

Miss Esdaile

Civil Aviation Authority



CAA Monthly Statistics
(up to and including December 1977)

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ISSN 0306 3577

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

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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Room T410
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London WC2B 6TE
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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—December 1977

Activity at UK Airports

Air transport movements during the month of December 1977 reached a level of 56 000 (7.5 per cent growth against December 1976), the proportion of all-freight movements remained at 6.7 per cent of the total. London area movements accounted for 28 000 (3.0 per cent growth as compared with the previous year). With the exception of Stansted, all airports in the area reported growth. Gatwick reported 492 additional movements (9.0 per cent growth), Luton 212 additional movements (18.5 per cent growth), Heathrow 119 additional movements (marginal growth only) and Southend 51 additional movements (5.1 per cent growth). Stansted reported 78 fewer movements (21.7 per cent decline). Outside the London area 12.4 per cent growth was reported (28 000 movements). Sumburgh reported the greatest increase in actual movements (763 additional movements; 54.2 per cent growth), followed by Aberdeen with 585 additional movements (15.6 per cent growth) and Manchester with 349 additional movements (11.8 per cent growth). Liverpool (due to industrial disputes), Penzance and Isles of Scilly reported the heaviest falls in movements (651 fewer movements; 93.0 per cent decline, 140 fewer movements; 56.9 per cent decline and 135 fewer movements; 54.7 per cent decline respectively). Scheduled movements increased by 4.3 per cent and charter movements by 19.0 per cent. The UK operators' share of scheduled movements rose 1.8 percentage points to stand at 74.4 per cent of the total and their share of charter movements rose 2.3 percentage points to 90.9 per cent.

The number of terminal passengers reported by UK airports in December 1977 was 3.0 million, which represented a growth of 4.4 per cent as compared with the same month in the previous year. London area passengers accounted for 2.2 million (3.7 per cent growth). Gatwick reported 52 558 additional passengers (16.1 per cent growth), Luton 23 424 additional passengers (24.4 per cent growth) and Heathrow only marginal growth with 8 009 additional passengers. Stansted reported 4 852 fewer passengers (20.6 per cent decline) and Southend 1 158 fewer passengers (7.0 per cent decline). Outside the London area, 0.8 million passengers used UK airports (6.6 per cent growth as compared with December 1976). Manchester reported the greatest increase in passengers handled (26 133 additional passengers; 18.6 per cent growth), followed by Sumburgh and Aberdeen with 19 072 additional passengers (92.8 per cent growth) and 17 039 additional passengers (25.6 per cent growth) respectively. Liverpool reported the heaviest fall in passenger traffic (21 393 fewer passengers; 99.6 per cent decline), followed by Birmingham and Prestwick with 9 181 fewer passengers (13.7 per cent decline) and 7 469 fewer passengers (26.7 per cent decline) respectively. Passengers travelling on scheduled services rose by 3.4 per cent and those travelling on charter services rose by 8.8 per cent. The UK operators' share of scheduled traffic rose marginally to 64.0 per cent of the total and their share of charter traffic rose 1.9 percentage points to stand at 85.6 per cent.

2.2 million passengers travelled on international services in December 1977 (5.5 per cent growth as compared with December 1976) and 0.8 million on domestic services (1.6 per cent growth). International scheduled services carried 5.8 per cent more passengers and international charter services 4.9 per cent more. The most heavily used scheduled routes were those to USA with 14.0 per cent of the total (22.4 per cent growth), followed by those to France and the Middle East with 10.4 per cent of the total (1.8 per cent decline) and 8.3 per cent of the total (29.5 per cent growth) respectively. Services to Spain carried 26.1 per cent of total charter passengers (4.9 per cent growth), services to Italy carried 12.4 per cent of the total (32.7 per cent growth) and those to Germany 7.4 per cent of the total (15.9 per cent decline). Of the passengers travelling on domestic routes, those to Edinburgh, Glasgow and Belfast increased (16.7 per cent, 15.2 per cent and 6.2 per cent respectively). Traffic carried on routes to London, Isle of Man and Channel Islands declined (−3.3 per cent, −27.3 per cent and −30.4 per cent respectively).

During December 1977, air freight handled at UK airports amounted to 62 000 tonnes (9.4 per cent growth as compared with December 1976); 35 000 tonnes of this travelled on all-freight flights. In the London area, total tonnage increased 9.2 per cent to 51 000 tonnes. Only Southend reported a fall in tonnage (258 fewer tonnes; 29.9 per cent decline). Heathrow reported 6.9 per cent growth (2 475 additional tonnes), Stansted 12.5 per cent growth (280 additional tonnes), Luton 14.6 per cent growth (73 additional tonnes) and Gatwick 23.9 per cent growth (1 757 additional tonnes). Over the rest of the UK, tonnage rose by 10.2 per cent. Prestwick and Manchester reported the greatest increases in tonnage handled (632 additional tonnes; 52.0 per cent growth and 325 additional tonnes; 11.8 per cent growth respectively). Liverpool reported the heaviest fall in tonnage handled (703 fewer tonnes; 99.4 per cent decline). Freight carried on scheduled services rose 9.9 per cent as compared with the previous year and that carried on charter services rose 7.6 per cent. The UK operators' share of scheduled tonnage rose 2.4 percentage points to stand at 41.5 per cent of the total and their share of tonnage on charter services rose 13.2 percentage points to 87.9 per cent.

Output of UK Airlines

The output of UK airlines for all services in December 1977 was 919 million available tonne-kilometres, an increase of 15.0 per cent on December 1976.

The scheduled service output of 644 million available tonne-kilometres was 12.4 per cent higher than a year earlier. The overall load factor was 58.9 per cent compared with 57.2 the previous year. Seat kilometres used were 59.0 per cent of those available. Seat factors on domestic and international scheduled services were 56.3 and 59.1 per cent respectively compared with 57.1 and 60.1 per cent a year earlier.

The non-scheduled output of 275 million available tonne-kilometres was 21·7 per cent higher than in December 1976. Advance Booking Charters and Inclusive Tour Charters accounted for 30·4 and 55·2 million available tonne-kilometres respectively compared with 19·4 and 56·4 million a year earlier.

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

Size Structure of UK

Table 1

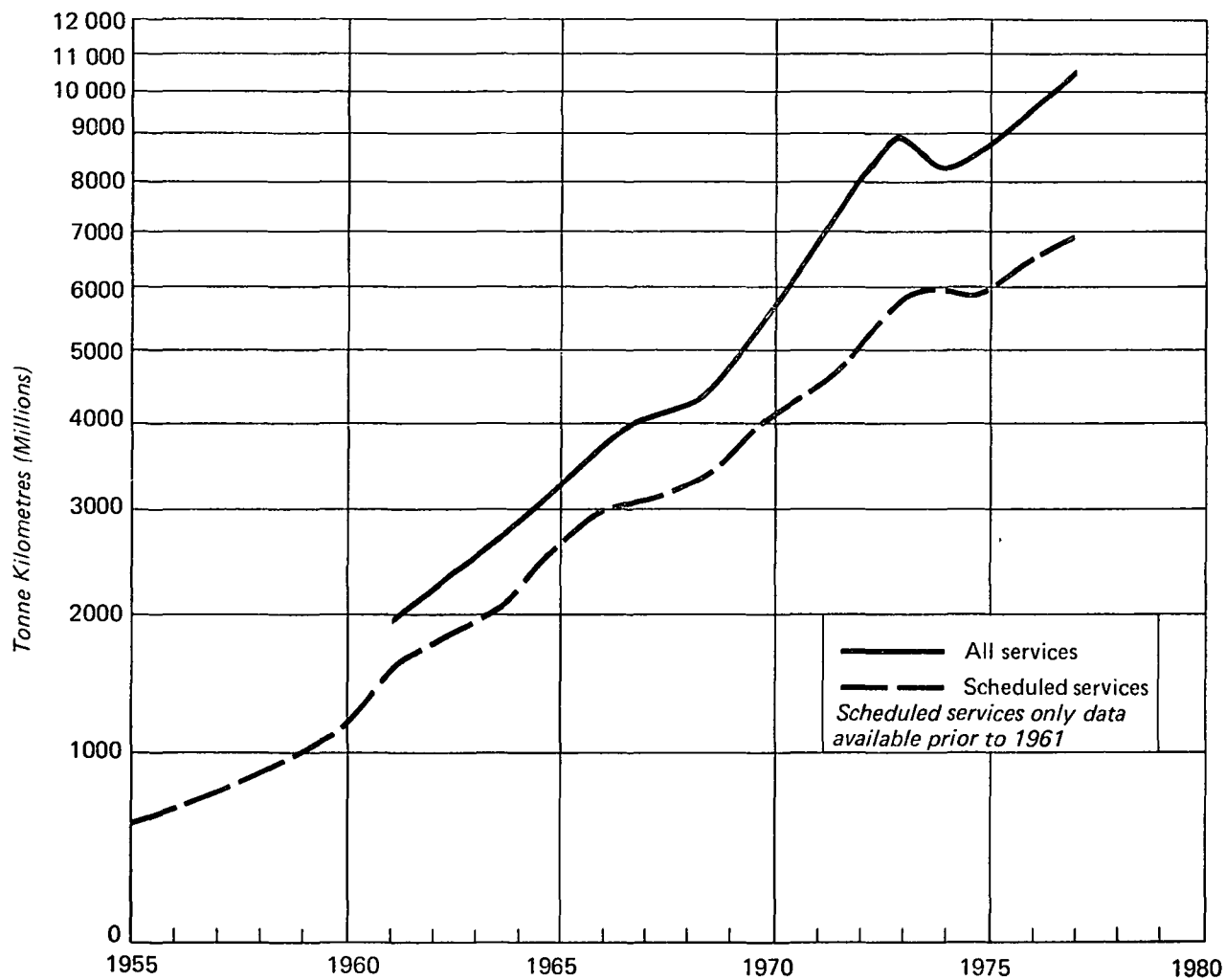
Airports and Airlines Year ended 31 December 1977

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	23 390	50.93	100	100.00
Gatwick	6 588	14.34	98	49.07
Manchester	2 791	6.08	95	34.73
Luton	1 947	4.24	93	28.65
Glasgow	1 752	3.81	91	24.41
Birmingham	1 065	2.32	89	20.59
Belfast	1 038	2.26	86	18.28
Edinburgh	1 021	2.22	84	16.02
Aberdeen	946	2.06	82	13.79
Newcastle	630	1.37	80	11.73
East Midlands	473	1.03	77	10.36
Sumburgh	394	0.86	75	9.33
Prestwick	386	0.84	73	8.47
Isle of Man	328	0.71	70	7.63
Stansted	299	0.65	68	6.92
Southampton	291	0.63	66	6.27
Leeds/Bradford	282	0.61	64	5.64
Liverpool	273	0.59	61	5.02
Southend	242	0.53	59	4.43
Bristol	219	0.48	57	3.90
Tees-side	214	0.47	55	3.42
Glamorgan	208	0.45	52	2.96
Other (22 airports)	1 149	2.50	50	2.50

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres available	Percentage of UK airlines this size and smaller	Percentage of a.t. – km of UK airlines this size and smaller
British Airways – Long Haul Division	5 181	49.42	100	100.00
British Airways – Short Haul Division	1 205	11.49	97	50.58
British Caledonian Airways	940	8.97	94	39.09
Dan-Air Services	608	5.80	92	30.12
Laker Airways	511	4.87	89	24.32
International Aviation Services	451	4.30	86	19.45
Britannia Airways	389	3.71	83	15.15
Trans-Meridian Air Cargo	261	2.49	81	11.44
British Airtours	243	2.32	77	8.95
British Midland Airways	183	1.75	75	6.63
Tradewinds Airways	182	1.74	72	4.88
Monarch Airlines	172	1.64	69	3.15
Air Anglia	31	0.30	67	1.51
British Island Airways	25	0.24	64	1.21
British Air Ferries	13	0.12	61	0.97
Alidair	11	0.10	58	0.85
Others (20 airlines)	78	0.74	56	0.74

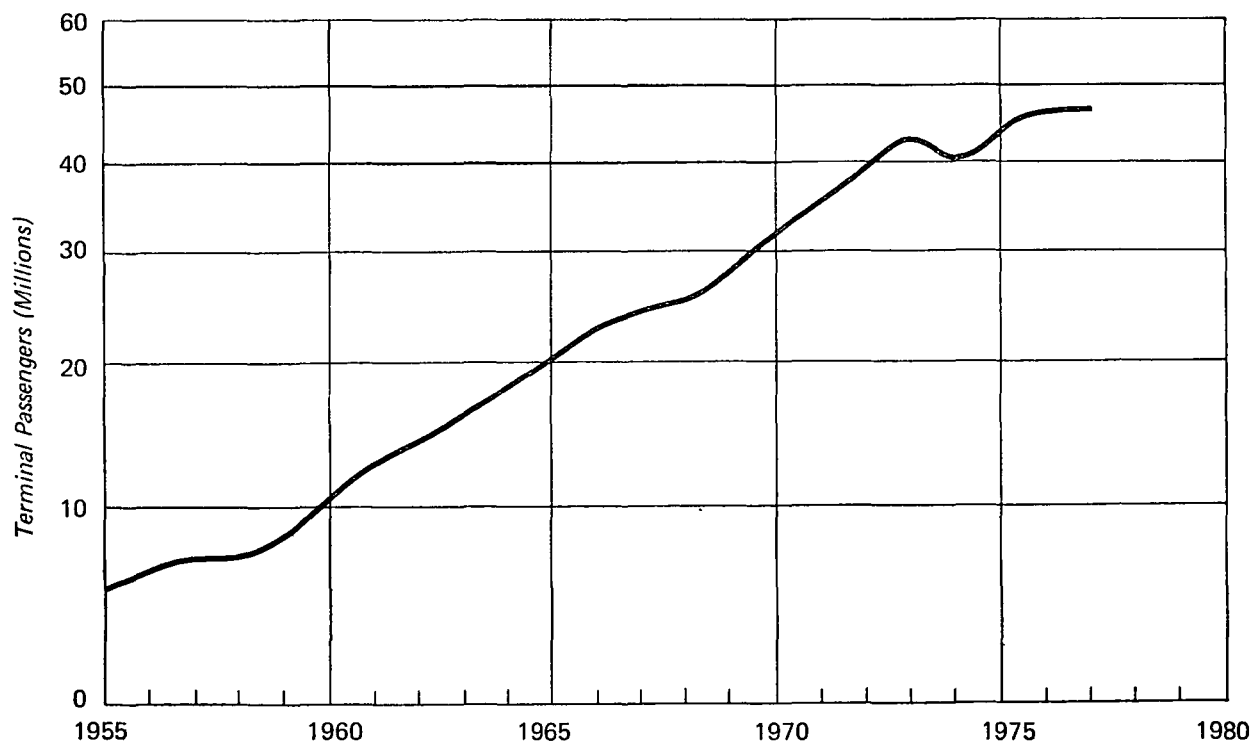
Output of UK Airlines

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
1977	1 904	759	45 927	10 473	6 838	3 637

Year ended

December 1976	1 896	740	44 666	9 690	6 578	3 112
December 1977	1 904	759	45 927	10 473	6 836	3 637

Latest year's growth (percentages)

0.4	2.6	2.8	8.1	3.9	16.9
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Mean rates of growth (percentages) to 1977

20 years	6.4	4.1	10.4	..	11.5	..
10 years	4.7	3.4	6.7	10.0	8.3	14.2
5 years	0.4	1.5	2.4	4.7	4.2	5.7

Use of UK Airports

Table 3

Main Categories of Operator and Service

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1968	560.3	24 845.1	361.3	14 699.1	56.7	3 329.3	131.0	5 994.1	11.3	822.7
1969	591.4	28 064.0	366.6	15 558.5	72.4	4 678.1	138.0	6 647.6	14.4	1 179.8
1970	606.7	31 606.5	360.4	16 265.7	87.9	6 215.6	142.2	7 841.3	16.3	1 283.8
1971	629.9	34 933.5	361.5	16 850.9	106.6	8 357.7	144.6	8 244.5	17.2	1 480.4
1972	669.3	39 125.4	384.7	18 788.5	119.2	9 495.8	144.9	9 144.0	20.5	1 697.0
1973	718.5	43 124.5	419.9	21 021.6	130.2	10 197.3	145.8	9 929.5	22.6	1 976.1
1974	710.1	40 082.4	420.9	20 391.1	122.7	7 996.8	148.6	10 125.0	17.9	1 569.5
1975	700.5	41 845.8	398.1	20 654.3	135.6	8 538.4	146.9	10 802.1	19.9	1 851.0
1976	739.9	44 665.8	412.9	21 721.8	153.0	8 902.2	150.0	11 865.2	23.9	2 176.6
1977	759.1	45 927.2	414.1	21 172.1	174.2	9 318.5	145.8	13 042.1	25.0	2 394.7
1976 1st quarter	152.9	8 116.9	88.7	4 354.6	27.4	1 328.6	34.0	2 253.5	2.7	180.2
2nd quarter	195.4	11 717.1	109.3	5 660.2	41.5	2 477.2	38.2	2 981.2	6.4	598.5
3rd quarter	221.4	14 950.5	119.2	6 706.6	49.9	3 430.8	42.5	3 820.3	9.7	992.8
4th quarter	170.3	9 881.3	95.7	5 000.4	34.2	1 665.6	35.3	2 810.1	5.1	405.1
1977 1st quarter	159.7	8 971.6	90.9	4 705.1	32.5	1 490.0	33.1	2 540.4	3.2	236.1
2nd quarter	198.7	11 900.7	108.5	5 308.5	44.5	2 448.6	38.9	3 487.3	6.7	656.4
3rd quarter	224.2	15 008.5	117.8	6 278.4	55.8	3 533.9	40.6	4 109.5	9.9	1 086.8
4th quarter	176.6	10 046.4	96.9	4 880.1	41.3	1 846.0	33.2	2 904.9	5.2	415.4
1976 July	75.6	5 054.0	40.6	2 276.6	17.2	1 150.8	14.4	1 281.9	3.3	344.7
August	74.6	5 138.7	40.1	2 248.7	16.7	1 232.9	14.4	1 305.5	3.3	351.5
September	71.2	4 757.8	38.5	2 181.2	15.9	1 047.1	13.7	1 232.9	3.1	296.5
October	64.4	3 982.8	35.3	1 925.6	13.5	762.9	13.3	1 085.5	2.4	208.8
November	53.7	2 983.8	30.8	1 568.4	10.5	456.3	10.9	850.3	1.5	108.8
December	52.2	2 914.6	29.5	1 506.4	10.2	446.4	11.2	874.2	1.3	87.5
1977 July	80.0	5 451.9	43.1	2 404.4	18.5	1 199.5	14.6	1 436.6	3.7	411.4
August	75.6	5 039.9	40.0	2 070.8	18.8	1 230.6	13.6	1 366.9	3.2	371.7
September	68.6	4 516.7	34.7	1 803.2	18.5	1 103.8	12.4	1 306.0	3.0	303.7
October	61.6	3 880.3	31.9	1 671.0	15.6	835.9	11.7	1 145.6	2.4	227.8
November	58.9	3 122.2	33.5	1 632.3	13.3	512.6	10.7	873.4	1.5	103.9
December	56.1	3 043.9	31.5	1 576.8	12.5	497.5	10.8	885.9	1.2	83.7

Movements at UK Airports by Purpose

Table 4

	Total	Total	Commercial Air transport	Other	Total	Non-commercial Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1968	1 279.4	595.9	560.3	35.7	683.5	433.8	148.7	101.0
1969	1 399.1	638.8	591.4	47.5	760.3	510.1	160.9	89.4
1970	1 468.3	660.1	606.7	53.4	808.2	540.7	171.5	96.1
1971	1 618.3	688.3	629.9	58.4	930.0	596.8	235.0	98.2
1972	1 732.6	734.9	669.3	65.5	997.7	673.8	218.4	105.4
1973	1 892.1	803.4	718.5	84.9	1 088.7	779.1	210.3	99.3
1974	1 849.4	792.5	710.1	82.4	1 056.9	782.4	179.7	94.8
1975	1 910.5	780.7	700.5	80.1	1 129.9	841.7	187.3	100.9
1976	1 895.8	820.9	739.9	80.9	1 074.9	806.0	159.9	109.0
1977	1 904.3	846.7	759.2	87.7	1 057.6	773.4	168.1	116.2
1975 1st quarter	402.6	160.4	145.4	15.0	242.2	165.3	53.7	23.2
2nd quarter	534.0	206.4	184.8	21.6	327.6	244.8	53.6	29.2
3rd quarter	557.1	235.5	209.4	26.0	321.7	253.8	45.5	22.4
4th quarter	416.8	178.3	160.9	17.5	238.5	177.8	34.5	26.1
1976 1st quarter	390.7	167.7	152.9	14.9	222.9	155.3	40.4	27.2
2nd quarter	543.5	219.2	195.4	23.9	324.2	247.9	47.4	28.9
3rd quarter	558.7	246.7	221.4	25.4	312.0	250.3	35.4	26.2
4th quarter	403.0	187.2	170.3	16.8	215.8	152.4	36.7	26.8
1977 1st quarter	411.6	175.0	159.7	15.3	236.6	161.4	44.1	31.2
2nd quarter	523.0	223.5	198.7	24.8	299.6	226.3	42.1	31.2
3rd quarter	555.4	250.3	224.2	26.2	305.0	234.0	43.3	27.8
4th quarter	414.3	197.9	176.6	21.4	216.4	151.7	38.6	26.0
1976 July	197.5	84.7	75.6	9.1	112.9	90.9	13.6	8.5
August	195.6	83.2	74.6	8.7	112.4	92.0	11.7	8.7
September	165.5	78.8	71.2	7.6	86.7	67.4	10.2	9.1
October	151.7	71.3	64.4	6.8	80.4	57.3	12.9	10.2
November	141.0	59.1	53.7	5.4	81.9	57.7	14.2	10.1
December	110.3	56.8	52.2	4.6	53.4	37.4	9.6	6.4
1977 July	200.1	88.4	80.0	8.4	111.7	86.6	15.6	9.5
August	182.7	84.7	75.6	9.2	97.9	77.3	13.3	7.3
September	172.6	77.2	68.6	8.6	95.4	70.1	14.4	11.0
October	148.3	70.0	61.6	8.5	78.3	57.8	10.9	9.5
November	143.3	65.6	58.9	6.7	77.7	52.4	16.5	8.8
December	122.7	62.3	56.1	6.2	60.4	41.5	11.2	7.7

Air Transport Movements by Airports

Table 5

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humburside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Birmingham Coventry Blackpool (000)	Glamorgan Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1968	299.0	22.6	9.3	19.8	60.7	13.8	78.1	7.1	15.4	34.4	57.2
1969	328.8	28.8	8.5	22.6	62.2	14.9	72.5	5.2	15.0	33.0	79.0
1970	347.6	26.2	7.6	17.3	62.0	17.3	73.4	5.9	15.9	33.5	88.1
1971	369.3	19.0	6.9	18.0	65.1	18.6	76.7	6.2	16.4	33.8	90.3
1972	381.0	20.8	9.6	21.1	70.4	20.5	85.5	6.3	18.5	35.6	91.6
1973	394.9	20.8	16.4	25.4	78.4	22.8	90.3	7.5	24.7	37.5	105.3
1974	376.4	17.0	16.0	26.3	86.9	33.1	86.0	7.5	25.0	35.8	95.4
1975	363.5	16.8	18.3	26.4	94.4	34.2	83.0	6.8	24.7	32.3	96.1
1976	372.5	16.4	19.6	29.6	111.1	43.2	84.4	6.8	24.8	31.7	94.9
1977	369.3	16.6	22.1	33.8	115.9	53.9	82.2	7.2	26.5	31.7	94.2
1975 1st quarter	78.7	3.2	3.4	5.4	17.6	7.7	17.0	1.6	4.2	6.6	17.6
2nd quarter	94.9	4.7	5.1	7.2	24.4	8.4	22.0	1.9	7.6	8.6	26.8
3rd quarter	107.3	5.4	5.5	7.7	27.9	9.2	25.5	2.0	8.6	10.5	32.2
4th quarter	82.6	3.5	4.4	6.1	24.4	9.0	18.5	1.3	4.3	6.7	19.5
1976 1st quarter	79.3	3.0	3.9	6.2	23.2	8.9	16.7	1.4	3.7	6.4	16.5
2nd quarter	97.6	4.6	5.2	7.8	28.6	11.3	22.5	1.8	7.6	8.5	27.6
3rd quarter	109.6	5.4	5.7	8.7	32.4	11.7	26.4	2.0	8.7	10.6	32.1
4th quarter	85.9	3.4	4.8	7.0	26.9	11.2	18.7	1.5	4.8	6.2	18.7
1977 1st quarter	81.1	2.8	4.1	6.6	25.1	11.0	17.1	1.5	4.4	5.9	15.2
2nd quarter	97.4	4.8	5.9	8.3	28.6	13.5	21.8	1.8	8.3	8.3	27.3
3rd quarter	105.4	5.4	6.5	10.4	34.0	15.2	25.3	2.2	9.2	10.8	32.1
4th quarter	85.5	3.6	5.5	8.5	28.2	14.3	18.0	1.6	4.7	6.8	19.6
1976 July	37.4	1.8	2.0	3.0	11.2	3.8	9.0	0.7	3.0	3.7	10.5
August	37.1	1.9	1.9	3.0	10.8	3.8	9.0	0.7	2.9	3.6	11.7
September	35.2	1.7	1.9	2.8	10.4	4.1	8.5	0.7	2.8	3.3	9.9
October	32.3	1.4	1.8	2.5	9.9	4.0	7.5	0.6	2.1	2.4	8.1
November	26.6	1.0	1.6	2.4	8.7	3.7	5.8	0.5	1.4	1.9	5.5
December	27.0	0.9	1.4	2.1	8.3	3.6	5.4	0.4	1.3	1.9	5.1
1977 July	39.2	1.7	2.2	3.8	11.8	4.8	8.9	0.7	3.1	3.9	10.5
August	35.2	2.0	2.2	3.5	11.6	5.1	8.6	0.8	3.1	3.6	11.5
September	31.0	1.7	2.1	3.1	10.6	5.3	7.8	0.7	3.0	3.3	10.1
October	29.3	1.4	2.1	2.6	9.3	4.6	7.0	0.6	2.2	2.5	8.8
November	28.4	1.1	1.9	3.2	9.7	5.1	5.7	0.5	1.3	2.1	5.5
December	27.8	1.1	1.6	2.7	9.2	4.6	5.3	0.5	1.2	2.1	5.3

Terminal Passengers by Airports

Table 6

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Midlands Norwich Cambridge (000)	Leeds Tees-side Newcastle Humbly Grove (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Hawarden Liverpool Manchester Coventry Blackpool (000)	Glamorgan Swansea (000)	B'mouth Bristol Exeter Gloucester Penzance Isles of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1968	16 545.0	334.1	203.5	685.3	2 463.0	226.1	2 612.3	132.9	283.2	1 359.7	1 462.2
1969	19 188.2	540.3	206.0	722.6	2 632.4	273.2	2 692.0	116.8	306.3	1 386.2	1 519.6
1970	21 977.1	495.0	231.3	752.5	2 810.4	292.3	3 035.5	172.0	342.0	1 498.2	1 560.2
1971	24 452.9	432.4	340.4	811.9	2 887.3	311.4	3 565.6	213.7	412.0	1 505.8	1 650.9
1972	27 330.6	483.1	414.5	930.6	3 278.6	364.4	3 955.6	240.6	504.4	1 623.0	1 808.6
1973	29 799.8	459.2	587.8	1 088.6	3 666.1	406.6	4 413.3	285.9	639.5	1 777.8	1 997.1
1974	27 677.6	396.4	541.9	1 051.7	3 515.8	485.3	3 973.8	235.1	549.2	1 655.6	1 961.5
1975	28 951.5	414.2	669.9	1 053.1	3 677.2	506.5	4 224.4	212.3	558.1	1 578.5	2 012.8
1976	31 255.1	354.7	628.8	1 133.8	4 187.0	588.2	4 332.1	196.8	562.8	1 426.4	1 950.1
1977	32 472.6	380.5	662.1	1 146.8	4 105.3	740.1	4 233.8	214.2	606.7	1 365.3	1 957.4
1975 1st quarter	5 429.5	63.4	98.7	195.8	617.6	105.2	685.3	46.4	69.5	284.0	265.7
2nd quarter	7 408.6	119.8	191.2	283.2	944.0	123.8	1 133.6	57.9	168.0	404.4	576.4
3rd quarter	9 752.7	144.3	237.5	352.0	1 252.3	151.2	1 519.4	70.1	226.1	591.4	801.9
4th quarter	6 360.6	86.7	142.6	222.2	863.2	126.3	886.0	38.0	94.5	298.7	368.8
1976 1st quarter	5 743.3	58.2	104.9	204.8	792.1	120.2	720.0	43.1	64.8	265.5	247.7
2nd quarter	8 113.6	100.7	179.6	304.7	1 088.1	149.9	1 182.9	52.2	175.4	370.0	579.4
3rd quarter	10 321.7	125.9	212.2	381.7	1 371.9	171.8	1 549.6	63.6	229.4	522.9	765.2
4th quarter	7 076.5	69.9	132.2	242.7	935.0	146.5	879.6	37.8	93.2	268.0	357.8
1977 1st quarter	6 456.7	54.5	107.5	231.4	849.1	141.1	760.8	46.8	68.7	255.0	251.1
2nd quarter	8 429.7	113.3	185.6	299.7	1 023.7	170.9	1 110.7	50.7	187.9	328.6	573.7
3rd quarter	10 397.8	133.1	225.8	381.6	1 335.8	223.4	1 492.6	74.3	241.1	503.1	759.5
4th quarter	7 188.4	79.6	143.2	234.1	896.7	204.7	869.7	42.4	109.0	278.6	373.1
1976 July	3 461.3	40.2	72.5	131.0	485.9	57.1	520.8	22.2	75.1	188.0	251.1
August	3 552.8	46.8	74.2	131.5	454.1	57.6	534.5	23.1	82.0	182.2	284.2
September	3 307.7	38.9	65.5	119.2	431.8	56.8	494.4	18.3	72.3	152.8	229.9
October	2 811.7	32.5	61.4	96.3	371.5	54.5	386.2	16.5	48.8	103.4	180.5
November	2 129.6	20.5	40.8	78.7	290.9	46.9	261.3	11.8	26.3	77.2	91.3
December	2 135.2	16.9	30.0	67.7	272.6	45.2	232.1	9.5	18.1	87.5	86.0
1977 July	3 793.9	39.1	76.4	146.3	514.5	69.5	524.7	23.3	73.3	190.9	258.2
August	3 465.7	56.7	76.5	130.7	439.8	76.9	508.1	28.3	87.6	169.7	276.8
September	3 138.2	37.3	72.9	104.6	381.5	77.0	459.8	22.7	80.2	142.5	224.5
October	2 745.6	34.5	67.1	76.8	317.6	67.8	386.1	21.8	60.4	102.6	194.2
November	2 229.7	24.4	43.7	84.7	296.8	72.3	253.8	10.8	25.7	80.4	95.9
December	2 213.1	20.7	32.4	72.6	282.3	64.6	229.8	9.8	22.9	95.6	83.0

Cargo Taken Up and Set Down by Airports

Table 7

	Heathrow Gatwick Stansted Luton Southend Westland Heliport (000)	S'hampton Lydd Manston (000)	East Norwich Cambridge (000)	Leeds Tees-side Newcastle Humberside (000)	Glasgow Edinburgh Prestwick Aberdeen (000)	Benbecula Inverness Islay Kirkwall Stornoway Sumburgh Tiree Wick (000)	Liverpool Manchester Coventry Birmingham Blackpool (000)	Glamorgan Swansea (000)	Bristol Exeter B'mouth Gloucester Penzance Isle of Scilly (000)	Belfast Isle of Man (000)	Channel Islands (000)
1968	361.8	35.3	3.4	4.8	29.6	1.5	57.0	0.3	2.0	28.8	13.5
1969	416.2	32.5	2.3	4.5	38.2	1.7	59.3	0.7	1.5	28.6	13.5
1970	417.8	23.7	3.2	3.9	34.1	2.3	66.6	0.3	2.0	25.8	13.1
1971	410.0	5.6	2.5	2.7	29.6	2.3	56.8	0.2	2.0	20.6	13.2
1972	491.3	11.8	5.9	3.9	35.9	2.5	65.1	0.3	5.6	26.3	26.5
1973	540.7	10.5	8.3	3.3	43.6	2.3	64.5	0.3	4.2	21.7	25.7
1974	560.9	9.3	9.3	3.0	44.8	2.9	62.2	0.3	6.7	21.3	22.5
1975	513.2	7.4	8.4	2.0	34.6	2.8	49.3	0.2	5.7	14.2	19.9
1976	531.2	5.3	9.0	1.7	37.3	3.3	48.8	0.4	7.2	15.2	20.2
1977	572.7	5.9	6.3	1.7	41.4	3.6	48.0	0.4	10.0	14.9	19.2
1975 1st quarter	135.1	2.1	1.8	0.6	7.7	0.5	13.3	0.1	1.6	3.7	5.5
2nd quarter	129.1	2.1	2.2	0.5	8.7	0.8	12.1	—	1.5	3.6	5.1
3rd quarter	122.9	1.6	2.1	0.5	8.5	0.7	11.0	—	1.4	3.5	5.2
4th quarter	126.1	1.5	2.3	0.4	9.6	0.8	12.9	0.1	1.2	3.4	4.2
1976 1st quarter	126.4	1.2	1.9	0.4	8.9	0.7	12.3	—	1.8	3.5	5.0
2nd quarter	130.7	1.3	2.0	0.4	9.6	0.9	12.2	0.1	2.2	3.7	6.0
3rd quarter	133.1	1.4	2.7	0.4	9.0	0.8	11.7	0.2	1.7	4.4	5.1
4th quarter	141.0	1.4	2.4	0.4	9.7	0.9	12.6	0.2	1.5	3.6	4.2
1977 1st quarter	140.0	1.4	1.0	0.4	9.6	0.8	12.3	0.1	2.5	3.5	4.9
2nd quarter	138.8	1.3	1.2	0.4	10.1	0.9	12.3	0.1	2.6	3.8	5.0
3rd quarter	134.5	1.3	2.1	0.4	10.2	0.9	11.4	—	2.5	3.7	5.0
4th quarter	159.3	1.8	2.1	0.4	11.5	0.9	12.0	0.1	2.3	4.0	4.3
1976 July	46.0	0.5	0.7	0.1	3.0	0.3	4.0	—	0.6	1.2	1.8
August	41.1	0.3	0.7	0.1	2.8	0.3	3.4	0.1	0.6	1.2	1.7
September	46.1	0.6	1.2	0.2	3.3	0.3	4.3	0.1	0.5	2.0	1.6
October	47.7	0.6	0.9	0.2	3.4	0.3	4.7	—	0.6	1.4	1.5
November	46.2	0.4	0.8	0.1	3.2	0.3	4.2	0.1	0.5	1.2	1.4
December	47.0	0.4	0.7	0.1	3.2	0.3	3.8	—	0.5	1.1	1.3
1977 July	48.0	0.4	0.6	0.1	3.4	0.3	3.8	—	0.8	1.2	1.7
August	42.1	0.4	0.7	0.1	3.2	0.3	3.5	—	0.9	1.2	1.7
September	44.4	0.5	0.8	0.2	3.6	0.3	4.1	—	0.8	1.3	1.6
October	54.7	0.5	0.8	0.1	3.8	0.3	4.2	—	0.8	1.5	1.5
November	53.3	0.6	0.7	0.2	4.0	0.3	4.0	—	0.8	1.3	1.6
December	51.3	0.7	0.6	0.1	3.7	0.3	3.8	—	0.6	1.1	1.2

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
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
1977	569.6	327.4	13.3	71.8	242.4	57.5	4 432.0	2 657.0	59.9
1976 1st quarter	491.2	265.3	11.4	63.6	190.3	54.0	3 778.3	2 119.9	56.1
2nd quarter	568.6	311.7	11.5	65.8	234.3	54.8	4 470.4	2 603.2	58.2
3rd quarter	601.5	362.0	11.3	62.9	287.8	60.2	4 778.6	3 197.2	66.9
4th quarter	531.5	297.9	14.0	64.5	219.5	56.0	4 137.7	2 400.2	58.0
1977 1st quarter	496.7	281.9	12.0	64.7	205.2	56.8	3 805.0	2 244.3	59.0
2nd quarter	571.0	314.6	12.8	68.0	233.9	55.1	4 457.1	2 563.7	57.5
3rd quarter	611.6	363.9	12.7	67.9	283.3	59.5	4 798.6	3 137.3	65.4
4th quarter	599.2	349.3	15.5	86.5	247.3	58.3	4 667.2	2 682.8	57.5
1976 July	563.4	333.9	10.4	58.5	265.1	59.3	4 493.4	2 960.7	65.9
August	573.6	345.5	10.6	57.1	277.8	60.2	4 583.0	3 104.7	67.7
September	667.4	406.7	12.9	73.2	320.6	60.9	5 259.5	3 526.3	67.0
October	542.0	296.9	11.7	60.0	225.2	54.8	4 305.0	2 453.3	57.0
November	479.2	268.8	12.4	62.3	194.1	56.1	3 721.6	2 119.4	56.9
December	573.4	328.1	17.8	71.1	239.2	57.2	4 386.5	2 627.9	59.9
1977 July	575.4	351.6	11.8	62.2	277.6	61.0	4 590.4	3 086.7	67.3
August	580.0	344.2	11.7	62.7	269.8	59.3	4 544.2	3 003.9	66.1
September	679.6	395.8	14.6	78.8	302.4	58.2	5 261.3	3 321.4	63.1
October	583.2	335.5	13.0	83.2	239.4	57.5	4 549.3	2 590.6	56.9
November	570.1	332.8	14.3	88.5	230.0	58.4	4 425.9	2 493.7	56.3
December	644.4	379.5	19.2	87.7	272.5	58.9	5 026.3	2 964.2	59.0

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
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
1977	27.3	15.9	0.2	0.9	14.8	58.2	281.6	174.8	62.1
1976 1st quarter	27.2	14.1	0.2	1.1	12.7	51.8	264.9	151.1	57.1
2nd quarter	33.8	18.5	0.2	1.2	17.1	54.7	334.1	202.6	60.7
3rd quarter	37.6	22.0	0.2	1.2	20.6	59.9	375.3	245.1	65.3
4th quarter	30.0	15.8	0.2	1.0	14.5	52.7	293.5	172.6	58.8
1977 1st quarter	28.3	14.9	0.2	1.0	13.6	52.5	275.3	161.8	58.8
2nd quarter	28.4	16.8	0.2	0.9	15.6	59.2	299.7	185.7	61.9
3rd quarter	29.6	18.8	0.2	0.9	17.7	63.5	311.5	209.1	69.4
4th quarter	23.2	13.2	0.2	0.9	12.1	56.9	239.9	142.6	59.4
1976 July	38.6	22.8	0.2	1.2	21.4	59.2	386.2	254.7	66.0
August	37.9	21.9	0.2	1.1	20.5	57.7	379.5	244.4	64.4
September	36.2	21.3	0.2	1.2	19.9	58.9	360.3	236.3	65.6
October	34.1	18.6	0.2	1.2	17.2	54.7	334.3	204.9	61.3
November	29.0	14.9	0.2	1.0	13.6	51.4	281.8	162.0	57.5
December	27.0	13.8	0.2	0.9	12.7	51.0	264.4	151.0	57.1
1977 July	36.6	23.1	0.2	1.0	22.0	63.3	389.5	259.8	66.7
August	30.0	18.6	0.2	0.9	17.4	61.9	315.5	207.8	65.8
September	22.1	14.7	0.2	0.9	13.6	66.7	229.5	159.8	69.6
October	20.5	13.1	0.2	0.9	11.9	63.8	213.2	140.6	65.9
November	24.8	13.6	0.2	0.9	12.4	54.8	256.2	146.3	57.1
December	24.2	13.0	0.2	0.8	12.0	53.9	250.2	140.8	56.3

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
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
1977	542.3	311.5	13.1	70.8	227.7	57.4	4 150.4	2 482.3	59.8
1976 1st quarter	463.9	251.2	11.2	62.5	177.5	54.2	3 513.4	1 968.7	56.0
2nd quarter	534.9	293.2	11.3	64.6	217.3	54.8	4 136.2	2 400.6	58.0
3rd quarter	563.9	340.0	11.1	61.7	267.2	60.3	4 403.3	2 952.1	67.0
4th quarter	501.5	282.1	13.8	63.4	205.0	56.3	3 844.2	2 227.6	57.9
1977 1st quarter	468.5	267.0	11.8	63.7	191.6	57.0	3 529.7	2 082.5	59.0
2nd quarter	542.6	297.9	12.6	67.1	218.3	54.9	4 157.4	2 378.1	57.2
3rd quarter	582.1	345.1	12.5	67.0	265.6	59.3	4 487.1	2 928.2	65.1
4th quarter	576.1	336.0	15.3	85.6	235.2	58.3	4 427.3	2 540.2	57.4
1976 July	524.8	311.1	10.2	57.3	243.7	59.3	4 107.3	2 706.0	65.9
August	535.7	323.6	10.4	55.9	257.3	60.4	4 203.5	2 860.3	68.0
September	631.2	385.4	12.7	72.0	300.7	61.1	4 899.2	3 290.0	67.2
October	507.9	278.2	11.5	58.8	207.9	54.8	3 970.7	2 248.4	56.6
November	450.2	253.9	12.2	61.2	180.5	56.4	3 439.8	1 957.4	56.9
December	546.4	314.3	17.6	70.3	226.5	57.5	4 122.2	2 476.9	60.1
1977 July	538.8	328.5	11.6	61.3	255.6	60.9	4 200.9	2 826.9	67.4
August	550.0	325.6	11.5	61.8	252.3	59.2	4 228.7	2 796.1	66.1
September	657.5	381.1	14.4	77.9	288.8	58.0	5 031.8	3 161.6	62.8
October	562.8	322.5	12.8	82.3	227.4	57.3	4 336.1	2 450.1	56.5
November	545.3	319.2	14.1	87.5	217.6	58.5	4 169.7	2 247.3	56.3
December	620.2	366.4	19.0	86.8	260.6	59.1	4 776.1	2 823.3	59.1

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
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
1977	305.0	34.9	93.3	10.7	66.0	7.5	145.5	16.6
1976 1st quarter	183.5	27.2	54.2	8.0	20.4	3.0	109.0	16.2
2nd quarter	267.7	32.0	111.0	13.3	55.6	6.7	100.1	12.1
3rd quarter	342.7	36.2	142.0	15.0	92.0	9.7	108.7	11.5
4th quarter	243.5	31.1	74.1	9.6	40.8	5.3	128.7	16.6
1977 1st quarter	222.7	31.0	60.4	8.4	27.5	3.8	134.7	18.7
2nd quarter	308.5	35.1	104.2	11.8	71.6	8.1	132.6	15.1
3rd quarter	398.7	39.5	135.8	13.4	116.3	11.5	146.6	14.5
4th quarter	289.7	32.6	72.9	8.2	48.6	5.5	168.3	18.9
1976 July	346.2	38.1	146.8	16.1	93.8	10.3	105.6	11.6
August	354.3	38.2	148.1	16.0	95.6	10.3	110.6	11.9
September	327.5	32.9	131.2	13.2	86.5	8.7	109.8	11.0
October	285.9	34.5	107.0	12.9	51.6	6.2	127.3	15.4
November	219.1	31.4	58.8	8.4	29.3	4.2	131.1	18.8
December	225.6	28.2	56.4	7.1	41.4	5.2	127.7	16.0
1977 July	407.4	41.5	141.8	14.1	121.5	12.4	144.1	14.7
August	410.1	41.4	137.6	13.9	121.1	12.2	151.4	15.3
September	378.5	35.8	127.9	12.1	106.4	10.1	144.2	13.6
October	332.4	36.3	104.7	11.4	59.6	6.5	168.1	18.4
November	262.0	31.5	58.7	7.1	36.8	4.4	166.5	20.0
December	274.8	29.9	55.2	6.0	49.4	5.4	170.2	18.5

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)
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
1977	1 068.3	907.6	85.0	568.8	5 390	8 116	1 506	1 596
1976 1st quarter	615.9	520.6	84.5	338.5	3 234	4 806	1 486	1 538
2nd quarter	1 262.3	998.5	79.1	639.9	6 276	9 496	1 513	1 560
3rd quarter	1 622.7	1 388.3	85.6	864.4	7 948	12 284	1 546	1 606
4th quarter	842.9	650.2	77.1	413.7	4 149	6 413	1 546	1 572
1977 1st quarter	681.1	599.5	88.0	368.6	3 545	5 174	1 460	1 626
2nd quarter	1 193.0	952.7	79.9	614.4	6 104	9 059	1 484	1 551
3rd quarter	1 559.1	1 381.9	88.6	864.9	7 706	11 743	1 524	1 598
4th quarter	839.8	696.2	82.9	427.2	4 205	6 490	1 543	1 630
1976 July	1 678.2	1 378.0	82.1	869.3	8 351	12 781	1 530	1 585
August	1 691.2	1 496.7	88.5	926.5	8 195	12 744	1 555	1 615
September	1 498.6	1 290.2	86.1	797.4	7 297	11 327	1 552	1 618
October	1 216.8	973.1	80.0	602.0	5 837	9 117	1 562	1 616
November	671.0	549.7	81.9	335.8	3 318	5 185	1 563	1 637
December	640.9	472.9	73.8	303.2	3 291	4 938	1 500	1 560
1977 July	1 628.3	1 385.1	85.1	883.3	8 083	12 238	1 514	1 568
August	1 580.1	1 435.9	90.9	886.5	7 798	11 947	1 532	1 620
September	1 468.8	1 324.8	90.2	825.0	7 236	11 045	1 526	1 606
October	1 200.6	1 029.7	85.8	634.3	5 826	9 057	1 555	1 623
November	679.3	569.5	83.8	338.1	3 408	5 362	1 573	1 684
December	639.5	489.5	76.5	309.2	3 381	5 050	1 494	1 583

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)
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
1977	681.8	565.5	82.9	144.2	1 465	3 458	2 360	3 922
1976 1st quarter	217.8	174.9	80.3	54.0	1 007	1 397	1 387	3 239
2nd quarter	564.6	425.0	75.3	126.7	1 790	3 013	1 683	3 354
3rd quarter	933.6	783.0	83.9	220.1	2 469	4 924	1 994	3 557
4th quarter	415.3	339.8	81.8	90.1	1 241	2 170	1 749	3 771
1977 1st quarter	290.8	237.9	81.8	68.0	1 165	1 734	1 488	3 499
2nd quarter	739.3	597.1	80.8	152.6	1 512	3 776	2 497	3 912
3rd quarter	1 198.1	1 026.1	85.6	253.6	2 218	5 804	2 617	4 046
4th quarter	498.8	400.7	80.3	102.5	964	2 516	2 610	3 909
1976 July	950.1	779.6	82.1	235.7	2 637	5 136	1 948	3 308
August	972.8	832.2	85.5	235.2	2 573	5 125	1 992	3 538
September	877.9	737.3	84.0	189.3	2 197	4 512	2 053	3 895
October	523.2	409.9	78.3	101.0	1 391	2 653	1 907	4 058
November	296.0	250.5	84.6	70.3	1 009	1 532	1 518	3 563
December	426.8	359.0	84.1	99.1	1 323	2 325	1 757	3 623
1977 July	1 248.0	1 071.2	85.8	267.2	2 367	6 198	2 619	4 009
August	1 239.9	1 079.7	87.1	271.4	2 335	6 047	2 590	3 978
September	1 106.3	927.3	83.8	222.1	1 951	5 168	2 949	4 175
October	617.2	510.2	82.7	129.7	1 248	3 141	2 517	3 934
November	380.8	320.2	84.1	81.8	754	1 970	2 612	3 914
December	498.4	371.7	74.6	95.9	890	2 437	2 738	3 876

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

Table 10

Analysis by Countries of Landing and of Embarkation

Comparison with a Year Earlier

European continent and Mediterranean Sea area	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East(b) (000)	Netherlands (000)	North Africa(c) (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe(d) (000)	Spain (000)	Sweden (000)	Switzerland (000)
1968	10 955	732	288	1 884	1 176	168	948	324	1 032	131	144	168	131	2 256	144	780
1969	13 064	732	336	2 160	1 404	228	1 128	355	1 164	145	168	216	188	3 060	156	876
1970	15 288	818	383	2 365	1 874	289	1 430	427	1 306	154	189	295	204	3 472	184	1 053
1971	17 965	831	425	2 499	2 033	481	1 669	535	1 435	177	209	385	230	4 726	188	1 105
1972	20 417	832	447	2 805	2 438	625	1 900	594	1 508	406	244	483	284	5 493	236	1 130
1973	22 450	934	474	2 928	2 525	747	2 032	718	1 734	440	279	578	334	5 974	275	1 181
1974	19 769	859	479	2 678	2 247	543	1 771	794	1 619	313	275	429	347	4 842	281	1 032
1975	20 981	788	486	2 740	2 277	691	1 860	975	1 634	353	351	309	410	5 298	336	1 093
1976	22 072	850	567	2 901	2 470	882	1 941	1 259	1 835	415	522	296	395	4 667	423	1 181
1977	23 148	854	626	2 904	2 619	884	2 037	1 670	1 934	425	591	399	338	4 617	524	1 289
1976 1st quarter	3 780	174	108	588	530	72	300	224	357	82	85	48	63	651	66	245
2nd quarter	5 923	227	138	775	648	258	525	288	491	102	129	75	102	1 329	114	308
3rd quarter	7 551	230	168	877	726	401	773	437	513	129	168	106	159	1 815	124	350
4th quarter	4 818	219	153	661	566	151	343	310	474	102	140	67	71	872	119	278
December	1 366	65	50	188	179	28	100	109	143	30	45	19	23	190	37	90
1977 1st quarter	4 299	196	141	627	603	87	347	305	407	84	127	60	60	653	103	292
2nd quarter	6 054	227	157	786	706	236	533	376	519	98	157	104	74	1 226	144	350
3rd quarter	7 781	220	185	840	757	407	762	587	533	131	178	141	132	1 831	161	362
4th quarter	5 013	211	144	649	556	154	396	403	475	110	128	94	71	908	116	285
December	1 427	60	45	186	172	35	120	142	143	33	40	22	26	197	35	95

Rest of World	Yugoslavia (000)	Others(e) (000)	Total (000)	Australia and New Zealand (000)	Canada (000)	Caribbean(f) (000)	Central Africa(g) (000)	East Africa(h) (000)	Far East(i) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa(k) (000)	South America(l) (000)	United States of America (000)	West Africa(m) (000)	Others (000)
1968	96	553	3 256	70	641	133	28	120	105	152	19	104	37	1 639	66	142
1969	132	616	3 941	92	796	175	35	122	102	161	32	122	53	2 020	74	157
1970	192	653	4 721	113	904	160	40	144	129	162	45	155	50	2 511	87	221
1971	291	746	5 210	108	933	174	44	156	162	141	71	163	54	2 814	91	299
1972	291	701	6 157	146	1 102	222	49	190	302	169	80	179	67	3 203	94	354
1973	394	903	6 735	207	1 289	246	53	171	336	227	114	198	75	3 320	117	382
1974	323	927	6 628	257	1 303	259	59	162	344	278	126	248	62	2 926	135	469
1975	410	970	7 235	328	1 407	276	71	189	382	346	181	307	89	2 939	173	547
1976	414	1 054	8 271	374	1 448	297	69	218	465	388	171	342	89	3 518	221	671
1977	285	1 151	9 168	385	1 510	282	71	200	493	432	200	324	99	4 091	340	740
1976 1st quarter	27	160	1 450	85	170	62	15	50	102	94	47	86	22	515	38	164
2nd quarter	132	282	2 049	90	368	73	14	48	106	83	34	78	18	943	42	152
3rd quarter	189	386	2 910	107	653	91	22	69	144	100	48	94	28	1 282	72	200
4th quarter	66	226	1 862	92	257	71	13	51	113	111	42	84	21	778	54	175
December	9	61	582	34	79	22	6	18	38	42	10	35	8	217	20	53
1977 1st quarter	24	183	1 626	93	177	60	15	49	111	111	48	80	24	610	68	180
2nd quarter	80	279	2 360	90	430	61	17	42	120	95	49	80	22	1 107	79	168
3rd quarter	128	426	3 132	109	662	84	23	63	157	109	52	92	27	1 435	112	207
4th quarter	53	260	2 049	93	241	77	16	46	106	117	50	72	26	938	71	195
December	9	68	627	28	73	24	6	16	35	45	11	29	10	263	27	58

The above figures are derived from airport statistics.

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

The following countries are included in the groups below:—

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

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

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

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

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

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

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

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

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

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

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

Air Transport Movements by Type and Nationality of Operator December 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	5 957	97	2 958	257	102	2 221	322
+ Heathrow	19 042	9 120	706	9 013	86	27	90
+ Luton	1 359	3	9	18	—	1 138	191
+ Southend	1 048	—	724	—	—	306	18
+ Stansted	282	1	5	4	—	104	168
TOTAL (London Area)	27 688	9 221	4 402	9 292	188	3 796	789
Westland Heliport (Battersea)	80	—	—	—	—	80	—
Other UK Airports							
+ Aberdeen	4 338	807	469	—	491	2 437	134
+ Belfast	1 661	1 053	460	30	—	101	17
Benbecula	192	49	143	—	—	—	—
+ Birmingham	1 501	702	498	137	5	154	5
+ Blackpool	386	—	179	—	—	206	1
+ Bournemouth	453	4	332	12	—	95	10
Bristol	372	161	110	34	—	65	2
+ Cambridge	48	—	4	—	—	18	26
+ Coventry	20	—	—	—	—	10	10
+ East Midlands	680	—	442	2	—	221	15
+ Edinburgh	1 535	752	701	32	3	39	8
Exeter	114	—	110	—	—	1	3
Glamorgan	471	109	256	33	—	64	9
+ Glasgow	2 671	1 156	777	253	16	442	27
Gloucester/Cheltenham	36	—	18	—	—	18	—
Hawarden	56	—	56	—	—	—	—
Humberside	308	—	241	—	—	66	1
Inverness	629	287	176	—	45	109	12
Islay	123	—	98	—	—	25	—
+ Isle of Man	452	244	208	—	—	—	—
Isles of Scilly	112	106	—	—	—	6	—
+ Kirkwall	841	176	485	—	27	152	1
+ Leeds/Bradford	653	212	348	14	—	79	—
+ Liverpool	49	—	—	—	—	46	3
+ Lydd	329	—	329	—	—	—	—
+ Manchester	3 319	1 459	309	797	12	727	15
Manston	134	—	—	—	—	113	21
+ Newcastle	1 011	257	684	—	—	66	4
Norwich	833	—	618	—	1	196	18
Penzance Heliport	106	106	—	—	—	—	—
+ Prestwick	660	371	31	207	—	27	24
Southampton	669	118	477	—	—	53	21
Stornoway	251	104	128	—	—	19	—
+ Sumburgh	2 170	210	2	—	776	1 118	64
Swansea	26	—	—	—	—	24	2
+ Tees-side	732	2	424	—	47	253	6
Tiree	30	—	28	—	—	2	—
Wick	369	100	233	—	2	34	—
TOTAL (Incl London Area)	56,108	17,766	13,776	10 843	1 613	10 862	1 248
Channel Islands Airports							
Alderney	454	—	428	—	—	26	—
Guernsey	1 830	128	1 526	26	—	150	—
Jersey	2 972	494	2 134	8	—	322	14
TOTAL (Channel Islands Airports)	5 256	622	4 088	34	—	498	14

Air Transport Movements December 1977

Table 13

Comparison with a Year Earlier

	International				Domestic				1977 Total		1976 Total		Percentage Change	
	Passenger	Scheduled Aircraft	Cargo	Charter Passenger Aircraft	Passenger	Scheduled Aircraft	Cargo	Charter Passenger Aircraft	Passenger	Cargo	Passenger	Cargo	Passenger Aircraft	Cargo
London Area Airports														
+ Gatwick	1 766		128	2 331	258	1 241	177	26	30	5 364	593	4 909	556	9.3
+ Heathrow	13 877		1 197	176	23	3 700	65	4	—	17 757	1 285	17 497	1 426	1.5
+ Luton	21		—	1 246	36	9	—	37	10	1 313	46	1 089	58	20.6
+ Southend	724		—	180	—	—	—	144	—	1 048	—	997	—	5.1
+ Stansted	10		—	165	106	—	—	1	—	176	106	262	98	-32.8
TOTAL (London Area)	16 398		1 325	4 098	423	4 950	242	212	40	25 658	2 030	24 754	2 138	3.7
Westland Heliport (Battersea)	—		—	—	—	—	—	80	—	80	—	96	—	-16.7
Other UK Airports														
+ Aberdeen	204		—	1 866	35	1 071	1	1 132	29	4 273	65	3 674	79	16.3
+ Belfast	30		—	16	10	1 382	131	10	82	1 438	223	1 235	143	16.4
Benbecula	—		—	—	—	185	7	—	—	185	7	211	9	-12.3
+ Birmingham	450		14	153	2	873	—	8	1	1 484	17	1 501	3	-1.1
+ Blackpool	24		—	31	2	105	50	83	91	243	143	219	—	11.0
+ Bournemouth	23		—	90	1	198	127	14	—	325	128	230	108	41.3
+ Bristol	133		—	52	—	172	—	15	—	372	—	357	—	4.2
+ Cambridge	—		—	32	—	4	—	12	—	48	—	53	—	-9.4
+ Coventry	—		—	10	3	—	—	3	4	13	7	1	—	—
+ East Midlands	190		35	111	29	215	4	70	26	586	94	604	85	-3.0
+ Edinburgh	222		—	31	2	1 228	35	17	—	1 498	37	1 267	26	18.2
+ Exeter	21		—	—	4	89	—	—	—	110	4	97	—	13.4
+ Glamorgan	145		—	64	4	253	—	5	—	467	4	419	4	11.5
+ Glasgow	346		61	139	2	1 706	73	344	—	2 535	136	2 296	156	10.4
Gloucester/Cheltenham	—		—	—	—	18	—	18	—	36	—	42	—	-14.3
Hawarden	—		—	—	—	56	—	—	—	56	—	—	—	—
Humberside	40		—	17	1	200	1	49	—	306	2	—	—	—
Inverness	—		—	27	—	463	—	139	—	629	—	484	—	30.0
Islay	—		—	—	—	98	—	25	—	123	—	66	—	86.4
+ Isle of Man	24		—	—	—	376	52	—	—	400	52	469	29	-14.7
Isles of Scilly	—		—	—	—	106	—	6	—	112	—	247	—	-54.7
+ Kirkwall	—		—	21	—	650	11	159	—	830	11	705	—	17.7
+ Leeds/Bradford	126		—	40	—	448	—	39	—	653	—	678	6	-3.7
+ Liverpool	—		—	1	—	—	—	29	19	30	19	584	116	-94.9
+ Lydd	158		171	—	—	—	—	—	—	168	171	149	150	6.0
+ Manchester	1 083		277	550	10	1 191	14	130	64	2 954	365	2 650	320	11.5
+ Manston	—		—	—	—	—	—	134	—	134	—	69	—	94.2
+ Newcastle	295		—	67	—	646	—	3	—	1 011	—	975	—	3.7
+ Norwich	231		—	102	—	386	1	113	—	832	1	616	—	35.1
Penzance Heliport	—		—	—	—	106	—	—	—	106	—	246	—	-56.9
+ Prestwick	215		120	34	11	241	33	6	—	496	164	620	138	-20.0
+ Southampton	46		3	10	36	541	5	27	1	624	45	512	—	21.9
Stornoway	—		—	—	—	225	7	19	—	244	7	263	8	-7.2
+ Sumburgh	1		—	1 326	25	211	—	593	14	2 131	39	1 407	—	51.5
Swansea	—		—	2	—	—	—	24	—	26	—	20	—	30.0
+ Tees-side	38		—	135	—	388	—	171	—	732	—	441	—	66.0
Tiree	—		—	—	—	27	1	2	—	29	1	74	—	-60.8
Wick	—		—	—	—	330	3	36	—	366	3	330	—	10.9
TOTAL (Incl. London Area)	20 443		2 006	9 025	600	19 138	798	3 727	371	52 333	3 775	48 661	3 518	7.5
Channel Islands Airports														
Alderney	—		—	—	—	—	—	—	—	454	—	405	—	12.1
Guernsey	—		—	—	—	—	—	—	—	1 830	—	1 828	—	0.1
Jersey	—		—	—	—	—	—	—	—	2 972	—	2 914	—	2.0
TOTAL (Channel Islands Airports)	—		—	—	—	—	—	—	—	5 256	—	5 147	—	2.1

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

Table 14

Airport of intended landing	Total number of diversions	Airport of actual arrival																															
		Date of diversions																															
Gatwick	36						2He	3He						2He																			
Heathrow	100							1P 1Ga																									
Luton	12		1Ga 1St					2He																									
Southend	2																																
Stansted	1		1Ga																														
Aberdeen	1																																
Belfast	1																																
Birmingham	7																																
East Midlands	2																																
Edinburgh	4																																
Glasgow	29		1Pr																														
Inverness	1																																
Kirkwall	1																																
Leeds	25																																
Lydd	1																																
Manchester	3																																
Newcastle	5																																
Norwich	2																																
Sumburgh	7																																
Tees-side	8																																
Other Internal	11																																
Overseas	7																																
All Aerodromes	266	4	2	—	—	2	2	15	12	7	2	—	4	1	3	4	1	3	8	122	50	11	3	7	—	—	—	1	1	—	1	—	

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator December 1977

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators			Overseas operators			United Kingdom operators			Overseas operators		
				British Airways	Others		British Airways	Others		British Airways	Others		British Airways	Others	
	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal
London Area Airports															
+ Gatwick	382 124	379 444	2 680	4 277	—	146 520	494	5 510	272	15 249	—	177 074	1 274	30 814	640
+ Heathrow	1 711 238	1 680 255	30 983	810 394	—	20 299	—	826 693	30 930	12 141	—	977	—	9 751	53
+ Luton	119 768	119 268	500	244	—	428	—	1 386	5	—	—	101 344	365	15 866	130
+ Southend	15 304	15 304	—	—	—	14 717	—	—	—	—	—	265	—	322	—
+ Stansted	18 838	18 684	154	248	—	520	—	651	—	—	—	1 009	—	16 256	154
TOTAL (London Area)	2 247 272	2 212 955	34 317	815 163	—	182 484	494	834 240	31 207	27 390	—	280 669	1 639	73 009	977
Westland Heliport (Battersea)	193	193	—	—	—	—	—	—	—	—	—	193	—	—	—
Other UK Airports															
+ Aberdeen	84 664	83 533	1 131	31 466	694	11 251	—	—	—	5 519	—	32 597	437	2 700	—
+ Belfast	81 858	81 841	17	63 696	—	15 869	—	900	—	—	—	504	17	872	—
Benbecula	1 923	1 885	38	1 336	—	549	38	—	—	—	—	—	—	—	—
+ Birmingham	61 537	57 710	3 827	26 672	1 771	9 310	1 926	6 750	111	249	—	14 246	19	483	—
+ Blackpool	5 466	5 466	—	—	—	4 612	—	—	—	—	—	849	—	5	—
+ Bournemouth	7 490	7 353	137	277	—	4 712	119	264	—	—	—	1 913	18	187	—
+ Bristol	11 380	9 150	2 230	2 183	1 564	1 411	316	1 251	255	—	—	4 217	95	88	—
+ Cambridge	422	422	—	—	—	149	—	—	—	—	—	71	—	202	—
+ Coventry	37	37	—	—	—	—	—	—	—	—	—	3	—	34	—
+ East Midlands	19 964	19 892	72	—	—	11 844	16	157	—	—	—	7 835	56	56	—
+ Edinburgh	64 682	62 714	1 968	42 816	543	16 305	1 371	1 267	—	55	13	2 231	41	40	—
+ Exeter	2 696	2 453	243	—	—	2 453	243	—	—	—	—	—	—	—	—
+ Glamorgan	12 187	9 757	2 430	2 563	266	1 766	1 404	569	643	—	—	4 379	117	480	—
+ Glasgow	118 584	115 593	2 991	67 536	177	20 440	27	8 194	1 711	518	—	17 028	846	1 877	230
Gloucester/Cheltenham	250	250	—	—	—	191	—	—	—	—	—	59	—	—	—
Hawarden	175	171	4	—	—	171	4	—	—	—	—	—	—	—	—
Humberside	2 825	2 825	—	—	—	2 576	—	—	—	—	—	244	—	5	—
Inverness	10 039	9 100	939	7 323	936	948	—	—	—	129	—	606	3	94	—
Islay	807	801	6	—	—	757	6	—	—	—	—	44	—	—	—
+ Isle of Man	13 971	13 772	199	9 032	—	4 740	199	—	—	—	—	—	—	—	—
Isles of Scilly	1 837	1 837	—	1 837	—	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	7 816	6 879	937	3 125	790	2 291	—	—	—	508	70	950	77	5	—
+ Leeds/Bradford	19 386	17 724	1 662	9 133	27	4 946	1 635	613	—	—	—	3 032	—	—	—
+ Liverpool	98	96	2	—	—	—	—	—	—	—	—	76	2	20	—
+ Lydd	5 132	5 132	—	—	—	5 132	—	—	—	—	—	—	—	—	—
+ Manchester	169 755	166 346	3 409	85 526	808	7 458	1 105	27 832	974	1 364	—	43 270	340	896	182
+ Manston	458	458	—	—	—	—	—	—	—	—	—	389	—	69	—
+ Newcastle	38 844	35 253	3 591	15 699	—	14 267	3 591	—	—	—	—	5 023	—	264	—
+ Norwich	12 057	12 057	—	—	—	10 869	—	—	—	19	—	1 058	—	111	—
Penzance Heliport	1 837	1 837	—	1 837	—	—	—	—	—	—	—	—	—	—	—
+ Prestwick	33 568	20 478	13 090	11 618	7 108	871	25	3 864	4 657	—	—	2 899	557	1 226	743
+ Southampton	15 094	15 075	19	4 023	—	10 876	19	—	—	—	—	170	—	6	—
Stornoway	3 762	3 762	—	3 105	—	585	—	—	—	—	—	72	—	—	—
+ Sumburgh	39 630	39 630	—	5 277	—	6	—	—	—	11 886	—	21 764	—	697	—
Swansea	80	80	—	—	—	—	—	—	—	—	—	70	—	10	—
+ Tees-side	18 117	16 810	1 307	151	—	13 197	1 242	—	—	324	12	2 834	53	304	—
Tiree	183	183	—	—	—	175	—	—	—	—	—	8	—	—	—
Wick	3 473	2 388	1 085	1 116	1 085	1 062	—	—	—	30	—	180	—	—	—
TOTAL (Incl. London Area)	3 119 549	3 043 898	75 651	1 212 510	15 769	364 273	13 780	885 901	39 558	47 991	95	449 483	4 317	83 740	2 132
Channel Islands Airports															
Alderney	2 848	2 847	1	—	—	2 778	1	—	—	—	—	69	—	—	—
Guernsey	24 414	23 684	730	5 617	—	17 776	726	76	—	—	—	215	4	—	—
Jersey	57 683	56 421	1 262	23 134	—	32 473	1 262	127	—	—	—	622	—	65	—
TOTAL (Channel Is. Airports)	84 945	82 952	1 993	28 751	—	53 027	1 989	203	—	—	—	906	4	65	—

Terminal Air Passengers for December 1977

Table 16

Comparison with a Year Earlier

	1977	1976	Percentage change
London Area Airports			
+ Gatwick	379 444	326 886	16.1
+ Heathrow	1 680 255	1 672 246	0.5
+ Luton	119 268	95 844	24.4
+ Southend	15 304	16 462	-7.0
+ Stansted	18 684	23 536	-20.6
TOTAL (London Area)	2 212 955	2 134 974	3.7
Westland Heliport (Battersea)	193	246	-21.5
Other UK Airports			
+ Aberdeen	83 533	66 494	25.6
+ Belfast	81 841	73 478	11.4
Benbecula	1 885	1 894	-0.5
+ Birmingham	57 710	66 891	-13.7
+ Blackpool	5 466	3 461	57.9
+ Bournemouth	7 353	4 972	47.9
+ Bristol	9 150	7 969	14.8
+ Cambridge	422	453	-6.8
+ Coventry	37	—	—
+ East Midlands	19 892	19 149	3.9
+ Edinburgh	62 714	55 818	12.4
+ Exeter	2 453	1 965	24.8
+ Glamorgan	9 757	9 348	4.4
+ Glasgow	115 593	122 293	-5.5
Gloucester/Cheltenham	250	209	19.6
Hawarden	171	—	—
Humberside	2 825	—	—
Inverness	9 100	8 881	2.5
Islay	801	930	-13.9
+ Isle of Man	13 772	13 978	-1.5
Isles of Scilly	1 837	1 492	23.1
+ Kirkwall	6 879	6 760	1.8
+ Leeds/Bradford	17 724	18 848	-6.0
+ Liverpool	96	21 489	—
+ Lydd	5 132	3 917	31.0
+ Manchester	166 346	140 213	18.6
+ Manston	458	206	—
+ Newcastle	35 253	37 211	-5.3
+ Norwich	12 057	10 359	16.4
Penzance Heliport	1 837	1 490	23.3
+ Prestwick	20 478	27 947	-26.7
+ Southampton	15 075	12 745	18.3
Stornoway	3 762	3 883	-3.1
+ Sumburgh	39 630	20 558	92.8
Swansea	80	192	-58.3
+ Tees-side	16 810	11 656	44.2
Tiree	183	166	10.2
Wick	2 388	2 078	14.9
TOTAL (Incl. London Area)	3 043 898	2 914 613	4.4
Channel Islands Airports			
Alderney	2 847	2 825	0.8
Guernsey	23 684	24 232	-2.3
Jersey	56 421	58 972	-4.3
TOTAL (Channel Islands Airports)	82 952	86 029	-3.6

International and Domestic Passenger Traffic for December 1977

Table 17

Terminal Passengers Comparison with a Year Earlier

	Total	International			Domestic		
	1977	1977	1976	Per- centage change	1977	1976	Per- centage change
London Area Airports							
+ Gatwick	379 444	324 714	283 701	14	54 730	43 185	27
+ Heathrow	1 680 255	1 458 104	1 428 929	2	222 151	243 317	-9
+ Luton	119 268	118 343	95 392	24	925	452	—
+ Southend	15 304	15 189(a)	16 356(a)	-7	115	106	8
+ Stansted	18 684	18 466	23 354	-21	218	182	20
TOTAL (London Area)	2 212 955	1 934 816	1 847 732	5	278 139	287 242	-3
Westland Heliport (Battersea)	193	—	—	—	193	246	-22
Other UK Airports							
+ Aberdeen	83 533	26 267	24 226	8	57 266	42 268	35
+ Belfast	81 841	1 790	1 972	-9	80 051	71 506	12
Benbecula	1 885	—	—	—	1 885	1 894	—
+ Birmingham	57 710	34 883	44 344	-21	22 827	22 547	1
+ Blackpool	5 466	634	243	—	4 832	3 218	50
+ Bournemouth	7 353	2 898	779	—	4 455	4 193	6
+ Bristol	9 150	7 349	6 179	19	1 801	1 790	1
+ Cambridge	422	233	144	62	189	309	-39
+ Coventry	37	34	—	—	3	—	—
+ East Midlands	19 892	11 664	11 441	2	8 228	7 708	7
+ Edinburgh	62 714	6 248	4 352	44	56 466	51 466	10
+ Exeter	2 453	479	343	40	1 974	1 622	22
+ Glamorgan	9 757	7 055	6 072	16	2 702	3 276	-18
+ Glasgow	115 593	23 717	22 190	7	91 876	100 103	-8
Gloucester/Cheltenham	250	—	—	—	250	209	20
Hawarden	171	171	—	—	—	—	—
Humberside	2 825	1 079	—	—	1 746	—	—
Inverness	9 100	263	—	—	8 837	8 881	—
Islay	801	—	—	—	801	930	-14
+ Isle of Man	13 772	454	448	1	13 318	13 530	-2
Isles of Scilly	1 837	—	—	—	1 837	1 492	23
+ Kirkwall	6 879	212	158	34	6 667	6 602	1
+ Leeds/Bradford	17 724	6 175	6 846	-10	11 549	12 002	-4
+ Liverpool	96	4	5 277	—	92	16 212	-99
+ Lydd	5 132	5 132	3 887	32	—	30	—
+ Manchester	166 346	103 050	82 116	25	63 296	58 097	9
+ Manston	458	458	206	—	—	—	—
+ Newcastle	35 253	12 372	13 129	-6	22 881	24 082	-5
+ Norwich	12 057	6 067	5 550	9	5 990	4 809	25
Penzance	1 837	—	—	—	1 837	1 490	23
+ Prestwick	20 478	17 670	20 548	-14	2 808	7 399	-62
+ Southampton	15 075	690	102	—	14 385	12 643	14
Stornoway	3 762	—	78	—	3 762	3 805	-1
+ Sumburgh	39 630	18 593	7 671	—	21 037	12 887	63
Swansea	80	10	146	-93	70	46	52
+ Tees-side	16 810	2 768	904	—	14 042	10 752	31
Tiree	183	—	—	—	183	166	10
Wick	2 388	—	15	—	2 388	2 063	16
TOTAL (Incl. London Area)	3 043 898	2 233 235	2 117 098	5	810 663	797 515	2

(a) Includes Channel Islands Traffic.

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

International Air Passenger Traffic to and from Airports for December 1977

Table 18

Comparison with a Year Earlier

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	14 238	9 393	4 845	16 083	8 743	7 340	-11
London – Vienna	11 506	8 466	3 040	13 141	8 035	5 106	-12
Other Routes	2 732	927	1 805	2 942	708	2 234	-7
Belgium	60 126	59 093	1 033	65,624	59 710	5 914	-8
London – Brussels	41 330	41 096	234	46 150	43,213	2 937	-10
Other S.E. England – Belgium	12 669	11 972	697	15 163	12 290	2 873	-16
Other Routes	6 127	6 025	102	4 311	4 207	104	42
Denmark	44 533	29 901	14 632	49 004	32 771	16 233	-9
London – Copenhagen	32 857	25 414	7 443	38 625	28 207	9 818	-14
Other Routes	11 676	4 487	7 189	10 979	4 564	6 415	6
Finland	7 962	6 426	1 536	8 112	7 027	1 085	-2
France	186 352	176 667	9 685	187 632	179 841	7 791	-1
London – Nice	6 974	6 846	128	7 156	6 297	859	-3
– Paris	134 111	128 813	5 298	138 804	135 585	3 219	-3
– N. France (a)	6 963	6 899	64	7 897	7 863	34	-12
– Other France	15 574	14 464	1 110	15 561	14 672	889	—
Manchester – Paris	5 730	5 711	19	5 444	5 036	408	5
Other UK – Paris	7 595	6 753	842	6 812	5 176	1 636	11
Luton – Other France	801	5	796	154	6	148	—
Other S.E. England – France	6 450	6 404	46	5 049	5 005	44	28
Other Routes	2 154	772	1 382	755	201	554	—
Germany (Fed. Republic)	160 313	122 553	37 760	166 849	121 938	44 911	-4
London – Dusseldorf	26 629	22 290	4 339	25 838	21 342	4 496	3
– Frankfurt	38 292	33 887	4 405	43 883	37 931	5 952	-13
– Hamburg	18 897	16 231	2 666	19 540	16 636	2 904	-3
– Munich	22 947	13 187	9 760	24 699	12 524	12 175	-7
– Other Germany	31 691	27 123	4 568	28 470	25 917	2 553	11
Luton – Germany	7 770	385	7 385	11 587	—	11 587	-33
Manchester – Germany	8 292	6 599	1 693	7 424	4 817	2 607	12
Other Routes	5 795	2 851	2 944	5 408	2 771	2 637	7
Gibraltar	4 289	3 543	746	4 214	3 855	359	2
Greece	35 301	25 756	9 545	28 020	22 868	5 152	26
Iceland	2 883	2 504	379	2 437	2 137	300	18
London – Reykjavik	1 548	1 548	—	1 308	1 008	300	18
Glasgow – Reykjavik	956	956	—	1 129	1 129	—	-15
Other Routes	379	—	379	—	—	—	—

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	120 131	118 707	1 424	121 387	120 282	1 105	-1
London – Cork	11 500	11 431	69	11 009	11 009	—	4
– Dublin	61 637	60 923	714	64 404	63 440	964	-4
– Shannon	7 443	7 374	69	6 754	6 754	—	10
Manchester – Dublin	12 412	12 378	34	9 893	9 889	4	25
Birmingham – Dublin	9 253	9 144	109	9 134	9 134	—	1
Glasgow – Dublin	5 268	5 268	—	4 949	4 949	—	6
Liverpool – Dublin	—	—	—	4 408	4 406	2	—
Leeds/Bradford – Dublin	1 498	1 492	6	1 653	1 650	3	-9
Edinburgh – Dublin	1 267	1 267	—	1 157	1 157	—	10
Bristol – Dublin	1 813	1 813	—	1 869	1 869	—	-3
Other Routes	8 040	7 617	423	6 157	6 025	132	31
Italy	119 788	56 528	63 260	99 687	52 025	47 662	20
London – Genoa (g)	89	—	89	212	—	212	-58
– Milan	32 487	18 537	13 950	28 920	17 880	11 040	12
– Rimini (g)	—	—	—	—	—	—	—
– Rome	32 468	25 340	7 128	28 953	22 687	6 266	12
– Venice	7 833	2 170	5 663	5 044	1 715	3 329	55
– Other Italy	15 387	8 421	6 966	19 402	8 609	10 793	-21
Luton – Rimini	246	—	246	—	—	—	—
– Other Italy	25 909	164	25 745	14 263	90	14 173	82
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	1 365	—	1 365	269	—	269	—
Other Routes	4 004	1 896	2 108	2 624	1 044	1 580	53
Luxembourg	4 215	4 213	2	4 294	4 294	—	-2
London – Luxembourg	4 213	4 213	—	4 223	4 223	—	—
Other Routes	2	—	2	71	71	—	-97
Netherlands	142 516	140 024	2 492	142 850	139 713	3 137	—
London – Amsterdam	83 191	82 327	864	85 994	84 404	1 590	-3
– Rotterdam	15 236	15 236	—	18 075	18 075	—	-16
Other S.E. England – Netherlands	7 998	7 427	571	8 048	7 693	355	-1
Manchester – Amsterdam	9 777	9 581	196	8 331	8 244	87	17
Other Routes	26 314	25 453	861	22 402	21 297	1 105	17
Norway	39 725	26 541	13 184	44 679	26 450	18 229	-11
London – Oslo	18 369	13 850	4 519	23 218	14 272	8 946	-21
Other Routes	21 356	12 691	8 665	21 461	12 178	9 283	—
Portugal	22 000	12 728	9 272	19 441	12 729	6 712	13
London – Lisbon	12 078	9 640	2 438	11 970	8 929	3 041	1
Other Routes	9 922	3 088	6 834	7 471	3 800	3 671	33
Soviet Union and Eastern Europe (b)	25 398	20 388	5 010	23 151	17 615	5 536	10
London – Moscow	8 338	7 216	1 122	7 514	6 579	935	11
– Prague	2 119	2 006	113	1 932	1 932	—	10
Other Routes	14 941	11 166	3 775	13 705	9 104	4 601	9

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	197 009	64 388	132 621	190 203	63 835	126 368	4
London – Barcelona	14 147	11 144	3 003	13 936	10 519	3 417	2
– Ibiza	564	564	—	634	634	—	-11
– Madrid	30 581	25 877	4 704	31 681	25 277	6 404	-3
– Malaga	16 925	7 480	9 445	15 912	8 118	7 794	6
– Palma	22 745	7 572	15 173	22 120	6 734	15 386	3
– Other Spain	25 537	11 411	14 126	24 538	12 188	12 350	4
Luton – Alicante	5 565	—	5 565	5 158	—	5 158	8
– Barcelona	594	—	594	104	—	104	—
– Gerona	3 227	—	3 227	2 477	—	2 477	30
– Ibiza	—	—	—	—	—	—	—
– Palma	4 630	—	4 630	6 022	—	6 022	-23
– Other Spain	7 206	—	7 206	5 404	—	5 404	33
Other S.E. England – Spain	227	—	227	103	—	103	—
Manchester – Barcelona	104	—	104	130	—	130	-20
– Palma	9 635	—	9 635	8 611	—	8 611	12
Other N. England – Spain	25 203	172	25 031	19 863	132	19 731	27
Scotland – Spain	10 134	62	10 072	9 380	—	9 380	8
Other Routes	19 985	106	19 879	24 130	233	23 897	-17
Sweden	35 415	18 132	17 283	37 056	15 922	21 134	-4
London – Stockholm	17 813	12 431	5 382	19 207	9 898	9 309	-7
Other Routes	17 602	5 701	11 901	17 849	6 024	11 825	-1
Switzerland	95 064	67 666	27 398	90 304	63 485	26 819	5
London – Basle	5 198	4 063	1 135	5 440	4 688	752	-4
– Geneva	39 994	27 257	12 737	38 861	26 179	12 682	3
– Zurich	40 836	30 790	10 046	39 223	28 722	10 501	4
Luton – Switzerland	3 154	42	3 112	2 775	123	2 652	14
Other Routes	5 882	5 514	368	4 005	3 773	232	47
Yugoslavia	9 417	7 094	2 323	8 465	5 784	2 681	11
London – Dubrovnic	449	—	449	644	—	644	-30
– Ljubljana	1 747	1 204	543	838	672	166	—
Luton – Yugoslavia	—	—	—	—	—	—	—
Other Routes	7 221	5 890	1 331	6 983	5 112	1 871	3
Other Europe	55 503	37 619	17 884	49 594	35 322	14 272	12
WESTERN HEMISPHERE							
Canada	72 816	60 314	12 502	78 507	64 206	14 301	-7
London – Montreal	13 525	13 525	—	13 558	13 248	310	—
– Toronto	27 217	20 236	6 981	31 422	24 171	7 251	-13
– Other Canada	17 766	15 406	2 360	16 401	14 571	1 830	8
Other UK – Montreal	2 069	2 069	—	2 058	2 058	—	1
– Toronto	10 445	7 585	2 860	13 236	8 711	4 525	-21
Other Routes	1 794	1 493	301	1 832	1 447	385	-2

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	263 834	237 990	25 844	217 786	194 409	23 377	21
London – New York	120 616	109 324	11 292	83 303	73 103	10 200	45
– Other East Coast USA	59 700	57 649	2 051	57 332	54 824	2 508	4
– Chicago and Detroit	23 417	21 624	1 793	24 065	21 800	2 265	–3
– West Coast USA	43 135	35 788	7 347	43 073	37 246	5 827	–
– Other USA	6 708	5 886	822	1 208	738	470	–
Other UK – New York	7 249	6 776	473	6 197	5 721	476	17
Other Routes	3 009	943	2 066	2 608	977	1 631	15
West Atlantic and Caribbean Islands	24 295	23 273	1 022	21 742	21 234	508	12
Central and South America	11 361	11 206	155	9 652	9 158	494	18
REST OF THE WORLD							
Canary Islands	39 860	4 794	35 066	38 245	3 010	35 235	4
North Africa (c)	21 679	14 939	6 740	20 851	11 442	9 409	4
East Africa (d)	13 007	10 920	2 087	13 387	11 621	1 766	–3
Central Africa (e)	7 157	7 157	—	6 934	6 934	—	3
West Africa (d)	25 007	23 759	1 248	20 352	19 375	977	23
South Africa	28 282	28 052	230	33 625	33 324	301	–16
Middle East (f)	146 386	142 109	4 277	110 937	109 745	1 192	32
India	29 339	29 339	—	26 366	25 765	601	11
Pakistan	12 077	12 077	—	10 903	10 642	261	11
Far East	51 008	48 300	2 708	53 507	49 065	4 442	–5
Australia and New Zealand	27 951	27 951	—	33 827	33 827	—	–17
Other Routes n.e.i.	55 032	10 475	44 557	37 929	8 729	29 200	45
ALL ROUTES	2 211 269	1 702 519	508 750	2 093 636	1 608 832	484 804	6

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 December 1977

Table 19

COMPARISON WITH A YEAR EARLIER

Origin/Destination		1977	1976	Percentage change
London (a)	Aberdeen	18 295	15 849	15
	Belfast	44 192	37 741	17
	Birmingham	7 482	8 020	-7
	Channel Islands	30 017	32 977	-9
	Edinburgh	44 023	40 368	9
	Glasgow	54 560	67 269	-19
	Isle of Man	3 729	880	—
	Leeds/Bradford	6 615	7 318	-10
	Liverpool	8	7 506	—
	Manchester	34 389	32 701	5
	Newcastle	17 846	19 159	-7
	Tees-side	10 537	9 352	13
	Other airports	5 406	7 544	-28
Belfast	Birmingham	5 394	4 865	11
	East Midlands	2 767	2 326	24
	Edinburgh	1 508	1 727	-13
	Glasgow	6 317	5 935	6
	Isle of Man	919	901	2
	Leeds/Bradford	1 745	1 498	16
	Liverpool	126	1 524	-92
	Manchester	11 544	10 138	14
	Newcastle	1 188	1 225	-3
	Other airports	4 351	3 726	17
Channel Islands	Bournemouth	3 174	3 029	5
	Birmingham	2 530	2 205	15
	Bristol/Glamorgan	1 566	1 590	-2
	East Midlands	2 391	1 647	45
	Glasgow	—	—	—
	Leeds/Bradford	24	—	—
	Liverpool	4	10	-60
	Manchester	1 859	1 674	11
	Newcastle	—	—	—
	Southampton	13 863	10 382	34
	Other airports	1 686	18 379	-91
Edinburgh	Birmingham	2 601	1 321	97
	Glasgow	6	—	—
	Manchester	3 212	2 470	30
	Other airports	5 116	5 580	-8
Glasgow	Birmingham	3 519	3 657	-4
	East Midlands	2 670	2 498	7
	Isle of Man	480	477	1
	Leeds/Bradford	1 014	965	5
	Liverpool	—	48	—
	Manchester	4 318	4 869	-11
	Southampton	—	—	—
	Other Scottish airports	17 074	12 927	32
	Other airports	1 918	1 458	32
Isle of Man	Blackpool	3 127	2 026	54
	Liverpool	96	6 279	-98
	Manchester	4 288	2 245	91
	Newcastle	—	—	—
	Other airports	679	722	-6
Penzance	Isles of Scilly	1 837	1 490	23
Other Routes		41 879	26 307	59
TOTAL		433 889	434 704	—

(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 December 1977

Table 20

	Total	Scheduled Services						Charter Flights						Tonnes
		UK operators				Overseas operators		UK operators				Overseas operators		
		British Airways		Others				British Airways		Others				
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	
London Area Airports														
+ Gatwick	9 109.2	—	—	744.6	1 591.1	17.4	21.5	—	—	2 046.2	4 489.1	2.5	196.8	
+ Heathrow	38 523.8	6 679.3	5 930.1	43.9	207.9	10 083.9	14 966.7	120.4	6.9	81.6	90.6	125.5	187.0	
+ Luton	573.6	0.1	—	—	—	2.1	—	—	—	163.1	218.9	58.2	131.2	
+ Southend	604.0	—	—	219.0	201.0	—	—	—	—	11.0	137.0	36.0	—	
+ Stansted	2 525.2	—	—	—	—	—	—	—	—	434.2	1 663.4	93.6	334.0	
TOTAL (London Area)	51 335.8	6 679.4	5 930.1	1 007.5	2 000.0	10 103.4	14 988.2	120.4	6.9	2 736.1	6 599.0	315.8	849.0	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Aberdeen	532.8	54.0	110.7	21.9	29.7	—	—	12.1	38.8	87.1	176.1	1.3	1.1	
+ Belfast	944.1	72.8	124.9	151.0	44.3	7.7	4.7	—	—	477.2	50.3	—	11.2	
+ Benbecula	16.6	10.3	4.8	1.2	0.3	—	—	—	—	—	—	—	—	
+ Birmingham	414.0	73.4	67.2	19.6	10.0	51.3	182.1	—	—	4.9	4.2	—	1.3	
+ Blackpool	290.3	—	—	1.3	22.7	—	—	—	—	4.5	261.8	—	—	
+ Bournemouth	562.3	—	—	286.1	264.2	—	—	—	—	1.5	10.4	—	0.1	
+ Bristol	41.9	8.7	5.6	3.0	1.8	8.3	14.5	—	—	—	—	—	—	
+ Cambridge	87.6	—	—	—	—	—	—	—	—	3.0	9.0	6.5	69.1	
+ Coventry	12.2	—	—	—	—	—	—	—	—	—	12.2	—	—	
+ East Midlands	486.0	—	—	45.4	78.6	—	—	—	—	30.1	264.5	22.1	45.3	
+ Edinburgh	105.0	22.0	21.2	26.5	24.4	3.1	1.3	—	—	—	—	3.0	3.5	
+ Exeter	30.8	—	—	5.1	12.5	—	—	—	—	—	3.3	—	9.9	
+ Glamorgan	32.6	0.4	9.7	2.3	1.2	—	5.4	—	—	—	4.0	—	9.6	
+ Glasgow	1 251.7	510.4	249.3	47.4	24.3	186.5	225.8	0.2	—	0.3	0.2	6.4	0.9	
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Humberside	7.0	—	—	—	—	—	—	—	—	—	7.0	—	—	
+ Inverness	28.8	4.8	24.0	—	—	—	—	—	—	—	—	—	—	
+ Islay	8.3	—	—	4.8	3.5	—	—	—	—	—	—	—	—	
+ Isle of Man	165.3	15.9	18.7	124.8	5.9	—	—	—	—	—	—	—	—	
+ Isles of Scilly	6.7	4.7	2.0	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	48.9	31.9	14.9	0.8	1.3	—	—	—	—	—	—	—	—	
+ Leeds/Bradford	24.4	5.0	6.0	5.3	4.9	2.9	0.3	—	—	—	—	—	—	
+ Liverpool	4.5	—	—	—	—	—	—	—	—	4.4	0.1	—	—	
+ Lydd	372.0	—	—	133.1	238.9	—	—	—	—	—	—	—	—	
+ Manchester	3 074.6	252.0	251.3	12.9	20.6	799.6	1 288.6	—	—	15.0	371.6	16.6	46.4	
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Newcastle	58.1	6.9	12.2	18.3	20.7	—	—	—	—	—	—	—	—	
+ Norwich	42.1	—	—	16.2	25.4	—	—	—	—	—	0.5	—	—	
+ Penzance Heliport	6.7	2.0	4.7	—	—	—	—	—	—	—	—	—	—	
+ Prestwick	1 845.9	509.3	250.3	1.3	0.1	476.7	463.6	—	—	33.4	—	32.6	78.6	
+ Southampton	287.3	2.7	17.1	20.8	88.1	—	—	—	—	3.0	102.2	—	53.4	
+ Stornoway	34.8	25.8	7.3	0.3	1.4	—	—	—	—	—	—	—	—	
+ Sumburgh	142.7	55.9	12.2	—	—	—	—	8.3	15.0	22.9	28.3	—	0.1	
+ Swansea	1.5	—	—	—	—	—	—	—	—	0.3	1.2	—	—	
+ Tees-side	23.6	—	—	9.6	13.8	—	—	—	—	0.2	—	—	—	
+ Tiree	0.8	—	—	0.6	0.2	—	—	—	—	—	—	—	—	
+ Wick	4.7	2.4	1.5	0.4	0.4	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	62 332.4	8 350.7	7 145.7	1 967.5	2 939.2	11 639.5	17 174.5	141.0	60.7	3 423.9	7 905.9	404.3	1 179.5	
Channel Islands Airports														
Alderney	21.8	—	—	20.1	1.6	—	—	—	—	—	0.1	—	—	
Guernsey	626.0	5.8	2.3	134.9	74.5	0.2	—	—	—	131.0	277.3	—	—	
Jersey	580.6	38.8	31.8	345.3	155.4	0.4	—	—	—	2.4	6.4	—	—	
TOTAL (Channel Islands Airports)	1 228.3	44.6	34.1	500.3	231.5	0.6	—	—	—	133.4	283.8	—	—	

Cargo December 1977

Table 21

Comparison with a Year Earlier

	International				Domestic				December 1977		December 1976		Percentage change	
	Scheduled Passenger Aircraft	Cargo	Charter Passenger Aircraft	Cargo	Scheduled Passenger Aircraft	Cargo	Charter Passenger Aircraft	Cargo	Total Passenger Aircraft	Cargo	Total Passenger Aircraft	Cargo	Passenger Aircraft	Cargo
London Area Airports														
+ Gatwick	978	1 007	39	6 553	166	224	—	143	1 183	7 927	967	6 386	22.3	24.1
+ Heathrow	21 483	15 475	87	525	331	621	—	—	21 901	16 621	18 407	17 640	19.0	-5.8
+ Luton	2	—	130	429	—	—	—	12	132	441	155	345	-14.8	27.8
+ Southend	420	—	184	—	—	—	—	—	604	—	862	—	-29.9	—
+ Stansted	—	—	282	2 220	—	—	23	—	305	2 220	467	1 778	-34.7	24.9
TOTAL (London Area)	22 883	16 482	722	9 727	497	845	23	156	24 125	27 209	20 858	26 149	15.7	4.1
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Aberdeen	39	—	230	15	176	1	62	10	507	26	396	74	28.0	-64.9
+ Belfast	13	—	—	59	308	85	—	479	321	623	328	509	-2.1	22.4
Benbecula	—	—	—	—	16	1	—	—	16	1	15	—	6.7	—
+ Birmingham	194	159	1	5	50	—	—	4	245	168	254	6	-3.5	—
+ Blackpool	3	—	—	10	20	1	—	256	23	267	44	—	-47.7	—
+ Bournemouth	—	—	10	—	1	549	2	—	13	549	11	400	18.2	37.3
+ Bristol	33	—	—	—	9	—	—	—	42	—	28	—	50.0	—
+ Cambridge	—	—	88	—	—	—	—	—	88	—	83	—	6.0	—
+ Coventry	—	—	—	6	—	—	—	6	—	12	2	—	—	—
+ East Midlands	25	40	21	318	48	12	—	23	94	393	93	444	1.1	-11.5
+ Edinburgh	19	—	—	7	79	—	—	—	98	7	97	70	1.0	-90.0
+ Exeter	2	—	—	13	15	—	—	—	17	13	12	—	41.7	—
+ Glamorgan	14	—	—	14	5	—	—	—	19	14	22	15	-13.6	-6.7
+ Glasgow	155	340	—	7	221	527	—	—	376	874	443	878	-15.1	-0.5
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	—	—	—	7	—	—	—	—	—	7	—	—	—	—
Inverness	—	—	—	—	29	—	—	—	29	—	28	—	3.6	—
Islay	—	—	—	—	9	—	—	—	9	—	8	—	12.5	—
+ Isle of Man	—	—	—	—	55	110	—	—	55	110	122	104	-54.9	5.8
Isles of Scilly	—	—	—	—	7	—	—	—	7	—	4	—	75.0	—
+ Kirkwall	—	—	—	—	49	—	—	—	49	—	48	—	2.1	—
+ Leeds/Bradford	11	—	—	—	13	—	—	—	24	—	28	39	-14.3	—
+ Liverpool	—	—	—	—	—	—	—	4	—	4	137	570	—	-99.3
+ Lydd	1	371	—	—	—	—	—	—	1	371	2	302	-50.0	22.9
+ Manchester	567	1 857	—	107	151	50	—	342	718	2 356	597	2 152	20.3	9.5
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Newcastle	32	—	—	—	26	—	—	—	58	—	50	—	16.0	—
+ Norwich	26	—	—	—	16	—	—	—	42	—	77	—	-45.5	—
Penzance Heliport	—	—	—	—	7	—	—	—	7	—	4	—	75.0	—
+ Prestwick	142	1 333	—	145	12	216	—	—	154	1 694	132	1 084	16.7	56.3
+ Southampton	1	11	—	150	96	20	1	8	98	189	93	—	5.4	—
Stornoway	—	—	—	—	35	—	—	—	35	—	30	—	18.7	—
+ Sumburgh	1	—	33	12	67	—	23	7	124	19	121	—	2.5	—
Swansea	—	—	—	—	—	—	1	—	1	—	—	—	—	—
+ Tees-side	3	—	—	—	21	—	—	—	24	—	24	—	—	—
Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
Wick	—	—	—	—	5	—	—	—	5	—	3	—	66.7	—
TOTAL (Incl. London Area)	24 164	20 593	1 105	10 602	2 044	2 417	112	1 294	27 425	34 906	24 195	32 796	13.3	6.4
Channel Islands Airports														
Alderney	—	—	—	—	—	—	—	—	22	—	20	—	10.0	—
Guernsey	—	—	—	—	—	—	—	—	626	—	590	—	6.1	—
Jersey	—	—	—	—	—	—	—	—	581	—	663	—	-12.4	—
TOTAL (Channel Islands Airports)	—	—	—	—	—	—	—	—	1 229	—	1 273	—	-3.5	—

All Scheduled Services December 1977

Table 22.1

											Tonne-kilometres used			
	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Long Haul Division	12 923	3 585	18 337	299 741	3 597 447	2 120 184	58.9	9 782	447 119	268 052	16 588	54 722	196 742	60.0
British Airways Short Haul Division	7 124	12 005	15 178	733 302	824 409	489 998	59.4	4 228	85 586	46 377	1 221	2 163	42 992	54.2
British Airways Helicopters	7	108	37	1 739	211	106	50.3	10	14	9	—	—	9	69.1
British Caledonian Airways	2 707	2 412	4 441	97 291	386 481	212 351	54.9	1 381	47 704	24 497	620	4 710	19 167	51.4
Air Anglia	632	1 656	1 801	24 656	25 479	11 456	45.0	97	2 598	1 196	—	50	1 146	46.0
Air Wales	18	70	64	167	161	37	23.0	—	12	3	—	—	3	24.5
Aurigny Air Services	65	1 235	374	10 845	954	569	59.6	108	90	51	1	5	45	56.0
British Air Ferries	162	672	626	12 213	5 452	2 692	49.4	408	639	367	—	122	245	57.5
British Island Airways	222	1 057	895	27 683	11 076	5 628	50.8	141	1 019	507	1	27	478	49.7
British Midland Airways	270	927	907	23 505	19 534	8 444	43.2	105	1 576	699	—	40	659	44.4
Brymon Airways	31	181	151	1 303	447	213	47.6	3	37	18	—	1	18	48.4
Dan-Air Services	299	1 013	980	19 918	18 311	8 119	44.3	—	1 376	612	—	—	612	44.4
Haywards Aviation	7	56	36	74	50	18	37.1	1	5	2	—	—	2	41.9
Intra Airways	30	182	153	2 554	798	343	43.0	41	136	53	—	27	27	39.0
Laker Airways	389	70	504	18 590	134 371	103 435	77.0	—	13 832	10 344	—	—	10 344	75.9
Loganair	108	1 342	554	5 956	1 142	569	49.8	—	104	52	—	—	52	50.0
TOTAL Passenger Services	24 993	26 571	45 037	1 279 537	5 026 323	2 964 164	59.0	16 304	601 647	352 837	18 431	61 866	272 538	58.6
Cargo Services														
British Airways Long Haul Division	1 034	285	1 428	—	—	—	—	2 984	31 669	21 120	634	20 486	—	66.7
British Airways Short Haul Division	333	416	586	—	—	—	—	2 748	4 432	2 256	86	2 170	—	50.9
British Caledonian Airways	166	53	225	—	—	—	—	652	6 034	2 902	61	2 841	—	48.1
Air Freight	22	107	125	—	—	—	—	257	76	54	—	54	—	71.1
Air-Bridge Carriers	10	60	36	—	—	—	—	373	115	61	—	61	—	52.5
British Island Airways	90	292	331	—	—	—	—	593	413	192	36	156	—	46.4
Intra Airways	16	94	82	—	—	—	—	202	57	37	—	37	—	66.3
TOTAL Cargo Services	1 671	1 307	2 812	—	—	—	—	7 808	42 794	26 620	817	25 804	—	62.2
GRAND TOTAL	26 664	27 878	47 849	1 279 537	5 026 323	2 964 164	59.0	24 112	644 441	379 457	19 248	87 671	272 538	58.9

International Scheduled Services December 1977

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-km used		Passengers (000)	As percentage of available
Passenger Services														
British Airways Long Haul Division	12 923	3 585	18 337	299 741	3 597 447	2 120 184	58.9	9 782	447 119	268 052	16 588	54 722	196 742	60.0
British Airways Short Haul Division	5 172	6 708	9 842	469 240	639 978	380 160	59.4	3 286	68 560	36 666	1 141	1 913	33 611	53.5
British Caledonian Airways	2 309	1 556	3 519	65 784	352 341	197 416	56.0	1 044	44 207	23 058	510	4 644	17 903	52.2
Air Anglia	446	868	1 174	16 097	19 632	8 178	41.7	97	2 008	868	—	50	818	43.2
Air Wales	7	18	25	26	67	9	13.0	—	5	1	—	—	1	14.9
Aurigny Air Services	65	1 235	374	10 845	954	569	59.6	108	90	51	1	5	45	56.0
British Air Ferries	162	672	626	12 213	5 452	2 692	49.4	408	639	367	—	122	245	57.5
British Island Airways	118	478	484	12 396	5 905	2 932	49.7	29	543	258	—	9	249	47.5
British Midland Airways	109	298	348	5 975	7 968	2 792	35.0	35	619	235	—	17	218	37.9
Brymon Airways	19	93	91	420	219	94	42.7	1	20	8	—	—	8	39.0
Dan-Air Services	181	427	542	9 538	11 244	4 618	41.1	—	845	348	—	—	348	41.2
Intra Airways	24	162	124	2 306	551	265	48.1	41	115	47	—	27	21	40.9
Laker Airways	389	70	504	18 590	134 371	103 435	77.0	—	13 632	10 344	—	—	10 344	75.9
TOTAL Passenger Services	21 926	16 170	35 992	923 171	4 776 129	2 823 343	59.1	14 831	578 403	340 301	18 240	61 508	260 552	58.8
Cargo Services														
British Airways Long Haul Division	1 034	285	1 428	—	—	—	—	2 984	31 669	21 120	634	20 486	—	66.7
British Airways Short Haul Division	305	365	517	—	—	—	—	2 216	3 887	1 960	84	1 876	—	50.4
British Caledonian Airways	166	52	224	—	—	—	—	648	6 029	2 899	58	2 841	—	48.1
Air Freight	22	107	125	—	—	—	—	257	76	54	—	54	—	71.1
British Island Airways	40	84	143	—	—	—	—	128	183	79	—	79	—	43.1
TOTAL Cargo Services	1 566	893	2 436	—	—	—	—	6 232	41 843	26 111	776	25 335	—	62.4
GRAND TOTAL	23 492	17 063	38 428	923 171	4 776 129	2 823 343	59.1	21 063	620 246	366 412	19 016	86 844	260 552	59.1

Domestic Scheduled Services December 1977

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used				As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)		
Passenger Services															
British Airways Short Haul Division	1 952	5 297	5 336	264 062	184 431	109 838	59.6	942	17 026	9 711	80	249	9 381	57.0	
British Airways Helicopters	7	108	37	1 739	211	106	50.3	10	14	9	—	—	9	69.1	
British Caledonian Airways	398	856	922	31 507	34 140	14 935	43.7	337	3 497	1 439	110	66	1 263	41.1	
Air Anglia	186	788	626	8 559	5 848	3 278	56.1	—	591	328	—	—	328	55.5	
Air Wales	10	52	39	141	94	28	30.1	—	7	2	—	—	2	31.0	
British Island Airways	103	579	412	15 287	5 172	2 696	52.1	112	476	249	1	19	229	52.3	
British Midland Airways	161	629	559	17 530	11 566	5 652	48.9	70	957	464	—	23	441	48.5	
Brymon Airways	12	88	59	883	228	119	52.3	2	17	10	—	—	10	59.7	
Dan-Air Services	118	586	438	10 380	7 067	3 502	49.6	—	531	263	—	—	263	49.6	
Haywards Aviation	7	56	36	74	50	18	37.1	1	5	2	—	—	2	41.9	
Intra Airways	6	20	29	248	248	78	31.7	—	21	6	—	—	6	29.6	
Loganair	108	1 342	554	5 956	1 142	569	49.8	—	104	52	—	—	52	50.0	
TOTAL Passenger Services	3 067	10 401	9 045	356 366	250 194	140 821	56.3	1 473	23 244	12 536	191	358	11 986	53.9	
Cargo Services															
British Airways Short Haul Division	28	51	69	—	—	—	—	532	544	296	2	294	—	54.4	
British Caledonian Airways	1	1	1	—	—	—	—	4	5	2	2	—	—	47.1	
Air-Bridge Carriers	10	60	36	—	—	—	—	373	115	61	—	61	—	52.5	
British Island Airways	50	208	188	—	—	—	—	465	230	113	36	77	—	49.1	
Intra Airways	16	94	82	—	—	—	—	202	57	37	—	37	—	66.3	
TOTAL Cargo Services	105	414	376	—	—	—	—	1 576	951	509	40	469	—	53.5	
GRAND TOTAL	3 172	10 815	9 421	356 366	250 194	140 821	56.3	3 049	24 195	13 045	231	827	11 986	53.9	

All Non-Scheduled Services December 1977

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Long Haul Division	351	71	846	8 624	77 992	60 158	77.1	—	9 408	5 850	—	5 850	62.2
British Airways Short Haul Division	280	288	563	11 698	18 278	12 010	65.7	1 052	3 939	2 246	1 187	1 058	57.0
British Airtours	813	313	1 134	35 534	134 192	94 859	70.7	—	13 963	8 309	—	8 309	59.5
British Airways Helicopters	403	2 652	2 013	27 036	8 631	4 401	51.0	163	841	380	28	352	45.2
British Caledonian Airways	1 019	479	1 516	30 971	94 875	72 630	76.6	1 724	22 859	15 925	9 475	6 449	69.7
Air Anglia	24	98	97	201	172	53	30.7	—	17	5	—	5	30.9
Air Faisal	81	27	189	—	—	—	—	358	1 395	1 100	1 100	—	78.9
Air Freight	47	157	242	1 502	780	434	55.6	100	146	91	59	33	62.6
Air-Bridge Carriers	116	178	324	—	—	—	—	1 013	1 776	799	799	—	45.0
Alidair	73	298	256	9 614	4 439	2 418	54.5	10	371	183	3	180	49.5
Bristow Helicopters	501	3 086	3 056	28 803	8 599	5 513	64.1	230	720	542	47	496	75.3
Britannia Airways	2 038	1 234	3 249	124 223	264 523	207 519	78.5	29	22 539	17 696	60	17 636	78.5
British Air Ferries	92	154	275	1 410	1 311	460	35.1	218	614	257	217	41	42.0
British Executive Air Services	106	2 883	662	13 561	1 484	499	33.6	27	138	50	1	49	36.2
British Island Airways	73	209	247	321	122	88	72.3	282	335	143	136	7	42.7
British Midland Airways	763	842	1 349	57 624	101 493	61 679	60.8	208	10 180	5 550	728	4 822	54.5
Dan-Air Services	3 262	2 529	5 768	164 026	323 696	246 592	76.2	136	44 444	34 040	14 339	19 701	76.6
International Aviation Service	1 197	371	1 694	—	—	—	—	4 493	46 125	27 550	27 550	—	59.7
Intra Airways	38	79	123	2 154	1 427	995	69.8	—	185	107	32	75	57.6
Invicta International Airlines	85	63	195	—	—	—	—	420	1 416	792	792	—	56.0
Laker Airways	1 433	486	2 665	56 271	311 046	218 698	70.3	—	31 127	21 742	—	21 742	69.8
Loganair	114	479	510	2 937	1 496	881	58.9	—	135	80	—	80	59.3
Management Aviation	101	1 020	502	4 085	805	531	66.0	9	63	41	2	39	65.1
Monarch Airlines	842	516	1 345	46 667	123 112	87 746	71.3	7	12 338	8 067	53	8 014	65.4
Redcoat Air Cargo	103	32	219	—	—	—	—	302	1 665	1 151	1 151	—	69.1
Tradewinds Airways	631	256	1 118	—	—	—	—	3 492	20 280	12 171	12 171	—	60.0
Transmeridian Air Cargo	873	266	1 614	—	—	—	—	2 169	27 803	13 953	13 953	—	50.2
TOTAL	15 459	19 066	31 769	627 262	1 478 472	1 078 165	72.9	16 449	274 820	178 819	83 882	94 937	65.1
Class 5A Licence TOTAL	864	488	1 323	18 640	44 407	31 970	72.0	. .	24 766	17 327	14 534	2 793	70.0
TOTAL Excludes 5A Licence	14 595	18 578	30 446	608 622	1 434 065	1 046 195	72.9	16 449	250 054	161 492	69 348	92 144	64.6

*Does not include cargo carried under Class 5 Licences.

International Non-Scheduled Services December 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-kilometres used				
									Tonne-km available (000)	Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Long Haul Division	351	71	846	8 624	77 992	60 158	77.1	—	9 408	5 850	—	5 850	62.2
British Airways Short Haul Division	271	262	537	11 136	17 733	11 809	66.6	1 052	3 895	2 228	1 187	1 040	57.2
British Airtours	813	313	1 134	35 534	134 192	94 859	70.7	—	13 963	8 309	—	8 309	59.5
British Airways Helicopters	400	2 639	1 997	27 027	8 572	4 398	51.3	163	836	379	28	351	45.3
British Caledonian Airways	1 019	479	1 516	30 971	94 875	72 630	76.6	1 724	22 859	15 925	9 475	6 449	69.7
Air Anglia	9	24	36	65	66	22	34.1	—	6	2	—	2	34.8
Air Faisal	81	27	189	—	—	—	—	358	1 395	1 100	1 100	—	78.9
Air Freight	23	70	117	47	35	26	73.4	93	79	58	56	2	73.6
Air-Bridge Carriers	95	97	239	—	—	—	—	633	1 518	690	690	—	45.5
Alldair	26	153	114	4 982	1 655	900	54.4	—	128	67	—	67	52.5
Bristow Helicopters	501	3 086	3 056	28 803	8 599	5 513	64.1	230	720	542	47	496	75.3
Britannia Airways	2 038	1 234	3 249	124 223	264 523	207 519	78.5	29	22 639	17 696	60	17 636	78.5
British Air Ferries	84	130	245	680	927	216	23.3	217	582	235	216	19	40.4
British Executive Air Services	106	2 883	662	13 561	1 484	499	33.6	27	138	50	1	49	36.2
British Island Airways	24	65	79	236	85	68	80.0	10	110	50	44	6	45.4
British Midland Airways	584	453	942	38 697	86 279	52 946	61.4	115	8 629	4 820	680	4 140	55.9
Dan-Air Services	3 046	1 930	4 975	147 736	314 006	240 733	76.7	—	43 637	33 524	14 263	19 261	76.8
International Aviation Service	1 197	371	1 694	—	—	—	—	4 493	46 125	27 550	27 550	—	59.7
Intra Airways	37	75	119	2 038	1 387	964	69.5	—	179	104	32	72	58.4
Invicta International Airlines	85	63	195	—	—	—	—	420	1 416	792	792	—	56.0
Laker Airways	1 433	486	2 665	56 271	311 046	218 698	70.3	—	31 127	21 742	—	21 742	69.8
Management Aviation	101	1 020	502	4 085	805	531	66.0	9	63	41	2	39	65.1
Monarch Airlines	842	516	1 345	46 667	123 112	87 746	71.3	7	12 338	8 067	53	8 014	65.4
Redcoat Air Cargo	103	32	219	—	—	—	—	302	1 665	1 151	1 151	—	69.1
Tradewinds Airways	631	256	1 118	—	—	—	—	3 492	20 280	12 171	12 171	—	60.0
Transmeridian Air Cargo	873	266	1 614	—	—	—	—	2 169	27 803	13 953	13 953	—	50.2
TOTAL	14 772	17 001	29 402	581 383	1 447 372	1 060 237	73.3	15 548	271 436	177 095	83 551	93 544	65.2
Class 5A Licence TOTAL	863	487	1 322	18 579	44 364	31 935	72.0	..	24 763	17 324	14 534	2 790	70.0
TOTAL Excludes 5A Licence	13 909	16 514	28 080	562 804	1 403 008	1 028 302	73.3	15 548	246 673	159 771	69 017	90 754	64.8

*Does not include cargo carried under Class 5 licence.

Domestic Non-Scheduled Services December 1977

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Short Haul Division	9	26	27	562	545	201	36.9	—	44	18	—	18	40.3
British Airways Helicopters	3	13	16	9	59	3	5.1	—	5	1	—	1	20.0
Air Anglia	15	74	61	136	106	30	28.5	—	11	3	—	3	28.5
Air Freight	24	87	126	1 455	745	408	54.8	7	67	33	3	31	49.6
Air-Bridge Carriers	21	81	85	—	—	—	—	380	258	109	109	—	42.2
Alidair	47	145	142	4 632	2 784	1 518	54.5	10	243	116	3	113	47.9
British Air Ferries	8	24	30	730	385	244	63.4	1	31	22	—	22	71.5
British Island Airways	49	144	168	85	37	20	54.4	272	225	93	91	2	41.3
British Midland Airways	180	389	406	18 927	15 214	8 732	57.4	93	1 551	730	49	681	47.1
Dan-Air Services	216	599	792	16 290	9 690	5 859	60.5	136	808	516	76	440	63.9
Intra Airways	1	4	5	116	40	31	79.1	—	7	3	—	3	38.0
Loganair	114	479	510	2 937	1 496	881	58.9	—	135	80	—	80	59.3
TOTAL	687	2 065	2 367	45 879	31 099	17 928	57.7	900	3 384	1 724	331	1 393	51.0
Class 5A Licence TOTAL	1	1	1	61	43	35	81.4	..	3	3	—	3	100.0
TOTAL Excludes 5A Licence	686	2 064	2 366	45 818	31 056	17 893	57.6	900	3 381	1 721	331	1 390	50.9

*Does not include cargo carried under Class 5 licence.

Class 2 Licence Operations December 1977

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Airways Long Haul Division	183	34	268	5 981	—	49 444	33 317	67.4	6 164	3 153	51.1
British Caledonian Airways	256	48	332	5 155	—	48 182	37 915	78.7	4 690	3 412	72.8
Dan-Air Services	125	29	159	2 701	—	23 607	20 847	88.3	1 886	1 669	88.5
Laker Airways	502	79	1 166	16 044	3 892	173 127	112 478	65.0	17 535	11 424	65.1
Monarch Airlines	10	2	14	138	—	1 752	711	40.6	170	64	37.9
TOTAL	1 076	192	1 938	30 019	3 892	296 112	205 268	69.3	30 445	19 722	64.8

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

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Available (000)	Used (000)	Percentage of available	Number of passengers uplifted	
											Class 2	Class 4
International Services												
British Airways Long Haul Division	—	—	—	—	—	—	—	—	—	—	—	973
British Airways Short Haul Division	48	51	88	5 134	6 230	4 581	73.5	621	403	64.9	—	—
British Airtours	176	98	260	14 571	33 188	25 309	76.3	3 020	2 143	71.0	—	—
British Caledonian Airways	190	205	357	16 560	21 493	15 060	70.1	2 016	1 295	64.2	—	—
Britannia Airways	1 768	964	2 788	97 355	229 834	181 182	78.8	19 546	15 402	78.8	—	6 703
Dan-Air Services	1 853	1 425	3 204	121 780	217 835	170 302	78.2	17 422	13 629	78.2	—	—
Laker Airways	484	276	725	19 452	54 863	34 711	63.3	5 164	3 230	62.5	3 892	—
Monarch Airlines	530	362	868	34 360	76 025	58 309	76.7	7 430	5 291	71.2	—	—
TOTAL International Services	5 050	3 381	8 289	309 212	639 467	489 454	76.5	55 220	41 394	75.0	3 892	7 676
Domestic Services-NIL-												
GRAND TOTAL	5 050	3 381	8 289	309 212	639 467	489 454	76.5	55 220	41 394	75.0	3 892	7 676

All Class 4 Licence Operations December 1977

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Long Haul Division	169	37	578	973	1 670	28 548	26 840	94.0	3 244	2 698	83.2
British Airways Short Haul Division	8	12	16	—	713	833	462	55.4	86	40	46.3
British Airtours	68	12	92	—	1 100	12 819	12 434	97.0	1 167	1 109	95.1
British Caledonian Airways	153	109	260	—	8 739	22 662	17 455	77.0	2 174	1 545	71.0
Britannia Airways	149	92	239	6 703	2 730	19 344	15 128	78.2	1 647	1 286	78.1
British Island Airways	—	1	2	—	36	21	15	72.0	2	1	65.2
British Midland Airways	2	3	7	—	215	174	172	99.2	15	14	91.7
Dan-Air Services	506	255	789	—	19 936	62 927	45 108	71.7	5 034	3 607	71.7
Intra Airways	19	39	55	—	1 983	1 325	954	72.0	112	72	64.0
Laker Airways	206	82	456	—	12 519	44 035	41 345	93.9	4 358	4 072	93.4
Monarch Airlines	80	56	132	—	4 688	9 613	6 535	68.0	1 103	645	58.4
TOTAL	1 361	698	2 624	7 676	54 329	202 301	166 449	82.3	18 942	15 088	79.7

International Class 4 Licence Operations December 1977

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Long Haul Division	169	37	578	973	1 670	28 548	26 840	94.0	3 244	2 698	83.2
British Airways Short Haul Division	8	12	16	—	713	833	462	55.4	86	40	46.3
British Airtours	68	12	92	—	1 100	12 819	12 434	97.0	1 167	1 109	95.1
British Caledonian Airways	153	109	260	—	8 739	22 662	17 455	77.0	2 174	1 545	71.0
Britannia Airways	149	92	239	6 703	2 730	19 344	15 128	78.2	1 647	1 286	78.1
British Island Airways	—	1	2	—	36	21	15	72.0	2	1	65.2
British Midland Airways	2	3	7	—	215	174	172	99.2	15	14	91.7
Dan-Air Services	506	255	789	—	19 936	62 927	45 108	71.7	5 034	3 607	71.7
Intra Airways	18	35	50	—	1 867	1 285	923	71.8	106	69	65.6
Laker Airways	206	82	456	—	12 519	44 035	41 345	93.9	4 358	4 072	93.4
Monarch Airlines	80	56	132	—	4 688	9 613	6 535	68.0	1 103	645	58.4
TOTAL	1 360	694	2 619	7 676	54 213	202 261	166 417	82.3	18 936	15 086	79.7

Domestic Class 4 Licence Operations December 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
Intra Airways	1	4	5	—	116	40	31	79.1	7	3	38.0
TOTAL	1	4	5	—	116	40	31	79.1	7	3	38.0

All Class 6 Licence Operations December 1977

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways Short Haul Division	2	5	5	49	43	22	51.4
British Caledonian Airways	258	67	347	1 069	8 992	6 028	67.0
Air Freight	6	27	32	68	21	15	73.9
Air-Bridge Carriers	116	178	324	1 014	1 776	799	45.0
Britannia Airways	7	4	11	29	82	38	47.1
British Air Ferries	19	63	86	124	84	40	47.3
International Aviation Service	173	44	227	397	6 719	3 632	54.1
Redcoat Air Cargo	103	32	219	302	1 665	1 151	69.1
Tradewinds Airways	250	128	434	2 189	8 712	5 502	63.2
Transmeridian Air Cargo	165	52	307	395	5 214	3 257	62.5
TOTAL	1 099	600	1 991	5 637	33 305	20 483	61.5

International Class 6 Licence Operations December 1977

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways Short Haul Division	2	5	5	49	43	22	51.4
British Caledonian Airways	258	67	347	1 069	8 992	6 028	67.0
Air Freight	6	27	32	68	21	15	73.9
Air-Bridge Carriers	95	97	239	633	1 518	690	45.5
Britannia Airways	7	4	11	29	82	38	47.1
British Air Ferries	19	63	86	124	84	40	47.3
International Aviation Service	173	44	227	397	6 719	3 632	54.1
Redcoat Air Cargo	103	32	219	302	1 665	1 151	69.1
Tradewinds Airways	250	128	434	2 189	8 712	5 502	63.2
Trans-Meridian Air Cargo	165	52	307	395	5 214	3 257	62.5
TOTAL	1 077	519	1 906	5 256	33 047	20 374	61.7

Domestic Class 6 Licence Operations December 1977

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		
					Available (000)	Used (000)	Percentage of available
Air-Bridge Carriers	21	81	85	381	258	109	42.2
TOTAL	21	81	85	381	258	109	42.2

All Class 7 Licence Operations December 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			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	403	2 652	2 013	27 036	8 631	4 401	51.0	163	841	380	28	352	45.2
Bristow Helicopters	501	3 086	3 056	28 803	8 599	5 513	64.1	230	720	542	47	496	75.3
British Executive Air Services	106	2 883	662	13 561	1 484	499	33.6	27	138	50	1	49	36.2
Management Aviation	101	1 020	502	4 085	805	531	66.0	10	63	41	2	39	65.1
TOTAL	1 111	9 641	6 233	73 485	19 519	10 944	56.1	430	1 762	1 013	78	936	57.5

International Class 7 Licence Operations December 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			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	400	2 639	1 997	27 027	8 572	4 398	51.3	163	836	379	28	351	45.3
Bristow Helicopters	501	3 086	3 056	28 803	8 599	5 513	64.1	230	720	542	47	496	75.3
British Executive Air Services	106	2 883	662	13 561	1 484	499	33.6	27	138	50	1	49	36.2
Management Aviation	101	1 020	502	4 085	805	531	66.0	10	63	41	2	39	65.1
TOTAL	1 108	9 628	6 217	73 476	19 460	10 941	56.2	430	1 757	1 012	78	935	57.6

Domestic Class 7 Licence Operations December 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			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Helicopters	3	13	16	9	59	3	5.1	—	5	1	—	1	20.0
TOTAL	3	13	16	9	59	3	5.1	—	5	1	—	1	20.0

All Exempt Operations December 1977

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Short Haul Division	176	194	388	3 649	6 242	3 153	50.5	1 004	2 681	1 402	1 127	276	52.3
British Airtours	11	2	15	359	2 103	1 997	95.0	—	191	183	—	183	95.3
British Caledonian Airways	120	37	161	375	2 184	2 040	93.4	656	4 104	3 045	2 862	183	74.2
Air Anglia	24	98	97	201	172	53	30.7	—	17	5	—	5	30.9
Air Faisal	81	27	189	—	—	—	—	359	1 395	1 100	1 100	—	78.9
Air Freight	31	101	162	1 502	780	434	55.6	32	88	48	15	33	54.4
Aldair	50	151	151	4 877	2 945	1 616	54.9	10	259	123	3	120	47.7
Britannia Airways	98	162	184	16 494	12 704	9 915	78.0	—	1 080	843	—	843	78.0
British Air Ferries	74	91	189	1 367	1 027	448	43.6	94	530	218	178	40	41.1
British Island Airways	51	153	176	285	101	73	72.4	283	235	100	94	6	42.4
British Midland Airways	296	539	633	31 836	31 862	19 297	60.6	209	3 223	1 676	170	1 505	52.0
Don-Air Services	303	675	978	19 331	18 644	9 927	53.2	136	1 518	839	76	763	55.2
International Aviation Service	1 010	323	1 447	—	—	—	—	4 097	38 864	23 488	23 488	—	60.4
Invicta International Airlines	85	63	195	—	—	—	—	421	1 416	792	792	—	56.0
Laker Airways	241	49	318	4 364	39 022	30 165	77.3	—	4 070	3 016	—	3 016	74.1
Loganair	114	479	510	2 937	1 496	881	58.9	—	135	80	—	80	59.3
Monarch Airlines	40	22	61	1 212	4 942	3 651	73.9	8	646	384	53	331	59.5
Tradewinds Airways	364	121	652	—	—	—	—	1 303	11 127	6 430	6 430	—	57.8
Trans-Meridian Air Cargo	653	204	1 212	—	—	—	—	1 774	20 991	9 596	9 596	—	45.7
TOTAL	3 819	3 491	7 714	88 789	124 225	83 649	67.3	10 382	92 569	53 367	45 983	7 384	57.7

International Exempt Operations December 1977

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Short Haul Division	167	168	361	3 087	5 697	2 952	51.8	1 004	2 637	1 384	1 127	258	52.5
British Airtours	11	2	15	359	2 103	1 997	95.0	—	191	183	—	183	95.3
British Caledonian Airways	120	37	161	375	2 184	2 040	93.4	656	4 104	3 045	2 862	183	74.2
Air Anglia	9	24	36	65	66	22	34.1	—	6	2	—	2	34.8
Air Faisal	81	27	189	—	—	—	—	359	1 395	1 100	1 100	—	78.9
Air Freight	7	14	36	47	35	26	73.4	25	21	15	13	2	69.8
Alidair	3	6	9	245	161	98	60.6	—	16	7	—	7	44.8
Britannia Airways	98	162	184	16 494	12 704	9 915	78.0	—	1 080	843	—	843	78.0
British Air Ferries	66	67	159	637	643	204	31.7	93	499	195	178	18	39.2
British Island Airways	2	9	8	200	64	53	82.7	10	10	7	2	5	66.0
British Midland Airways	117	151	228	12 970	16 692	10 600	63.5	116	1 674	949	122	827	56.6
Dan-Air Services	86	76	186	3 041	8 955	4 067	45.4	—	711	323	—	323	45.5
International Aviation Service	1 010	323	1 447	—	—	—	—	4 097	38 864	23 488	23 488	—	60.4
Invicta International Airlines	85	63	195	—	—	—	—	421	1 416	792	792	—	56.0
Laker Airways	241	49	318	4 364	39 022	30 165	77.3	—	4 070	3 016	—	3 016	74.1
Monarch Airlines	40	22	61	1 212	4 942	3 651	73.9	8	646	384	53	331	59.5
Tradewinds Airways	364	121	652	—	—	—	—	1 303	11 127	6 430	6 430	—	57.8
Trans-Meridian Air Cargo	653	204	1 212	—	—	—	—	1 774	20 991	9 596	9 596	—	45.7
TOTAL	3 159	1 525	5 455	43 096	93 267	65 790	70.5	9 862	89 458	51 759	45 761	5 998	57.9

Domestic Exempt Operations December 1977

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Short Haul Division	9	26	27	562	545	201	36.9	—	44	18	—	18	40.3
Air Anglia	15	74	61	136	106	30	28.5	—	11	3	—	8	28.5
Air Freight	24	87	126	1 455	745	408	54.8	8	67	33	3	31	49.6
Alidair	47	145	142	4 632	2 784	1 518	54.5	10	243	116	3	113	47.9
British Air Ferries	8	24	30	730	385	244	63.4	1	31	22	—	22	71.5
British Island Airways	49	144	168	85	37	20	54.4	272	225	93	91	2	41.3
British Midland Airways	179	388	405	18 866	15 171	8 697	57.3	93	1 548	727	49	678	47.0
Dan-Air Services	216	599	792	16 290	9 690	5 859	60.5	136	808	516	76	440	63.9
Loganair	114	479	510	2 937	1 496	881	58.9	—	135	80	—	80	59.3
TOTAL	661	1 966	2 260	45 693	30 958	17 859	57.7	520	3 111	1 608	222	1 387	51.7

Class 5 Operations for UK Operators December 1977

Table 30.1

	Aircraft—km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat—km available (000)	Seat—km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne—km available (000)	Total (000)	Tonne—kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airtours	316	134	453	12 430	40 347	29 569	73.3	..	5 423	2 603	—	—	2 603	48.0
British Caledonian Airways	2	2	4	142	353	159	45.0	..	16	14	—	—	14	87.5
Alidair	23	147	105	4 737	1 494	802	53.7	..	112	60	—	—	60	53.6
Britannia Airways	10	8	17	713	1 317	929	70.5	..	108	75	—	—	75	69.4
British Midland Airways	2	5	5	169	112	60	53.6	..	8	5	—	—	6	82.5
Dan-Air Services	475	145	639	278	682	410	60.1	..	18 584	14 296	—	14 263	33	76.9
Intra Airways	19	40	68	171	102	41	40.2	..	73	35	—	32	3	47.9
Tradewinds Airways	17	7	32	—	—	—	—	..	442	239	—	239	—	54.1
TOTAL	864	488	1 323	18 640	44 407	31 970	72.0	..	24 766	17 327	—	14 534	2 793	70.0

Class 5 Operations for Non-UK Operators December 1977

Table 30.2

	Aircraft—km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat—km available (000)	Seat—km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne—km available (000)	Total (000)	Tonne—kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Short Haul Division	45	26	68	2 202	4 973	3 814	76.7	..	507	378	21	18	339	74.6
British Airtours	242	67	314	7 074	45 735	25 549	55.9	..	4 162	2 271	—	—	2 271	54.6
British Caledonian Airways	40	11	55	—	—	—	—	..	867	586	—	586	—	67.6
Air Freight	10	29	49	—	—	—	—	..	37	28	—	28	—	75.7
Britannia Airways	7	4	11	197	418	316	75.6	..	76	52	—	26	26	68.4
British Island Airways	21	55	69	—	—	—	—	..	98	42	—	42	—	42.9
British Midland Airways	463	295	704	25 404	69 345	42 149	60.8	..	6 935	3 856	—	558	3 298	55.6
International Aviation Service	14	4	21	—	—	—	—	..	542	430	—	430	—	79.3
Monarch Airlines	182	74	271	6 269	30 780	18 541	60.2	..	2 988	1 682	—	—	1 682	56.3
Trans-Meridian Air Cargo	56	10	95	—	—	—	—	..	1 598	1 100	—	1 100	—	68.8
TOTAL	1 080	575	1 656	41 146	151 251	90 369	59.7	..	17 810	10 425	21	2 788	7 616	58.5

Aircraft Type and Utilisation—All Airlines December 1977

Table 31.1

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1977	Daily utilisation per aircraft (hrs) Quarter ended December 1977
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	59	289	—	288	—	3 277	669	3	2.9
Aviation Traders Carvair	57	37	9	120	11	57	18	2	3.1
Aviation Traders Merchantman	454	—	515	—	860	—	—	6	5.2
AW650 Argosy	63	—	193	—	232	—	—	3	2.8
BAC 111-200	567	1 270	—	1 338	—	49 276	22 238	9	5.3
BAC 111-300/400	1 436	1 669	—	2 680	—	95 573	82 714	17	5.7
BAC 111-500	3 146	4 971	1	6 378	1	300 038	211 646	36	6.2
BAC/Aerospatiale Concorde	435	78	—	363	—	3 943	22 097	5	2.1
Bell 206 Jetranger	—	—	—	—	—	—	—	2	0.4
Bell 212 Twin	114	3 155	—	706	—	14 981	541	8	2.7
Boeing 707-120/120B	423	105	—	560	—	11 280	51 793	2	8.5
Boeing 707-320C/336	5 852	1 404	589	6 719	2 830	93 960	385 335	33	8.5
Boeing 707-420	1 123	447	—	1 614	—	46 754	121 786	9	6.7
Boeing 720/720B	505	231	—	749	—	22 928	57 813	3	7.9
Boeing 727-100	789	346	—	1 157	—	32 301	80 363	8	7.8
Boeing 737-200	2 038	1 228	6	3 232	17	124 223	207 519	16	8.0
Boeing 747-100	5 539	1 386	—	7 465	—	153 298	1 235 350	19	11.8
Boeing 747-200	1 004	206	—	1 265	—	34 736	261 625	3	12.4
Bristol Britannia 300	342	—	152	—	758	—	—	5	5.6
Britten-Norman Islander	100	1 316	—	487	—	4 105	308	11	1.7
Britten-Norman Trislander	188	1 797	—	970	—	15 513	1 613	14	2.7
Canadair CL 44	997	—	355	—	2 020	—	—	11	5.9
DC3 Dakota/Pionair	147	290	315	281	432	3 849	1 598	11	2.4
DH 106 Comet 4B/C	532	385	—	926	—	34 475	49 092	14	2.6
DHC 6 Twin-Otter	33	148	—	149	—	1 465	322	2	2.5
Fokker Friendship 100/600	520	1 262	—	1 441	—	21 744	10 393	8	6.1
Hawker Siddeley 121 Trident 1C	463	853	—	986	—	51 817	27 824	11	3.6
Hawker Siddeley 121 Trident 1E	231	344	—	478	—	25 500	16 328	4	5.4
Hawker Siddeley 121 Trident 2E	1 585	1 499	—	2 773	—	97 666	103 871	16	6.0
Hawker Siddeley 121 Trident 3B	1 591	2 129	—	3 171	—	179 016	132 667	25	3.2
HP Herald 100/200	581	1 786	546	1 596	643	41 264	8 803	21	4.2
HS 748	507	1 652	28	1 817	49	34 796	12 549	18	3.8
Lockheed L1011 Tristar	1 103	641	—	1 712	—	80 433	149 879	9	6.6
MBB BO 105	60	828	—	298	—	2 484	179	3	3.2
McDonnell-Douglas DC10-10	878	156	—	1 806	—	35 893	236 918	4	12.6
McDonnell-Douglas DC10-30	1 120	238	—	1 419	—	24 586	183 653	4	12.0
McDonnell-Douglas DC8-54F/55F	818	—	248	—	1 122	—	—	4	9.9
McDonnell-Douglas DC9-10 to 40	188	396	—	420	—	19 518	9 122	2	7.2
Piper PA23 Aztec (and Apache)	4	32	—	18	—	32	8	2	0.5
Piper PA31 Navajo (All Series)	109	466	—	396	—	1 573	364	7	1.8
Sikorsky 58T	123	780	—	723	—	5 543	920	10	2.1
Sikorsky S61N	717	3 761	—	3 928	—	44 928	8 548	36	3.6
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	3 386	1 024	—	4 459	—	53 512	296 174	15	9.2
Vickers Viscount 700	73	294	4	251	4	9 614	2 418	4	2.4
Vickers Viscount 700D/800/810	895	3 294	1	3 138	1	103 896	31 856	28	4.0
Westland S.55 Whirlwind	2	35	—	20	—	120	7	2	0.4
Westland Wessex	43	901	—	308	—	3 891	186	4	2.7
TOTAL	40 936	43 129	2 962	68 605	8 980	1 883 858	4 027 107	490	5.3

Aircraft Type and Utilisation—Individual Airlines Table 31.2

December 1977

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1977	Daily utilisation per aircraft (hrs) Quarter ended December 1977
British Airways Long Haul Division									
McDonnell-Douglas DC10-30	578	66	—	711	—	11 913	104 274	2	13.2
Vickers VC10	—	—	—	—	—	—	—	1	—
Vickers Super VC10	3 385	1 024	—	4 459	—	53 512	296 174	15	9.2
Lockheed L1011 Tristar	777	305	—	1 106	—	19 979	93 834	4	8.6
Boeing 707-320C/336	2 598	598	285	3 665	1 428	31 513	167 561	11	10.7
Boeing 747-100	5 539	1 386	—	7 465	—	153 298	1 235 350	19	11.8
Boeing 747-200	1 004	206	—	1 265	—	34 736	261 625	3	12.4
BAC/Aerospatiale Concorde	435	78	—	363	—	3 943	22 097	5	2.1
TOTAL	14 315	3 663	285	19 034	1 428	308 894	2 180 915	60	9.8
British Airways Short Haul Division									
HS 748	77	310	—	294	—	6 863	1 986	2	5.3
Vickers Viscount 700D/800/810	619	2 358	—	2 224	—	77 965	22 979	18	4.3
BAC 111-300/400	445	937	—	1 006	—	41 946	19 920	7	5.0
BAC 111-500	1 403	3 024	—	3 085	—	176 948	79 807	18	5.7
Hawker Siddeley 121 Trident 2E	1 585	1 499	—	2 773	—	97 666	103 871	16	6.0
Aviation Traders Merchantman	390	—	470	—	732	—	—	5	5.1
Hawker Siddeley 121 Trident 1C	463	853	—	986	—	51 817	27 825	11	3.6
Hawker Siddeley 121 Trident 3B	1 590	2 129	—	3 171	—	179 016	132 667	25	3.2
Hawker Siddeley 121 Trident 1E	231	344	—	478	—	25 500	16 328	4	5.4
Lockheed L1011 Tristar	327	336	—	606	—	60 454	56 045	5	5.0
TOTAL	7 129	11 790	470	14 623	732	718 175	461 428	111	4.6
British Airtours									
Boeing 707-420	1 124	447	—	1 614	—	46 754	121 786	9	6.7
British Airways Helicopters									
Sikorsky S61N	380	2 237	—	1 886	—	25 900	4 340	20	3.3
Sikorsky 58T	22	251	—	120	—	1 455	125	2	1.4
Bell 212 Twin	8	272	—	44	—	1 420	42	1	1.5
TOTAL	410	2 760	—	2 050	—	28 775	4 507	23	3.0
British Caledonian Airways									
BAC 111-200	492	1 147	—	1 175	—	44 012	18 474	7	5.6
BAC 111-500	770	1 112	1	1 544	1	49 366	42 731	9	6.1
McDonnell-Douglas DC10-30	542	172	—	708	—	12 673	79 379	2	11.0
Boeing 707-320C/336	2 088	349	163	1 985	770	22 211	144 397	9	10.8
TOTAL	3 892	2 780	164	5 412	771	128 262	284 981	27	7.9
Air Anglia									
Fokker Friendship 100/600	520	1 262	—	1 441	—	21 744	10 393	8	6.1
Piper PA31 Navajo (All Series)	91	396	—	332	—	1 406	327	7	1.8
TOTAL	611	1 658	—	1 773	—	23 150	10 720	15	4.2

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1977	Daily utilisation per aircraft (hrs) Quarter ended December 1977
Air Faisel									
Bristol Britannia 300	81	—	27	—	189	—	—	2	2.7
Air Freight									
DC3 Dakota/Pionair	69	88	176	129	238	1 502	434	5	2.4
Air Wales									
Piper PA31 Navajo (All Series)	18	70	—	64	—	167	37
Air-Bridge Carriers									
AW650 Argosy	63	—	193	—	232	—	—	3	2.8
Aviation Traders Merchantman	63	—	45	—	128	—	—	1	5.7
TOTAL	126	—	238	—	360	—	—	4	3.5
Alidair									
Vickers Viscount 700	73	294	4	251	4	9 614	2 418	4	2.4
Aurigny Air Services									
Britten-Norman Trislander	63	1 192	—	361	—	10 619	560	6	2.8
Britten-Norman Islander	2	43	—	13	—	226	9	2	0.6
TOTAL	65	1 235	—	374	—	10 845	569	8	2.1
Bristow Helicopters									
Sikorsky S61N	337	1 524	—	2 042	—	19 028	4 208	16	4.1
Westland S.55 Whirlwind	2	35	—	20	—	120	7	2	0.4
Westland Wessex	43	901	—	308	—	3 891	186	4	2.7
Sikorsky 58T	60	337	—	399	—	2 487	443	6	2.2
Aerospatiale SA330J Puma	59	289	—	288	—	3 277	669	3	2.9
Bell 206 Jetranger	—	—	—	—	—	—	—	2	0.1
TOTAL	501	3 086	—	3 057	—	28 803	5 513	33	3.0
Britannia Airways									
Boeing 737-200	2 038	1 228	6	3 232	17	124 223	207 519	16	8.0
British Air Ferries									
HP Herald 100/200	197	720	54	691	75	13 260	3 086	9	2.8
Aviation Traders Carvair	57	37	9	120	11	57	18	2	3.1
TOTAL	254	757	63	811	86	13 317	3 104	11	2.8
British Executive Air Services									
Bell 212 Twin	106	2 883	—	662	—	13 561	499	7	2.9
British Island Airways									
HP Herald 100/200	384	1 066	492	905	568	28 004	5 717	12	5.4
British Midland Airways									
Vickers Viscount 700D/800/810	271	923	—	903	—	23 570	8 702	8	3.7
McDonnell-Douglas DC9-10 to 40	188	396	—	420	—	19 518	9 122	2	7.2
Boeing 707-320C/336	567	426	—	903	—	37 340	52 065	6	4.7
TOTAL	1 026	1 745	—	2 226	—	80 428	69 889	16	4.6

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1977	Daily utilisation per aircraft (hrs) Quarter ended December 1977
Brymon Airways									
Britten-Norman Islander	14	80	—	71	—	313	53	1	2.5
DHC 6 Twin-Otter	17	101	—	80	—	990	160	1	3.4
TOTAL	31	181	—	151	—	1 303	213	2	2.9
Dan-Air Services									
HS 748	430	1 342	28	1 523	49	27 933	10 562	16	3.6
BAC 111-200	75	123	—	163	—	5 264	3 764	2	4.3
BAC 111-300/400	471	437	—	871	—	25 939	29 373	5	5.5
BAC 111-500	634	550	—	1 152	—	49 985	59 175	6	7.3
DH 106 Comet 4B/C	532	385	—	926	—	34 475	49 092	14	2.6
Boeing 727-100	789	346	—	1 157	—	32 301	80 363	8	7.8
Boeing 707-320C/336	599	31	141	166	632	2 896	21 311	5	5.6
TOTAL	3 529	3 214	169	5 958	681	178 793	253 640	56	4.5
Haywards Aviation									
Britten-Norman Islander	3	24	—	18	—	42	11	1	0.6
Piper PA23 Aztec (and Apache)	4	32	—	18	—	32	8	2	0.5
TOTAL	7	56	—	36	—	74	18	3	0.5
International Aviation Service									
Bristol Britannia 300	73	—	30	—	155	—	—	1	7.7
McDonnell-Douglas DC8-54F/55F	542	—	153	—	732	—	—	2	16.2
TOTAL	615	—	183	—	887	—	—	3	13.0
Intra Airways									
DC3 Dakota/Pionair	78	202	139	152	194	2 347	1 164	6	2.3
Vickers Viscount 700D/800/810	5	13	1	11	1	2 361	175	2	1.6
TOTAL	83	215	140	163	195	4 708	1 339	8	2.2
Invicta International Airlines									
Bristol Britannia 300	85	—	63	—	195	—	—	1	3.3
Laker Airways									
BAC 111-300/400	521	295	—	803	—	27 688	33 422	5	7.1
McDonnell-Douglas DC10-10	878	156	—	1 806	—	35 893	236 918	4	12.6
Boeing 707-120/120B	423	105	—	560	—	11 280	51 793	2	8.5
Boeing 707-320C/336	—	—	—	—	—	—	—	1	—
TOTAL	1 823	556	—	3 169	—	74 861	322 133	12	9.1
Loganair									
Britten-Norman Trislander	124	605	—	609	—	4 894	1 053	8	2.7
Britten-Norman Islander	81	1 169	—	385	—	3 524	235	7	1.9
DHC 6 Twin-Otter	16	47	—	69	—	475	162	1	1.6
TOTAL	222	1 821	—	1 063	—	8 893	1 450	16	2.3

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1977	Daily utilisation per aircraft (hrs) Quarter ended December 1977
		Passenger	Cargo	Passenger	Cargo				
Management Aviation									
Sikorsky 58T	41	192	—	204	—	1 601	352	2	2.8
MBB BO 105	60	828	—	298	—	2 484	179	3	3.2
TOTAL	101	1 020	—	502	—	4 085	531	5	3.0
Monarch Airlines									
BAC 111-500	338	285	—	597	—	23 739	29 933	3	6.8
Boeing 720/720B	505	231	—	749	—	22 928	57 813	3	7.9
TOTAL	842	516	—	1 346	—	46 667	87 746	6	7.4
Redcoat Air Cargo									
Bristol Britannia 300	103	—	32	—	219	—	—	1	7.1
Tradewinds Airways									
Canadair CL 44	400	—	184	—	796	—	—	4	6.9
Boeing 707 320C/336	—	—	—	—	—	—	—	1	—
TOTAL	400	—	184	—	796	—	—	5	6.9
Trans-Meridian Air Cargo									
Canadair CL 44	597	—	171	—	1 224	—	—	7	5.2
McDonnell-Douglas DC8-54F/55F	276	—	95	—	390	—	—	2	5.9
TOTAL	873	—	266	—	1 614	—	—	9	5.3
GRAND TOTAL	40 936	43 129	2 962	68 605	8 980	1 883 858	4 027 107	490	5.3

Operations Subject to Variable Charge by Type of Licence December 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	640 319	377 507	106 458	271 048	59.0
Class 2	30 445	19 722	—	19 722	64.7
Class 3	55 202	41 377	—	41 377	74.9
Class 4	18 942	15 088	—	15 088	79.6
Class 5A	24 766	17 327	14 534	2 793	69.9
Class 6	27 651	17 431	17 426	5	63.0
Class 7	1 581	940	76	864	59.5
TOTAL	798 907	489 393	138 494	350 902	61.2
Non-chargeable Operations					
Aircraft hired from Foreign Operators	14 431	7 557	6 288	1 269	52.3
Exempt Services	65 080	36 159	28 783	7 376	55.5
Class 5B	17 810	10 425	2 809	7 616	58.5
Small Aircraft Operations	473	220	8	212	46.5
TOTAL	97 795	54 360	37 887	16 473	55.5
GRAND TOTAL	896 701	543 753	176 382	367 375	60.6

Output by Type of Licence and Aircraft Ownership December 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	640 611	185	3 644	644 441
Class 2	30 445	—	—	30 445
Class 3	55 202	18	—	55 220
Class 4	18 942	—	—	18 942
Class 6	27 651	—	5 654	33 305
Class 7	1 762	—	—	1 762
Exempt Services	65 080	22 356	5 133	92 569
TOTAL	839 694	22 560	14 431	876 685
Class 5A	24 766	—	—	24 766
Class 5B	17 810	—	—	17 810
TOTAL	42 576	—	—	42 576
GRAND TOTAL	882 270	22 560	14 431	919 261

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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 flights;

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

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

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

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

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

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

Appendix B Measures and their Computation

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

Aircraft accident An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or (b) the aircraft incurs damage or structural failure which adversely affects the structure strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component.

Aircraft days available The sum of the number of days each aircraft is available for use during the year. This figure includes days required for maintenance and overhaul but it does not include days between the date of purchase and the date actually placed in service, days out of service due to major accidents or conversion, days when an aircraft is in possession of others or is not available because of government action such as grounding by government regulatory agencies.

Aircraft departures The number of take-offs of aircraft. For statistical uses, departures are equal to the number of landings made or flight-stages flown.

Aircraft hours An aircraft hour is said to be performed when an aircraft operates one hour; aircraft hours are measured on the basis of block-to-block time.

Aircraft hours flown per day This is an average per aircraft measure computed by dividing the actual hours of use by the number of days on which the aircraft are available.

Aircraft kilometres performed Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.

Aircraft movements An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.

All cargo services Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, i.e. freight, baggage, mail.

Baggage Personal property of passengers and crew carried on an aircraft by agreement with the operator.

Block-to-block/chock-to-chock time The total number of hours (and minutes) measured from the time the aircraft moves from the loading point until it stops at the unloading point.

Capacity offered per aircraft hour This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft hours of flight.

Capacity offered per flight This is an average per aircraft computed by dividing the tonne-kilometres available by the related number of aircraft departures.

Cargo (or mail) tonne-kilometres performed A metric tonne of cargo carried one kilometre. Cargo tonne-kilometres equal the sum of the products obtained by multiplying the number of tonnes of cargo, diplomatic bags carried on each flight stage by the stage distance. Mail tonne-kilometres are computed in the same way.

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

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

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

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

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

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

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

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