	287 595	244 705	85.1	301	37 020	30 801	11 208	19 593	83.2
Green Shield Stamp	22	37	42	83	145	70	48.4	—	15	6	—	6	37.7
International Aviation Service	1 136	357	1 646	—	—	—	—	4 167	42 758	26 015	26 015	—	60.8
Intra Airways	64	153	203	3 822	3 604	1 499	41.6	161	347	165	52	113	47.6
Invicta International Airlines	40	17	90	—	—	—	—	195	688	518	518	—	75.4
Laker Airways	1 214	562	1 756	63 405	203 407	171 628	84.4	—	20 141	16 785	—	16 785	83.3
Loganair	95	795	452	2 903	945	503	53.2	—	86	46	—	46	54.0
MAM Aviation	80	96	120	302	1 123	247	22.0	—	112	24	—	24	21.4
Management Aviation	10	52	48	356	117	71	60.7	11	13	8	2	6	61.5
McAlpine Aviation	246	378	393	1 069	1 919	786	41.0	—	155	63	—	63	40.6
Monarch Airlines	777	500	1 260	49 376	109 747	85 602	78.0	11	10 969	7 820	57	7 763	71.3
Tradewinds Airways	459	152	889	—	—	—	—	1 097	11 925	7 725	7 725	—	64.8
Trans-Meridian Air Cargo	877	258	1 749	—	—	—	—	2 360	23 234	14 224	14 224	—	61.2
TOTAL	14 952	15 880	28 910	675 204	1 388 974	1 116 379	80.4	14 466	253 417	178 018	80 545	97 473	70.2
Class 5A Licence TOTAL	867	545	1 371	27 628	68 767	52 950	77.0	..	28 633	17 496	12 812	4 684	61.1
TOTAL Excludes 5A Licence	14 085	15 335	27 540	647 576	1 320 199	1 063 429	80.6	14 466	224 784	160 522	67 733	92 789	71.4

*Does not include cargo carried under Class 5 Licences.

International Non-Scheduled Services March 1977

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Overseas Division	288	55	394	6 701	55 179	51 086	92.6	—	5 935	4 867	—	4 867	82.0
British Airways European Division	368	351	703	20 347	33 210	24 338	73.3	1 217	6 080	3 557	1 379	2 178	58.5
British Airtours	788	373	1 135	59 049	148 885	124 586	83.7	—	19 128	11 091	—	11 091	58.0
British Airways Regional Division	51	64	98	4 244	4 820	3 667	76.1	—	474	333	2	331	70.3
British Airways Helicopters	298	1 939	1 487	18 763	6 340	3 111	49.1	153	618	277	27	250	44.8
British Caledonian Airways	1 449	645	2 086	35 782	112 369	89 683	79.8	3 213	35 596	25 163	17 255	7 908	70.7
Air Anglia	13	29	57	103	114	48	42.4	—	11	5	—	5	46.2
Air Freight	25	69	123	300	191	149	78.1	78	84	60	49	11	70.9
Air-Bridge Carriers	79	64	181	—	—	—	—	545	1 314	812	812	—	61.8
Alidair	59	223	212	5 948	3 216	1 347	41.9	6	482	176	31	145	36.5
Beecham Imperial	6	8	12	36	47	32	68.7	—	4	3	—	3	70.4
Bristow Helicopters	481	3 101	3 014	25 457	8 090	4 322	53.4	225	689	433	46	387	62.8
Britannia Airways	2 340	1 479	3 751	164 050	305 580	263 111	86.1	—	25 984	22 365	—	22 365	86.1
British Air Ferries	41	47	156	282	532	213	40.0	50	280	75	56	19	26.9
British Executive Air Services	29	752	179	5 693	401	220	54.9	8	37	22	—	22	59.5
British Island Airways	28	74	91	481	180	143	79.9	—	127	65	53	12	51.5
British Midland Airways	567	347	917	26 817	98 469	43 568	44.2	—	8 265	4 156	809	3 347	50.3
Dan-Air Services	2 727	1 969	4 586	167 257	283 116	242 299	85.6	160	36 481	30 526	11 129	19 397	83.7
Green Shield Stamp	20	28	38	79	131	69	52.7	—	13	5	—	5	41.0
International Aviation Service	1 136	357	1 646	—	—	—	—	4 167	42 758	26 015	26 015	—	60.8
Intra Airways	58	123	179	2 851	3 305	1 332	40.3	130	311	141	41	100	45.4
Invicta International Airlines	40	17	90	—	—	—	—	195	688	518	518	—	75.4
Laker Airways	1 214	562	1 756	63 405	203 407	171 628	84.4	—	20 141	16 785	—	16 785	83.3
MAM Aviation	55	60	82	166	767	152	19.8	—	77	15	—	15	19.5
Management Aviation	10	52	48	356	117	71	60.7	11	13	8	2	6	61.5
McAlpine Aviation	192	233	294	832	1 522	699	45.9	—	122	55	—	55	45.1
Monarch Airlines	777	500	1 260	49 376	109 747	85 602	78.0	11	10 969	7 820	57	7 763	71.3
Tradewinds Airways	459	152	889	—	—	—	—	1 097	11 925	7 725	7 725	—	64.8
Trans-Meridian Air Cargo	877	258	1 749	—	—	—	—	2 360	23 234	14 224	14 224	—	61.2
TOTAL	14 476	13 931	27 213	658 375	1 379 735	1 111 477	80.6	13 632	251 838	177 295	80 230	97 065	70.4
Class 5A Licence TOTAL	866	544	1 369	27 628	68 775	52 950	77.0	..	28 631	17 494	12 810	4 684	61.1
TOTAL Excludes 5A Licence	13 610	13 387	25 844	630 747	1 310 960	1 058 527	80.7	13 632	223 207	159 801	67 420	92 381	71.6

*Does not include cargo carried under Class 5 Licences.

Domestic Non-Scheduled Services March 1977

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Regional Division	18	56	55	2 104	1 235	679	55.0	—	103	59	—	58	56.8
British Airways Helicopters	9	90	46	111	73	14	19.2	1	6	2	—	2	33.3
Air Anglia	24	115	101	233	165	51	30.9	—	17	5	—	6	30.9
Air Freight	30	100	156	2 161	967	653	67.5	5	85	51	2	49	59.7
Air-Bridge Carriers	25	90	94	—	—	—	—	451	315	119	119	—	37.7
Alldair	31	84	108	220	93	68	73.0	133	188	69	62	7	36.7
British Island Airways	30	62	96	890	217	178	82.3	71	136	57	42	15	42.0
Dan-Air Services	126	337	425	6 859	4 479	2 406	53.7	141	540	275	79	196	50.9
Green Shield Stamp	2	9	5	4	14	1	6.5	—	1	—	—	—	6.5
Intra Airways	7	30	24	971	299	167	56.0	31	36	24	11	13	66.8
Loganair	95	795	452	2 903	945	503	53.2	—	86	46	—	46	54.0
MAM Aviation	25	36	38	136	356	95	26.7	—	35	9	—	9	25.7
McAlpine Aviation	54	145	99	237	397	87	21.9	—	33	8	—	8	24.2
TOTAL	476	1 949	1 697	16 829	9 240	4 903	53.1	834	1 579	723	315	408	45.8
Class 5A Licence TOTAL	1	1	2	—	—	—	—	..	2	2	2	—	100.0
TOTAL Excludes 5A Licence	475	1 948	1 696	16 829	9 240	4 903	53.1	834	1 577	721	313	408	45.7

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations March 1977

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Airways Overseas Division	14	2	23	713	—	5 740	5 065	88·2	658	561	85·3
British Caledonian Airways	252	55	326	5 033	—	47 425	38 547	81·3	4 630	3 460	74·7
Dan-Air Services	6	2	8	177	—	1 082	970	89·7	86	78	90·1
Laker Airways	314	51	402	9 017	3 105	89 779	75 926	84·6	9 121	7 991	87·6
TOTAL	587	110	760	14 940	3 105	144 025	120 508	83·7	14 495	12 090	83·4

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

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Available (000)	Used (000)	Percentage of available	Number of IT passengers uplifted	
											Class 2	Class 4
International Services												
British Airways Overseas Division	107	19	142	3 100	20 200	17 761	87·9	2 493	1 705	68·4	—	—
British Airways European Division	132	113	231	15 745	23 683	19 767	83·6	2 437	1 774	72·8	—	—
British Airtours	132	83	187	14 078	24 879	21 841	87·8	2 264	1 884	83·2	—	—
British Airways Regional Division	29	38	57	2 109	2 295	1 856	80·9	236	168	71·4	—	—
British Caledonian Airways	316	286	540	24 925	40 151	31 938	79·5	3 823	2 789	72·9	—	—
Britannia Airways	2 133	1 242	3 393	145 222	278 316	250 796	90·1	23 666	21 317	90·1	—	72
Dan-Air Services	1 683	1 377	2 933	132 139	199 234	169 683	85·2	15 938	13 575	85·2	—	713
Intra Airways	2	6	10	160	73	54	74·1	6	4	65·2	—	—
Laker Airways	553	317	811	35 815	71 203	60 538	85·0	6 852	5 353	78·1	—	—
Monarch Airlines	645	389	1 040	42 408	92 997	76 470	82·2	9 084	6 935	76·3	—	—
TOTAL International Services	5 732	3 869	9 344	415 701	753 031	650 705	86·4	66 798	55 503	83·1	—	785
Domestic Services—Nil												
GRAND TOTAL	5 732	3 869	9 344	415 701	753 031	650 705	86·4	66 798	55 503	83·1	—	785

All Class 4 Licence Operations March 1977

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of Available	Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	155	30	219	—	2 802	28 039	27 744	98.9	2 702	2 552	94.4
British Airways European Division	17	18	30	—	1 538	2 909	1 470	50.5	303	129	42.6
British Airtours	23	5	28	—	637	4 268	2 556	59.9	388	221	56.8
British Caledonian Airways	125	58	186	—	4 509	20 983	17 321	82.6	2 030	1 497	73.7
Britannia Airways	113	80	184	72	2 102	14 657	2 400	16.4	1 247	205	16.4
British Island Airways	2	10	8	—	420	101	84	83.2	9	7	76.9
British Midland Airways	10	12	27	—	871	764	762	99.7	64	60	92.6
Dan-Air Services	591	329	964	713	27 726	72 338	64 704	89.4	5 796	5 190	89.6
Intra Airways	10	24	33	—	1 053	636	405	63.7	52	31	59.0
Laker Airways	199	149	346	—	11 279	17 904	15 391	86.0	1 616	1 463	90.6
Loganair	13	480	79	—	1 446	107	58	54.2	10	5	54.3
Monarch Airlines	37	29	62	—	2 390	4 408	3 144	71.3	433	285	65.8
TOTAL	1 295	1 224	2 166	785	56 773	167 115	136 041	81.4	14 649	11 644	79.5

International Class 4 Licence Operations March 1977

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of Available	Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	155	30	219	—	2 802	28 039	27 744	98.9	2 702	2 552	94.4
British Airways European Division	17	18	30	—	1 538	2 909	1 470	50.5	303	129	42.6
British Airtours	23	5	28	—	637	4 268	2 556	59.9	388	221	56.8
British Caledonian Airways	125	58	186	—	4 509	20 983	17 321	82.6	2 030	1 497	73.7
Britannia Airways	113	80	184	72	2 102	14 657	2 400	16.4	1 247	205	16.4
British Island Airways	—	1	1	—	50	11	11	100.0	1	1	91.3
British Midland Airways	10	12	27	—	871	764	762	99.7	64	60	92.6
Dan-Air Services	591	329	964	713	27 726	72 338	64 704	89.4	5 796	5 190	89.6
Intra Airways	9	19	28	—	915	596	384	64.5	48	29	59.8
Laker Airways	199	149	346	—	11 279	17 904	15 391	86.0	1 616	1 463	90.6
Monarch Airlines	37	29	62	—	2 390	4 408	3 144	71.3	433	285	65.8
TOTAL	1 279	730	2 075	785	54 819	166 877	135 888	81.4	14 628	11 631	79.5

Domestic Class 4 Licence Operations March 1977

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of Available	Available (000)	Used (000)	Percentage of available
British Island Airways	2	9	7	—	370	90	73	81.1	8	6	75.1
Intra Airways	1	5	5	—	138	40	21	52.4	3	2	16.7
Loganair	13	480	79	—	1 446	107	58	54.2	10	5	54.3
TOTAL	16	494	91	—	1 954	238	152	64.1	21	13	61.2

All Class 6 Licence Operations March 1977

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways European Division	8	16	19	102	104	52	50.2
British Caledonian Airways	503	142	676	1 911	16 990	11 570	68.1
Air Freight	5	23	26	72	16	15	94.6
Air-Bridge Carriers	25	90	94	452	315	119	37.7
British Air Ferries	8	10	33	24	65	16	24.2
Dan-Air Services	53	123	171	298	294	129	43.9
International Aviation Service	227	63	309	551	8 787	4 674	53.2
Tradewinds Airways	132	40	259	532	3 453	1 767	51.2
Trans-Meridian Air Cargo	275	98	583	784	7 690	6 151	80.0
TOTAL	1 236	605	2 170	4 724	37 714	24 493	64.9

International Class 6 Licence Operations March 1977

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways European Division	8	16	19	102	104	52	50.2
British Caledonian Airways	503	142	676	1 911	16 990	11 570	68.1
Air Freight	5	23	26	72	16	15	94.6
British Air Ferries	8	10	33	24	65	16	24.2
Dan-Air Services	21	65	76	157	119	50	41.9
International Aviation Service	227	63	309	551	8 787	4 674	53.2
Tradewinds Airways	132	40	259	532	3 453	1 767	51.2
Trans-Meridian Air Cargo	275	98	583	784	7 690	6 151	80.0
TOTAL	1 178	457	1 980	4 131	37 223	24 295	65.3

Domestic Class 6 Licence Operations March 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	25	90	94	452	315	119	37.7
Dan-Air Services	33	58	95	142	176	79	45.2
TOTAL	58	148	190	593	491	198	40.4

All Class 7 Licence Operations March 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	307	2 029	1 533	18 874	6 413	3 125	48.7	154	624	279	27	252	44.7
Bristow Helicopters	481	3 101	3 014	25 457	8 090	4 322	53.4	225	689	433	46	387	62.8
British Executive Air Services	29	752	179	5 693	401	220	54.9	9	37	22	—	22	59.5
Management Aviation	10	52	48	356	117	71	60.7	11	13	8	2	6	61.5
TOTAL	827	5 934	4 774	50 380	15 021	7 738	51.5	399	1 363	742	76	666	54.4

International Class 7 Licence Operations March 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	298	1 939	1 487	18 763	6 340	3 111	49.1	153	618	277	27	250	44.8
Bristow Helicopters	481	3 101	3 014	25 457	8 090	4 322	53.4	225	689	433	46	387	62.8
British Executive Air Services	29	752	179	5 693	401	220	54.9	9	37	22	—	22	59.5
Management Aviation	10	52	48	356	117	71	60.7	11	13	8	2	6	61.5
TOTAL	818	5 844	4 728	50 269	14 948	7 724	51.7	398	1 357	740	76	664	54.5

Domestic Class 7 Licence Operations March 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	9	90	46	111	73	14	19.2	1	6	2	—	2	33.3
TOTAL	9	90	46	111	73	14	19.2	1	6	2	—	2	33.3

All Exempt Operations March 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 Overseas Division	12	4	10	86	1 200	516	43.0	—	81	49	—	49	59.9
British Airways European Division	211	204	425	3 064	6 617	3 101	46.9	1 116	3 237	1 603	1 327	276	49.5
British Airtours	26	9	39	1 502	4 964	4 726	95.2	—	452	418	—	418	92.6
British Airways Regional Division	22	62	64	2 464	1 557	920	59.1	—	135	79	—	79	58.7
British Caledonian Airways	199	91	288	1 179	2 885	1 266	43.9	1 303	6 700	4 969	4 861	108	74.2
Air Anglia	37	144	157	336	279	99	35.6	—	27	10	—	10	36.9
Air Freight	40	115	200	2 461	1 157	802	69.3	11	112	67	7	60	60.0
Air-Bridge Carriers	77	60	179	—	—	—	—	546	1 286	789	789	—	61.4
Alldair	36	89	120	324	192	154	80.0	139	216	82	68	13	37.8
Beecham Imperial	6	8	12	36	47	32	68.7	—	4	3	—	3	70.4
Britannia Airways	94	157	173	16 654	12 607	9 915	78.6	—	1 072	843	—	843	78.6
British Air Ferries	34	37	123	242	493	191	38.8	27	215	60	43	17	27.8
British Island Airways	31	63	101	951	295	237	80.5	71	141	60	40	20	42.5
British Midland Airways	7	11	19	670	515	436	84.6	—	40	34	—	34	84.7
Dan-Air Services	165	352	477	11 938	13 323	8 057	60.5	4	1 072	652	6	646	60.8
Green Shield Stamp	22	37	42	83	145	70	48.4	—	15	6	—	6	37.7
International Aviation Service	886	287	1 303	—	—	—	—	3 617	33 067	20 622	20 622	—	62.4
Intra Airways	53	123	160	2 609	2 895	1 040	35.9	161	289	130	52	78	45.2
Invicta International Airlines	40	17	90	—	—	—	—	196	688	518	518	—	75.4
Laker Airways	138	36	181	2 417	21 765	17 660	81.1	—	2 273	1 766	—	1 766	77.7
Loganair	82	315	373	1 457	838	445	53.1	—	76	41	—	41	53.9
MAM Aviation	80	96	120	302	1 123	247	22.0	—	112	24	—	24	21.4
McAlpine Aviation	246	378	393	1 069	1 919	786	41.0	—	155	63	—	63	40.6
Monarch Airlines	16	19	29	483	607	185	30.5	11	242	74	57	17	30.6
Tradewinds Airways	208	71	408	—	—	—	—	566	5 324	4 133	4 133	—	77.6
Trans-Meridian Air Cargo	585	157	1 137	—	—	—	—	1 576	15 089	7 659	7 659	—	50.8
TOTAL	3 352	2 942	6 622	50 327	754 24	50 886	67.5	9 344	72 119	44 751	40 182	4 570	62.1

International Exempt Operations March 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 Overseas Division	12	4	10	86	1 200	516	43.0	—	81	49	—	49	59.9
British Airways European Division	211	204	425	3 064	6 617	3 101	46.9	1 116	3 237	1 603	1 327	276	49.5
British Airtours	26	9	39	1 502	4 964	4 726	95.2	—	452	418	—	418	92.6
British Airways Regional Division	4	6	10	360	321	240	74.8	—	32	21	—	21	64.8
British Caledonian Airways	199	91	288	1 179	2 885	1 266	43.9	1 303	6 700	4 969	4 861	108	74.2
Air Anglia	13	29	57	103	114	48	42.4	—	11	5	—	5	46.2
Air Freight	9	15	44	300	191	149	78.1	6	27	17	5	11	60.8
Air-Bridge Carriers	77	60	179	—	—	—	—	546	1 286	789	789	—	61.4
Alldair	5	5	12	104	99	85	86.7	6	28	13	6	7	45.4
Beecham Imperial	6	8	12	36	47	32	68.7	—	4	3	—	3	70.4
Britannia Airways	94	157	173	16 654	12 607	9 915	78.6	—	1 072	843	—	843	78.6
British Air Ferries	34	37	123	242	493	191	38.8	27	215	60	43	17	27.8
British Island Airways	3	11	14	431	168	132	78.6	—	16	11	—	11	72.2
British Midland Airways	7	11	19	670	515	436	84.6	—	40	34	—	34	84.7
Dan-Air Services	71	73	147	5 079	8 845	5 651	63.9	4	709	456	6	450	64.4
Green Shield Stamp	20	28	38	79	131	69	52.7	—	13	5	—	5	41.0
International Aviation Service	886	287	1 303	—	—	—	—	3 617	33 067	20 622	20 622	—	62.4
Intra Airways	47	98	141	1 776	2 636	893	33.9	130	257	108	41	67	42.2
Invicta International Airlines	40	17	90	—	—	—	—	196	688	518	518	—	75.4
Laker Airways	138	36	181	2 417	21 765	17 660	81.1	—	2 273	1 766	—	1 766	77.7
MAM Aviation	55	60	82	166	767	152	19.8	—	77	15	—	15	19.5
McAlpine Aviation	192	233	294	832	1 522	699	45.9	—	122	55	—	55	45.1
Monarch Airlines	16	19	29	483	607	185	30.5	11	242	74	57	17	30.6
Tradewinds Airways	208	71	408	—	—	—	—	566	5 324	4 133	4 133	—	77.6
Trans-Meridian Air Cargo	585	157	1 137	—	—	—	—	1 576	15 089	7 659	7 659	—	50.8
TOTAL	2 960	1 726	5 253	35 563	66 495	46 149	69.4	9 104	71 060	44 244	40 067	4 177	62.3

Domestic Exempt Operations March 1977

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Regional Division	18	56	55	2 104	1 235	679	55.0	—	103	59	—	58	56.8
Air Anglia	24	115	101	233	165	51	30.9	—	17	5	—	5	30.9
Air Freight	30	100	156	2 161	967	653	67.5	5	85	51	2	49	59.7
Alidair	31	84	108	220	93	68	73.0	133	188	69	62	7	36.7
British Island Airways	27	52	87	520	126	105	83.1	71	125	49	40	9	38.9
Dan-Air Services	93	279	330	6 859	4 479	2 406	53.7	—	364	196	—	196	53.7
Green Shield Stamp	2	9	5	4	14	1	6.5	—	1	—	—	—	6.5
Intra Airways	6	25	19	833	259	146	56.5	31	32	22	11	11	68.9
Loganair	82	315	373	1 457	838	445	53.1	—	76	41	—	41	53.9
MAM Aviation	25	36	38	136	356	95	26.7	—	35	9	—	9	25.7
McAlpine Aviation	54	145	99	237	397	87	21.9	—	33	8	—	8	24.2
TOTAL	392	1 216	1 369	14 764	8 929	4 736	53.0	241	1 059	508	115	393	47.9

Class 5 Operations for UK Operators March 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	294	112	423	16,486	55,499	45 020	81.1	..	10 630	3 931	—	—	3 931	37.0
British Airways Regional Division	18	20	32	1 775	2 204	1 571	71.3	..	206	144	1	1	142	69.9
Air-Bridge Carriers	2	4	2	—	—	—	—	..	28	23	—	23	—	82.1
Alidair	54	218	200	5 844	3 117	1 262	40.5	..	454	163	—	25	138	35.9
British Island Airways	1	1	2	—	—	—	—	..	2	2	—	2	—	100.0
British Midland Airways	9	20	16	902	819	707	86.3	..	64	55	—	—	55	85.9
Dan-Air Services	348	111	443	148	234	145	62.0	..	13 731	11 085	—	11 073	12	80.7
Laker Airways	10	9	16	1 772	2 756	2 113	76.7	..	280	212	—	—	212	76.7
Monarch Airlines	24	12	36	701	4 146	2 132	51.4	..	402	194	—	—	194	48.3
Tradewinds Airways	107	38	202	—	—	—	—	..	2 836	1 687	—	1 687	—	59.5
TOTAL	867	545	1 371	27 628	68 775	52 950	77.0	..	28 633	17 496	1	12 811	4 684	61.1

Class 5 Operations for Non-UK Operators March 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 Airtours	314	164	458	26 346	59 276	50 442	85.1	..	5 394	4 637	—	—	4 637	86.0
British Caledonian Airways	53	14	70	114	358	162	45.3	..	1 423	879	—	865	14	61.8
Air Freight	11	31	53	—	—	—	—	..	41	28	—	28	—	68.3
British Island Airways	24	62	76	—	—	—	—	..	110	53	—	53	—	48.2
British Midland Airways	540	304	855	24 374	96 371	41 663	43.2	..	8 097	4 007	—	809	3 198	49.5
Dan-Air Services	7	12	16	1 276	1 290	1 146	88.8	..	103	92	—	—	92	89.3
International Aviation Service	23	7	34	—	—	—	—	..	904	719	—	719	—	79.5
Monarch Airlines	55	51	93	3 394	7 589	3 670	48.4	..	808	332	—	—	332	41.1
Tradewinds Airways	12	3	21	—	—	—	—	..	312	138	—	138	—	44.2
Trans-Meridian Air Cargo	17	3	28	—	—	—	—	..	456	414	—	414	—	90.8
TOTAL	1 056	651	1 704	55 503	164 884	97 083	58.9	..	17 648	11 299	—	3 026	8 273	64.0

Aircraft Type and Utilisation — All Airlines March 1977

Table 31.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended December 1976	Daily Utilisation per Aircraft (hrs) Quarter ended December 1976
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	29	27	10	81	33	42	24	2	1.9
Aviation Traders Merchantman	558	—	632	—	939	—	—	6	4.6
AW650 Argosy	56	—	211	—	206	—	—	2	2.7
BAC 111-200	594	1 280	4	1 371	4	49 806	24 949	9	5.0
BAC 111-300/400	1 499	1 843	—	2 779	—	106 798	100 747	17	5.0
BAC 111-500	3 328	5 374	7	6 715	8	354 912	238 775	36	6.0
BAC/Aerospatiale Concorde	228	42	—	165	—	2 683	15 467	4	1.2
Bell 206 Jetranger	7	78	—	36	—	71	7	1	0.9
Bell 212 Twin	55	1 170	—	338	—	8 210	369	7	1.9
Boeing 707-120/120B	331	103	—	429	—	11 912	45 541	2	7.9
Boeing 707-320C/336	5 758	1 100	685	4 772	3 111	57 729	331 085	31	7.4
Boeing 707-420	1 017	453	—	1 478	—	68 229	160 480	8	4.5
Boeing 720-720B	387	172	3	549	16	21 122	49 621	2	7.6
Boeing 727-100	737	374	—	1 112	—	41 303	8 8569	6	5.3
Boeing 737-200	2 297	1 438	—	3 677	—	158 987	257 627	14	8.1
Boeing 747-100	5 305	1 271	—	7 010	—	147 359	1 160 956	19	11.0
Bristol Britannia 300	61	—	26	—	135	—	—	2	3.8
Britten-Norman Islander	107	1 230	—	543	—	4 427	385	15	1.1
Britten-Norman Trislander	143	1 675	—	760	—	16 925	1 298	9	2.6
Canadair CL 44	1 337	—	410	—	2 638	—	—	13	6.2
Cessna 401/402/411/414/421	3	11	—	8	—	17	6	1	0.2
DC3 Dakota/Pionair	137	268	373	283	445	4 755	1 084	10	2.2
DH 106 Comet 4B/C	482	398	4	858	5	38 407	48 152	18	1.3
DHC 6 Twin-Otter	14	89	—	69	—	808	162	1	2.4
Fokker Friendship 100/600	460	1 202	—	1 462	—	21 194	9 569	7	6.4
Hawker Siddley 121 Trident 1C	393	684	—	836	—	43 508	24 722	10	2.6
Hawker Siddley 121 Trident 1E	273	488	—	572	—	38 180	21 235	3	6.1
Hawker Siddley 121 Trident 2E	1 584	1 473	—	2 714	—	100 379	107 737	15	5.4
Hawker Siddley 121 Trident 3B	2 211	3 007	—	4 302	—	292 485	212 135	25	5.4
HP Herald 100/200	541	1 801	397	1 579	482	42 601	9 214	19	3.9
HS 125	340	469	—	524	—	1 411	1 117	18	0.9
HS 748	361	1 278	52	1 212	87	27 547	8 835	15	3.4
Lockheed L1011 Tristar	855	563	—	1 361	—	90 986	151 498	9	4.9
McDonnell-Douglas DC10-10	284	81	—	378	—	24 087	82 576	3	6.0
McDonnell-Douglas DC8-54F/55F	334	—	98	—	455	—	—	2	8.3
McDonnell-Douglas DC9-10 to 40	57	186	—	159	—	10 374	3 267	1	5.7
McDonnell-Douglas DC-10-30	684	106	—	853	—	14 322	113 099	3	12.9
Piper PA23 Aztec (and Apache)	10	39	—	35	—	62	12	1	0.6
Piper PA31 Navajo (all Series)	57	240	—	234	—	840	204	5	1.9
Sikorsky 58T	77	565	10	464	6	3 480	477	8	2.1
Sikorsky S61N	639	3 270	—	3 571	—	35 702	6 723	32	3.8
Vickers VC10 Standard	—	—	—	—	—	—	—	2	—
Vickers Super VC10	3 660	1 174	—	4 899	—	59 596	320 794	15	9.9
Vickers Viscount 700	94	292	85	231	112	7 632	1 568	5	2.1
Vickers Viscount 700D/800/810	1 130	3 932	96	3 708	71	135 417	42 153	30	3.8
Westland Wessex	59	1 009	—	419	—	6 407	375	5	3.1
TOTAL	38 576	40 255	3 103	62 546	8 753	2 050 712	3 642 613	468	4.8

Aircraft Type and Utilisation — Individual Airlines Table 31.2

March 1977

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1977	Daily utilisation per aircraft (hrs) Quarter ended March 1977
		Passenger	Cargo	Passenger	Cargo				
British Airways Overseas Division									
Vickers VC10 Standard	—	—	—	—	—	—	—	2	—
Vickers Super VC10	3 660	1 174	—	4 899	—	59 596	320 794	15	9.9
Lockheed L1011 Tristar	441	197	—	642	—	14 477	69 424	4	5.3
Boeing 707-320C/336	2 636	486	349	2 018	1 644	25 543	142 636	11	9.7
Boeing 707-420	114	24	—	165	—	1 869	21 359	—	6.0
McDonnell-Douglas DC10-30	578	66	—	711	—	11 046	96 686	2	13.0
Boeing 747-100	5 305	1 271	—	7 010	—	147 359	1 160 956	19	11.0
BAC/Aerospatiale Concorde	228	42	—	165	—	2 683	15 467	4	1.2
TOTAL	12 962	3 260	349	15 610	1 644	262 573	1 827 323	57	9.2
British Airways European Division									
BAC 111-500	1 491	3 253	—	3 251	—	206 194	90 960	18	6.1
Hawker Siddeley 121 Trident 2E	1 584	1 473	—	2 714	—	100 379	107 737	15	5.4
Aviation Traders Merchantman	492	—	585	—	798	—	—	5	5.0
Hawker Siddeley 121 Trident 1C	393	684	—	836	—	43 508	24 722	10	2.6
Hawker Siddeley 121 Trident 3B	2 211	3 007	—	4 302	—	292 485	212 135	25	5.4
Lockheed L1011 Tristar	413	366	—	719	—	76 509	82 074	5	4.6
TOTAL	6 584	8 783	585	11 822	798	719 075	517 628	78	5.1
British Airtours									
Boeing 707-420	902	429	—	1 313	—	66 360	139 121	8	3.9
British Airways Regional Division									
HS 748	82	287	—	285	—	7 785	2 559	2	4.3
Vickers Viscount 700D/800/810	698	2 817	30	2 383	18	99 117	27 359	19	3.8
BAC 111-300/400	436	1 081	—	992	—	53 416	23 748	7	4.4
Hawker Siddeley 121 Trident 1E	273	488	—	572	—	38 180	21 236	3	6.1
TOTAL	1 489	4 673	30	4 232	18	198 498	74 902	31	4.2
British Airways Helicopters									
Sikorsky S61N	284	1 657	—	1 417	—	19 704	3 202	14	3.1
Bell 206 Jetranger	7	78	—	36	—	71	7	1	0.9
Sikorsky 58T	17	158	—	91	—	699	74	2	1.2
Bell 212 Twin	9	304	—	48	—	1 890	55	1	1.2
TOTAL	317	2 197	—	1 592	—	22 364	3 338	18	2.7
British Caledonian Airways									
BAC 111-200	479	1 101	0	1 124	0	39 126	17 752	7	5.2
BAC 111-500	866	1 248	4	1 694	5	65 594	52 051	9	5.6
Boeing 707-320C/336	2 295	440	227	2 034	1 027	21 594	148 856	10	9.2
McDonnell-Douglas DC-10-30	106	40	0	142	0	3 276	16 413	1	11.8
TOTAL	3 747	2 829	231	4 994	1 032	129 590	235 073	27	6.9
Air Anglia									
Fokker Friendship 100/600	460	1 202	0	1 462	0	21 194	9 569	7	6.4
Piper PA31 Navajo (All series)	57	240	0	234	0	840	204	5	1.9
TOTAL	517	1 442	0	1 696	0	22 034	9 772	12	4.8

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 March 1977	Daily utilisation per aircraft (hrs) Quarter ended March 1977
Air Freight							
DC3 Dakota/Pionair	86	112 200	183 262	2 461	802	6	2.2
Air-Bridge Carriers							
AW650 Argosy	56	— 211	— 206	—	—	2	2.7
Vickers Viscount 700D/800/810	7	— 43	— 27	—	—	1	1.2
Aviation Traders Merchantman	66	— 47	— 141	—	—	1	3.1
TOTAL	129	— 301	— 374	—	—	4	2.4
Alidair							
Vickers Viscount 700	82	204 85	185 112	5 867	1 308	5	2.0
Vickers Viscount 700D/800/810	8	15 3	19 5	301	108	1	1.5
TOTAL	90	219 88	204 117	6 168	1 416	6	1.9
Aurigny Air Services							
Britten-Norman Trislander	66	1 342 —	384 —	14 625	699	2	1.9
Britten-Norman Islander	3	53 —	15 —	299	17	6	0.6
TOTAL	69	1 395 —	399 —	14 924	716	8	1.6
Beecham Imperial							
HS 125	6	8 —	12 —	36	32	1	0.3
Bristow Helicopters							
Sikorsky S61N	355	1 613 —	2 154 —	15 998	3 521	18	4.2
Westland Wessex	59	1 009 —	419 —	6 407	375	5	3.0
Sikorsky 58T	50	365 —	331 —	2 425	332	5	2.6
Bell 212 Twin	17	114 —	111 —	627	94	2	1.7
TOTAL	481	3 101 —	3 015 —	25 457	4 322	30	3.6
Britannia Airways							
Boeing 737-200	2 297	1 438 —	3 677 —	158 987	257 627	14	8.1
British Air Ferries							
HP Herald 100/200	134	606 —	524 —	9 572	2 066	6	2.8
Aviation Traders Carvair	29	27 10	81 33	42	24	2	1.9
TOTAL	163	633 10	605 33	9 614	2 090	8	2.6
British Executive Air Services							
Bell 212 Twin	29	752 —	179 —	5 693	220	4	2.4
British Island Airways							
HP Herald 100/200	377	1 106 397	933 482	30 986	6 457	12	4.7
British Midland Airways							
Vickers Viscount 700D/800/810	393	1 134 —	1 271 —	35 821	14 077	8	4.6
McDonnell-Douglas DC9-10 to 40	57	186 —	159 —	10 374	3 267	1	5.7
Boeing 707-320C/336	440	160 —	664 —	10 038	32 104	6	2.1
TOTAL	890	1 480 —	2 094 —	56 233	49 447	15	3.6
Brymon Airways							
Britten-Norman Islander	17	87 —	83 —	314	60	2	1.7
HP Herald 100/200	30	89 —	122 —	2 043	691	1	2.5
DHC 6 Twin-Otter	14	89 —	69 —	808	162	1	2.4
TOTAL	61	265 —	274 —	3 165	912	4	2.1

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1977	Daily utilisation per aircraft (hrs) Quarter ended March 1977
Dan Air Services									
HS 748	280	991	52	927	87	19 762	6 276	13	3.3
BAC 111-200	115	179	4	247	4	10 680	7 197	2	4.2
BAC 111-300/400	464	384	—	838	—	25 976	33 488	5	5.1
BAC 111-500	581	548	3	1 074	3	54 870	59 783	6	5.6
DH 106 Comet 4B/C	482	398	4	858	5	38 407	48 152	18	1.3
Boeing 727-100	737	374	—	1 112	—	41 303	88 569	6	5.3
Boeing 707-320C/336	387	14	109	56	440	554	7 489	4	3.6
TOTAL	3 045	2 888	172	5 112	539	191 552	250 953	54	3.4
Green Shield Stamp									
HS 125	22	37	—	42	—	83	70	1	1.4
International Aviation Service									
Bristol Britannia 300	21	—	9	—	45	—	—	1	5.2
McDonnell-Douglas DC8-54F/55F	334	—	98	—	455	—	—	2	8.3
TOTAL	356	—	107	—	500	—	—	3	7.3
Intra Airways									
DC3 Dakota/Pionair	51	156	173	100	183	2 294	282	4	2.3
Vickers Viscount 700D/800/810	35	54	20	81	21	1 943	869	1	1.8
TOTAL	87	210	193	181	204	4 237	1 151	5	2.1
Invicta International Airlines									
Bristol Britannia 300	40	—	17	—	90	—	—	1	2.9
Laker Airways									
BAC 111-300/400	599	378	—	949	—	27 406	43 511	5	5.6
McDonnell-Douglas DC10-10	284	81	—	378	—	24 087	82 576	3	6.0
Boeing 707-120/120B	331	103	—	429	—	11 912	45 541	2	8.0
TOTAL	1 214	562	—	1 756	—	63 405	171 628	10	6.2
Loganair									
Britten-Norman Trislander	77	333	—	376	—	2 300	599	7	1.7
Britten-Norman Islander	87	1 090	—	445	—	3 814	308	7	1.8
TOTAL	165	1 423	—	821	—	6 114	907	14	1.7
Mam Aviation									
HS 125	80	96	—	120	—	302	247	2	1.8
Management Aviation									
Sikorsky 58T	10	42	10	42	6	356	71	1	1.6
McAlpine Aviation									
Cessna 401/402/411/414/421	3	11	—	8	—	17	6	1	0.2
HS 125	233	328	—	350	—	990	768	14	0.8
Piper PA23 Aztec (and Apache)	10	39	—	35	—	62	12	1	0.6
TOTAL	246	378	—	393	—	1 069	786	16	0.8

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1977	Daily utilisation per aircraft (hrs) Quarter ended March 1977
		Passenger	Cargo	Passenger	Cargo				
Monarch Airlines									
BAC 111-500	390	325	—	696	—	28 254	35 981	3	7.4
Boeing 720/720B	387	172	3	549	16	21 122	49 621	2	7.6
TOTAL	777	497	3	1 245	16	49 376	85 602	5	7.5
Tradewinds Airways									
Canadair CL 44	459	—	152	—	889	—	—	5	6.2
Trans-Meridian Air Cargo									
Canadair CL 44	877	—	258	—	1 749	—	—	8	6.3
GRAND TOTAL	38 576	40 255	3 103	62 546	8 753	2 050 712	3 642 613	468	4.8

Operations Subject to Variable Charge by Type of Licence for March 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	555 161	325 241	92 233	233 010	58.5
Class 2	14 494	12 090	—	12 090	83.4
Class 3	66 345	55 143	—	55 143	83.1
Class 4	14 586	11 613	—	11 613	79.6
Class 5A	28 633	17 496	12 812	4 684	61.1
Class 6	35 738	23 262	23 219	43	65.0
Class 7	1 297	705	75	630	54.3
TOTAL	716 255	445 550	128 339	317 213	62.2
Non-chargeable Operations					
Aircraft hired from					
Foreign Operators	12 735	8 180	6 696	1 484	64.2
Exempt Services	41 399	25 025	20 680	4 345	60.4
Class 5B	16 099	10 449	2 956	7 493	64.9
Small Aircraft Operations	296	170	6	164	57.4
TOTAL	70 529	43 824	30 338	13 487	62.1
GRAND TOTAL	786 783	489 375	158 677	330 700	62.1

Output by Type of Licence and Aircraft Ownership for March 1977

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	555 381	666	1 485	557 532
Class 2	14 494	—	—	14 494
Class 3	66 345	27	426	66 798
Class 4	14 596	53	—	14 649
Class 6	35 738	1 975	—	37 713
Class 7	1 363	—	—	1 363
Exempt Services	41 399	21 442	9 277	72 118
TOTAL	729 316	24 164	11 188	764 668
Class 5A	28 633	—	—	28 633
Class 5B	16 099	2	1 547	17 648
TOTAL	44 732	2	1 547	46 281
GRAND TOTAL	774 048	24 166	12 735	810 949

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Appendix A Definitions—Traffic Statistics

MOVEMENTS AT AIRPORTS

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

AIR PASSENGERS

Passengers	includes all revenue and non-revenue passengers on air transport flights. Air crew being carried on such flights other than as members of the aircraft's complement are classified as non-revenue passengers.
Revenue passengers	are those who pay 25 per cent or more of the normal applicable fare.
A terminal passenger	is a passenger joining or leaving the aircraft flight at the reporting airport. A passenger travelling between two reporting airports is counted twice, once at each airport.
A transit passenger	is a passenger who arrives at and departs from a reporting airport on the same aircraft which is 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 but typical examples are ambulance flights, aircrew training and test flights, Government charters, helicopters carrying externally suspended loads, etc.

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

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

Appendix B Measures and their Computation

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

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

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

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