

Civil Aviation Authority



CAA Monthly Statistics
(up to and including May 1977)

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Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

Civil Aviation Authority
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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—May 1977

Activity at UK Airports

Air transport movements during May 1977 reached a level of 69 000, a growth of 4.1 per cent against May 1976; the proportion of all-freight movements was 5.6 per cent. London area movements accounted for 34 000 (3.2 per cent growth as compared with the previous year). With the exception of Luton, which reported a marginal decline (15 fewer movements), all the airports in the London area reported increases in traffic. Heathrow reported 568 additional movements (2.5 per cent growth), Gatwick 329 additional movements (4.7 per cent growth), Southend 114 additional movements (9.9 per cent growth) and Stansted 42 additional movements (13.2 per cent growth). Outside the London area, a total of 35 000 movements was reported, a growth of 5.0 per cent. Sumburgh reported the greatest increase in actual movements (632 additional movements; 46.2 per cent growth), followed by Norwich and Aberdeen with 359 additional movements (64.5 per cent growth) and 187 additional movements (5.2 per cent growth) respectively. Prestwick reported the heaviest fall in movements (203 fewer movements; 21.6 per cent decline), followed by East Midlands and Southampton with 171 fewer movements (14.5 per cent decline) and 161 fewer movements (15.6 per cent decline) respectively. In terms of all-freight movements, Blackpool reported the greatest increase (58 additional movements) and Liverpool the heaviest fall (40 fewer movements). Scheduled movements in May 1977, as compared with the previous year, grew by 4.8 per cent and charter movements by 2.1 per cent. The UK operators' share of total movements rose 1.1 percentage points to stand at 77.9 per cent; their share of scheduled movements rose 1.4 percentage points to 75.2 per cent and their share of charter movements rose marginally to 86.8 per cent.

The number of terminal passengers reported by UK airports in May 1977 was 4 million, an increase of 2.4 per cent over the same month in the previous year. London area passengers grew by 5.2 per cent to 2.8 million. Three of the five airports in the area reported growth, Gatwick 12.0 per cent (58 510 additional passengers), Heathrow 5.0 per cent (98 033 additional passengers) and Southend 3.2 per cent (667 additional passengers). At Luton and Stansted there were falls in traffic; Luton reported 9.8 per cent decline (16 513 fewer passengers) and Stansted 231 fewer passengers (a marginal decline). Outside the London area, 1.2 million terminal passengers used UK airports, a fall of 3.9 per cent as compared with the previous year. Sumburgh and Edinburgh reported the greatest increase in passengers handled with 8 183 additional passengers (38.7 per cent growth) and 7 547 additional passengers (8.3 per cent growth) respectively, followed by Aberdeen with 5 612 additional passengers (8.2 per cent growth). Prestwick reported the heaviest fall (18 814 fewer passengers; 38.1 per cent), followed by Birmingham and Glasgow with 14 225 fewer passengers (13.9 per cent decline) and 14 022 fewer passengers (7.9 per cent decline) respectively. Passengers travelling on scheduled services increased 5.7 per cent, whilst those on charter services fell 7.2 per

cent. The UK operators' share of scheduled passengers fell 1.9 percentage points to stand at 63.7 per cent and their share of charter passengers fell marginally to 77.7 per cent.

2.9 million passengers travelled on international services (2.8 per cent growth) and 1.1 million on domestic services (1.3 per cent growth). International scheduled services carried 8.8 per cent more than a year earlier and international charter 8.5 per cent less. The most heavily used scheduled routes were those to USA with 14.4 per cent of the total traffic (9.1 per cent growth), followed by those to France and the Netherlands with 11.9 per cent of the total (8.9 per cent growth) and 8.6 per cent of the total (6.3 per cent growth) respectively. Services to Spain carried 33.3 per cent of the total charter passengers (18.9 per cent decline), services to the USA carried 9.4 per cent of the total (60.0 per cent growth) and those to Italy 8.8 per cent of the total (16.2 per cent decline). Of the passengers travelling on the main domestic routes, those on the London, Edinburgh and Glasgow services increased (2.0 per cent, 14.3 per cent and 7.1 per cent growth respectively). Traffic carried on routes to Belfast, Channel Islands and Isle of Man declined (−14.9 per cent, −9.9 per cent and −5.9 per cent respectively).

During May 1977, air freight handled at UK airports amounted to 60 000 tonnes (7.0 per cent growth as compared with May 1976); 32 000 tonnes of this travelled on all-freight flights (4.7 per cent growth). In the London area, total tonnage rose by 8.1 per cent; only Southend reported a fall in traffic (604 fewer tonnes; −56.9 per cent). Gatwick handled 1 804 additional tonnes (29.1 per cent growth), Heathrow 1 444 additional tonnes (4.0 per cent growth) and Stansted 802 additional tonnes (49.5 per cent growth). Luton reported the highest growth rate (95.7 per cent; 179 additional tonnes were handled, 103 tonnes of which travelled on all-freight flights. Over the rest of the UK, total tonnage rose by 2.9 per cent. Bournemouth, Prestwick and Belfast reported the heaviest increases in tonnage handled (302 additional tonnes; 55.6 per cent growth, 256 additional tonnes; 21.4 per cent growth and 197 additional tonnes; 19.0 per cent growth respectively). East Midlands reported the heaviest fall in tonnage handled (253 fewer tonnes; 45.1 per cent decline), followed by Liverpool and Aberdeen with 228 fewer tonnes (19.1 per cent decline) and 43 fewer tonnes (9.6 per cent decline) respectively. Freight carried on scheduled services rose by 5.2 per cent, as compared with the previous year, and on charter services there was an increase of 15.4 per cent. The UK operators' share of traffic fell marginally to stand at 49.8 per cent of the total, 42.5 per cent of scheduled and 80.4 per cent of charter traffic.

Output of UK Airlines

The output of UK airlines for all services in May 1977 was 844.0 million available tonne-kilometres, an increase of 7.2 per cent on May 1976.

The scheduled service output of 548·0 million available tonne-kilometres was 4·6 per cent higher than a year earlier. The overall load factor was 54·8 per cent compared with 54·3 the previous year. Seat kilometres used was 56·2 per cent of those available. Seat factors on domestic and international scheduled services were 59·3 and 56·0 per cent respectively compared with 60·4 and 56·3 per cent a year earlier.

The non-scheduled output of 296·0 million available tonne-kilometres was 12·7 per cent higher than in May 1976. Advance Booking charters and Inclusive

Tour charters accounted for 49·6 and 98·5 million available tonne-kilometres respectively compared with 31·5 and 111·7 million a year earlier.

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

Size Structure of UK

Table 1

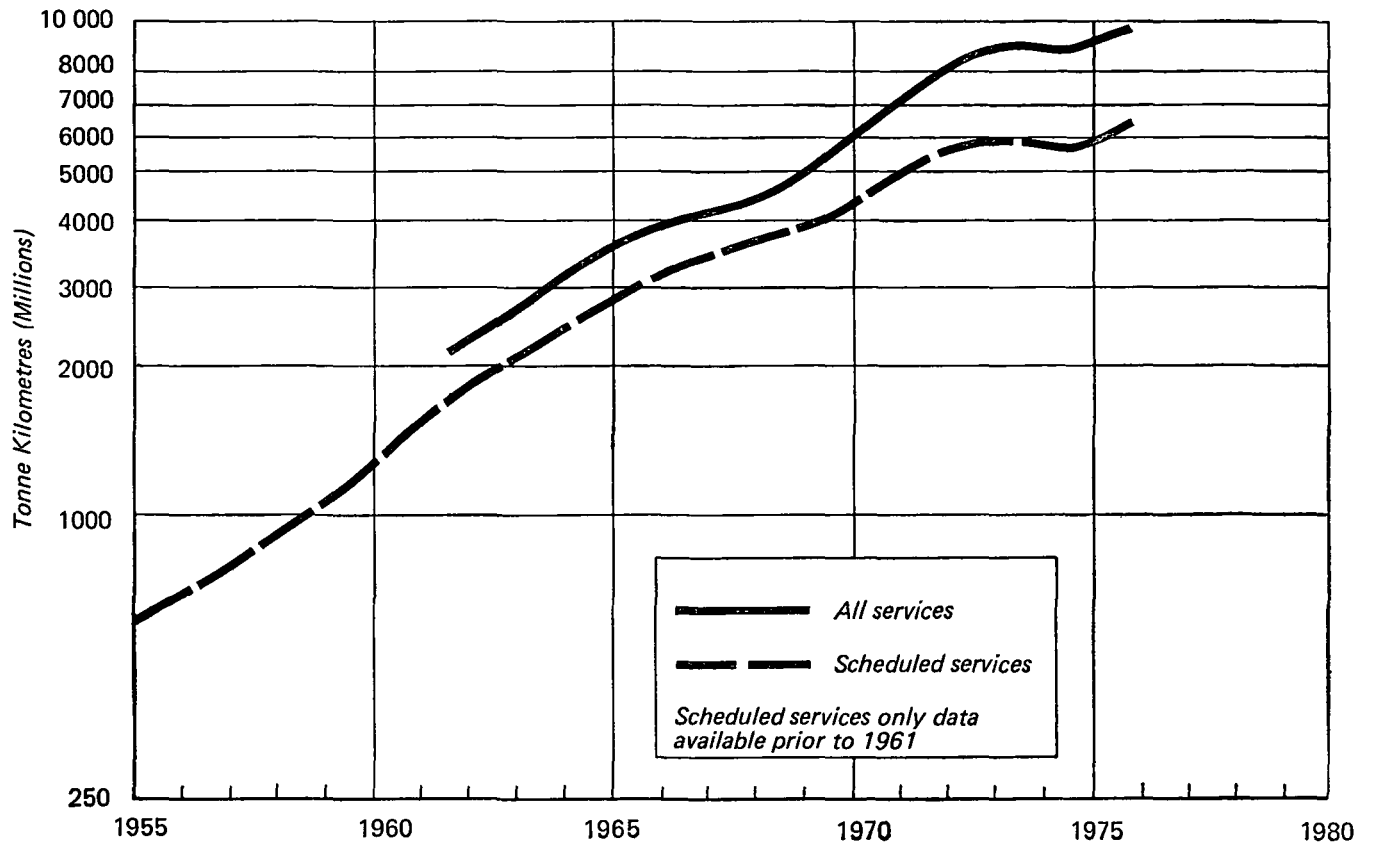
Airports and Airlines Year ended 31 March 1977

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	23 700	52.06	100	100.00
Gatwick	5 895	12.95	98	47.94
Manchester	2 774	6.09	95	34.99
Glasgow	1 937	4.25	90	28.89
Luton	1 853	4.07	91	24.64
Birmingham	1 136	2.50	88	20.57
Belfast	1 072	2.35	86	18.07
Edinburgh	1 042	2.29	84	15.72
Aberdeen	866	1.90	81	13.43
Newcastle	655	1.44	79	11.53
East Midlands	482	1.06	77	10.09
Prestwick	400	0.88	74	9.03
Liverpool	359	0.79	72	8.15
Isle of Man	344	0.76	70	7.36
Leeds/Bradford	302	0.66	67	6.61
Stansted	291	0.64	65	5.94
Southampton	278	0.61	63	5.30
Sumburgh	261	0.57	60	4.69
Southend	224	0.49	58	4.12
Bristol	211	0.46	56	3.63
Tees-side	204	0.45	53	3.17
Glamorgan	196	0.43	51	2.72
Other Airport (21)	1 041	2.29	49	2.29

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

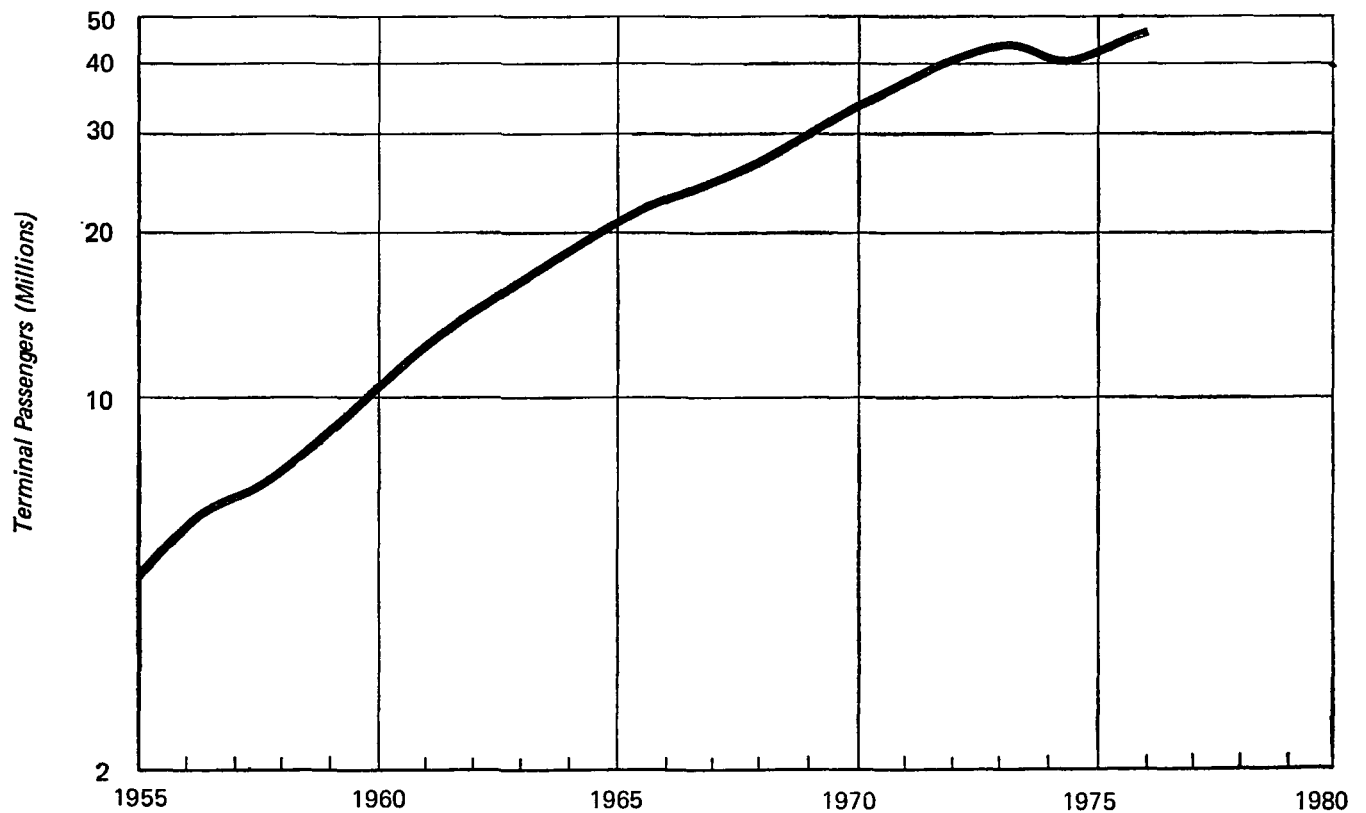
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1951-1977

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
1975	1 911	701	41 846	8 928	5 984	2 944
1976	1 896	740	44 666	9 690	6 578	3 112
Year ended						
May 1976	1 912	714	43 051	9 305	6 299	3 006
May 1977	1 905	746	45 418	9 859	6 576	3 283

Latest year's growth (percentages)

-0.4	4.4	5.5	6.0	4.4	9.2
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Mean rates of growth (percentages) to 1976

20 years	6.4	4.3	11.1	..	12.5	..
10 years	5.6	6.3	7.6	11.0	9.0	16.5
5 years	1.9	1.8	2.4	3.1	4.1	1.4

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1974	59.2	3 340	35.1	1 699	10.2	666	12.4	844	1.5	131
1975	58.4	3 487	33.2	1 721	11.3	711	12.2	900	1.7	154
1976	61.7	3 722	34.4	1 810	12.8	742	12.5	989	2.0	181
1975 1st quarter	48.4	2 532	28.4	1 338	8.1	431	11.1	703	0.9	59
2nd quarter	61.6	3 611	35.3	1 763	11.9	763	12.6	920	1.8	165
3rd quarter	69.8	4 766	38.6	2 209	14.8	1 110	13.7	1 157	2.6	290
4th quarter	53.6	3 039	30.4	1 575	10.4	541	11.5	820	1.3	103
1976 1st quarter	50.9	2 706	29.6	1 451	9.2	443	11.3	751	0.9	60
2nd quarter	65.1	3 906	36.4	1 887	13.8	826	12.7	994	2.1	200
3rd quarter	73.8	4 984	39.7	2 236	16.6	1 144	14.2	1 274	3.2	331
4th quarter	56.8	3 294	31.9	1 667	11.4	555	11.8	937	1.7	135
1977 1st quarter	53.2	2 990	30.3	1 568	10.8	497	11.0	847	1.1	79
1975 October	61.8	3 765	34.6	1 904	12.4	744	12.8	941	2.0	176
November	49.6	2 679	28.4	1 423	9.5	453	10.8	734	1.0	69
December	49.4	2 674	28.3	1 399	9.2	426	11.0	785	1.0	64
1976 January	50.8	2 703	29.3	1 436	9.1	436	11.5	770	0.9	61
February	47.6	2 419	27.8	1 305	8.5	402	10.7	671	0.7	41
March	54.4	2 995	31.7	1 613	9.9	490	11.8	813	1.1	78
April	60.2	3 536	34.2	1 748	12.3	732	12.2	932	1.5	124
May	65.9	3 906	36.8	1 896	13.8	796	13.1	995	2.2	219
October	64.4	3 983	35.3	1 926	13.5	763	13.3	1 086	2.4	209
November	53.7	2 984	30.8	1 568	10.5	456	10.9	850	1.5	109
December	52.2	2 915	29.5	1 506	10.2	446	11.2	874	1.3	88
1977 January	52.6	2 955	29.8	1 510	10.4	487	11.3	886	1.1	72
February	49.4	2 645	28.1	1 401	10.0	447	10.3	729	1.0	68
March	57.7	3 371	32.9	1 794	12.1	556	11.5	926	1.2	96
April	56.8	3 341	28.6	1 256	13.9	753	12.5	1 176	1.8	156
May	68.6	3 998	39.3	1 948	14.2	732	13.0	1 108	2.2	210

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total	Commercial			Non-commercial			
	(000)	Total	Air transport	Other	Total	Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1974	154.1	66.0	59.2	6.9	88.1	65.2	15.0	7.9
1975	159.2	65.1	58.4	6.7	94.2	70.2	15.6	8.4
1976	158.0	68.4	61.7	6.7	89.6	67.2	13.3	9.1
1975 1st quarter	134.2	53.5	48.4	5.0	80.7	55.1	17.9	7.7
2nd quarter	178.0	68.8	61.6	7.2	109.2	81.6	17.9	9.7
3rd quarter	185.7	78.5	69.8	8.7	107.2	84.6	15.2	7.4
4th quarter	138.9	59.4	53.6	5.8	79.5	59.3	11.5	8.7
1976 1st quarter	130.2	55.9	50.9	5.0	74.3	51.8	13.4	9.1
2nd quarter	181.2	73.1	65.1	8.0	108.1	82.6	15.8	9.6
3rd quarter	186.2	82.3	73.8	8.5	104.0	83.4	11.8	8.8
4th quarter	134.3	62.4	56.8	5.6	71.9	50.8	12.2	8.9
1977 1st quarter	137.2	58.3	53.2	5.1	78.9	53.8	14.7	10.4
1975 October	160.0	69.4	61.8	7.6	90.6	67.9	13.7	9.0
November	135.2	54.9	49.6	5.3	80.2	59.8	11.0	9.4
December	121.6	54.0	49.4	4.5	67.6	50.2	9.7	7.8
1976 January	122.4	55.4	50.8	4.6	67.1	46.0	12.5	8.6
February	121.3	52.1	47.6	4.4	69.3	48.8	12.1	8.3
March	146.9	60.3	54.4	5.9	86.6	60.5	15.7	10.4
April	179.7	67.2	60.2	7.0	112.5	84.5	18.5	9.5
May	179.5	74.0	65.9	8.1	105.4	79.3	16.9	9.3
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	82.0	57.7	14.2	10.1
December	110.3	56.8	52.2	4.6	53.4	37.4	9.6	6.4
1977 January	127.6	57.3	52.6	4.7	70.3	48.7	13.0	8.6
February	131.0	54.0	49.4	4.7	77.0	52.4	14.3	10.3
March	153.0	63.6	57.7	6.0	89.4	60.3	16.8	12.3
April	158.3	64.5	56.8	7.6	93.9	71.1	13.6	9.1
May	189.4	77.5	68.6	8.8	111.9	82.3	16.7	12.9

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1974	31 110	5 793	2 609	1 422	1 176	4 080	5 623	4 380	2 982	7 952
1975	30 062	5 606	2 622	1 430	1 153	4 094	5 242	5 472	2 696	8 007
1976	30 857	5 658	2 823	1 628	1 115	4 082	5 641	7 215	2 641	7 905
1975 1st quarter	26 019	4 738	1 951	1 195	1 011	2 919	3 860	4 570	2 200	5 880
2nd quarter	31 315	5 979	2 888	1 487	1 350	4 795	5 675	5 260	2 862	8 919
3rd quarter	35 491	6 689	3 288	1 661	1 369	5 451	6 474	5 895	3 490	10 728
4th quarter	27 421	5 016	2 360	1 375	881	3 211	4 960	6 164	2 231	6 501
1976 1st quarter	26 318	4 661	2 089	1 387	877	2 770	4 677	6 041	2 131	5 500
2nd quarter	32 305	6 015	3 053	1 696	1 230	4 715	5 868	7 423	2 817	9 202
3rd quarter	36 271	6 920	3 576	1 899	1 404	5 463	6 908	7 811	3 535	10 684
4th quarter	28 534	5 038	2 575	1 531	949	3 380	5 109	7 583	2 081	6 235
1977 1st quarter	26 880	4 713	2 257	1 494	923	2 945	4 572	7 463	1 981	5 059
1975 October	31 464	5 976	2 984	1 525	1 060	4 093	5 698	6 513	2 493	8 228
November	25 044	4 739	2 094	1 308	813	2 900	4 641	6 031	2 070	5 536
December	25 754	4 334	2 001	1 292	769	2 639	4 541	5 948	2 130	5 738
1976 January	26 882	4 606	1 985	1 332	833	2 570	4 689	5 701	2 175	5 060
February	24 553	4 386	1 958	1 350	737	2 472	4 402	5 760	2 030	4 652
March	27 520	4 992	2 325	1 480	1 061	3 267	4 941	6 661	2 188	6 788
April	30 598	5 227	2 652	1 498	1 060	4 316	5 223	7 206	2 421	8 317
May	32 654	6 154	3 174	1 743	1 239	4 693	6 055	7 436	2 794	9 812
October	32 227	5 960	3 032	1 676	1 062	4 228	5 976	7 841	2 421	8 069
November	26 484	4 799	2 499	1 502	986	3 079	4 849	7 599	1 946	5 489
December	26 892	4 354	2 194	1 416	800	2 834	4 503	7 310	1 876	5 147
1977 January	27 127	4 582	2 085	1 468	863	2 682	4 662	7 214	1 951	4 758
February	25 046	4 352	2 084	1 451	849	2 740	3 918	7 081	1 850	4 569
March	28 468	5 204	2 602	1 564	1 057	3 413	5 136	8 094	2 142	5 849
April	27 732	4 550	2 514	1 397	1 026	5 396	4 257	7 830	2 113	8 451
May	33 692	6 329	2 914	2 055	1 195	5 202	5 988	8 457	2 814	9 378

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1974	2 306	259	122	64	35	84	256	78	138	163
1975	2 412	275	136	65	34	86	253	96	131	168
1976	2 604	283	133	71	34	81	280	118	119	163
1975 1st quarter	1 810	180	85	50	24	49	165	76	94	89
2nd quarter	2 469	296	149	68	37	101	264	92	135	192
3rd quarter	3 250	389	198	84	51	128	352	116	197	267
4th quarter	2 120	233	111	56	23	66	230	100	99	123
1976 1st quarter	1 914	193	84	52	23	46	210	94	88	82
2nd quarter	2 704	310	147	76	37	97	293	120	124	193
3rd quarter	3 439	403	186	94	50	120	377	137	174	255
4th quarter	2 358	227	115	60	25	60	242	119	89	119
1977 1st quarter	2 152	205	92	56	26	45	214	116	85	84
1975 October	2 591	305	159	72	31	93	283	116	114	187
November	1 854	211	96	51	21	58	212	92	84	95
December	1 914	184	79	45	18	47	195	91	100	87
1976 January	1 947	188	71	48	18	38	211	89	94	65
February	1 698	177	80	49	20	41	186	87	80	67
March	2 097	215	102	60	30	59	232	107	91	115
April	2 506	254	127	62	31	90	240	114	113	157
May	2 679	313	152	78	37	97	319	118	114	207
October	2 811	296	153	74	33	86	297	129	103	181
November	2 129	204	105	56	23	52	222	116	77	91
December	2 135	181	86	49	18	42	206	112	87	86
1977 January	2 170	194	78	52	23	34	210	109	86	67
February	1 897	182	83	55	24	40	181	107	76	72
March	2 389	238	115	62	31	60	251	132	93	112
April	2 443	206	118	52	33	119	181	108	82	158
May	2 820	310	129	80	30	100	294	134	103	195

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months										Tonnes
	Heathrow Gatwick Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967	26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968	30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969	34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970	34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971	34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972	40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973	45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1974	46 745	4 917	941	178	82	1 445	3 513	462	1 774	1 879
1975	42 767	3 871	839	118	66	1 188	2 571	539	1 182	1 662
1976	44 268	3 822	866	96	78	1 170	2 657	723	1 267	1 679
1975 1st quarter	45 025	4 197	783	138	67	1 284	2 327	429	1 227	1 825
2nd quarter	43 039	3 807	904	122	59	1 260	2 611	563	1 215	1 686
3rd quarter	40 959	3 460	826	112	76	1 102	2 515	537	1 163	1 728
4th quarter	42 045	4 020	844	101	62	1 105	2 832	628	1 121	1 408
1976 1st quarter	42 131	3 878	734	106	47	1 095	2 513	686	1 174	1 655
2nd quarter	43 575	3 838	802	99	69	1 258	2 579	730	1 231	1 985
3rd quarter	44 370	3 642	1 047	91	100	1 135	2 579	709	1 460	1 688
4th quarter	46 995	3 930	882	90	94	1 191	2 776	767	1 204	1 390
1977 1st quarter	46 668	3 848	520	108	74	1 364	2 702	788	1 162	1 639
1975 October	42 465	4 001	900	120	57	1 177	2 976	660	1 280	1 535
November	41 910	4 238	838	90	65	1 036	2 809	599	1 080	1 345
December	41 761	3 822	795	93	65	1 101	2 711	625	1 002	1 344
1976 January	40 051	3 649	641	83	44	864	2 337	551	1 104	1 228
February	40 483	3 782	623	72	46	1 026	2 383	656	1 203	1 527
March	45 860	4 203	937	162	52	1 396	2 819	850	1 215	2 209
April	42 604	3 966	824	93	70	1 332	2 571	708	1 145	2 128
May	44 772	4 197	789	122	65	1 115	2 897	753	1 296	1 919
October	47 729	4 388	1 015	103	84	1 390	2 948	756	1 396	1 499
November	46 248	3 879	833	93	133	1 153	2 677	820	1 154	1 399
December	47 008	3 524	799	74	66	1 031	2 703	725	1 063	1 273
1977 January	42 477	3 574	483	81	62	913	2 325	701	1 090	1 121
February	45 359	3 975	433	136	73	1 299	2 664	791	1 119	1 666
March	52 167	3 994	645	106	88	1 881	3 116	873	1 278	2 130
April	45 372	3 646	527	107	91	1 395	2 647	660	995	1 631
May	48 397	4 002	576	118	84	1 468	3 122	693	1 491	1 773

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973	496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1974	478.9	263.9	9.9	65.5	188.5	55.1	3 684.7	2 117.4	57.5
1975	498.0	275.9	11.0	60.3	204.5	55.4	3 824.0	2 292.7	60.0
1976	548.2	309.2	12.1	64.2	233.0	56.4	4 291.3	2 580.1	60.1
1975 1st quarter	439.3	241.6	10.8	63.2	167.7	55.0	3 315.6	1 868.7	56.4
2nd quarter	496.6	264.9	10.4	63.2	191.3	53.3	3 783.0	2 142.2	56.6
3rd quarter	568.9	333.6	10.6	64.4	258.3	58.7	4 438.7	2 926.4	66.0
4th quarter	487.0	263.5	12.2	50.4	200.8	54.1	3 758.7	2 233.5	59.4
1976 1st quarter	491.2	265.3	11.4	63.6	190.3	54.0	3 778.3	2 119.9	56.1
2nd quarter	568.6	311.7	11.5	65.8	234.3	54.8	4 470.4	2 603.2	58.2
3rd quarter	601.5	362.0	11.3	62.9	287.8	60.2	4 778.6	3 197.2	66.9
4th quarter	531.5	297.9	14.0	64.5	219.5	56.0	4 137.7	2 400.2	58.0
1977 1st quarter	496.7	281.9	12.0	64.7	205.2	56.8	3 805.0	2 244.3	59.0
1975 October	500.3	263.9	10.5	37.3	216.0	52.7	3 916.5	2 390.4	61.0
November	448.5	230.3	10.2	47.4	172.6	51.3	3 434.4	1 914.5	55.7
December	512.1	296.3	15.8	66.6	213.9	57.9	3 925.2	2 395.5	61.0
1976 January	454.9	248.7	10.0	49.2	189.5	54.7	3 542.4	2 124.6	60.0
February	441.6	228.2	10.2	57.8	160.2	51.7	3 405.7	1 776.6	52.2
March	577.0	319.0	14.0	83.9	221.1	55.3	4 386.8	2 458.4	56.0
April	531.8	285.3	11.5	63.5	210.4	53.7	4 156.7	2 360.1	56.8
May	524.4	284.7	10.7	61.6	212.3	54.3	4 147.4	2 347.5	56.6
October	542.0	296.9	11.7	60.0	225.2	54.8	4 305.0	2 453.3	57.0
November	479.2	268.8	12.4	62.3	194.1	56.1	3 721.6	2 119.4	56.9
December	573.4	328.1	17.8	71.1	239.2	57.2	4 386.5	2 627.9	59.9
1977 January	463.6	262.8	10.3	50.4	202.1	56.7	3 590.2	2 224.4	62.0
February	469.1	256.4	12.0	64.7	179.7	54.7	3 573.8	1 958.7	54.8
March	557.5	326.5	13.8	79.0	233.7	58.6	4 250.9	2 549.8	60.0
April	489.1	256.0	11.7	55.6	188.8	52.3	3 782.9	2 072.9	54.8
May	548.0	300.2	12.4	66.0	221.8	54.8	4 305.4	2 421.4	56.2

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1967	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969	24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970	25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971	26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972	28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973	32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1974	30.8	17.8	0.2	1.9	15.7	57.8	298.2	188.0	63.0
1975	28.3	16.3	0.2	1.2	14.9	57.6	278.5	177.1	63.6
1976	32.2	17.6	0.2	1.1	16.2	54.7	317.0	192.9	60.9
1975 1st quarter	21.7	11.7	0.2	1.2	10.2	53.9	202.8	121.4	59.9
2nd quarter	29.4	16.9	0.2	1.2	15.4	57.5	292.2	183.6	62.8
3rd quarter	35.1	21.9	0.2	1.2	20.4	62.4	352.9	242.7	68.8
4th quarter	26.9	14.8	0.2	1.0	13.5	55.0	265.9	160.6	60.4
1976 1st quarter	27.2	14.1	0.2	1.1	12.7	51.8	264.9	151.1	57.1
2nd quarter	33.8	18.5	0.2	1.2	17.1	54.7	334.1	202.6	60.7
3rd quarter	37.6	22.0	0.2	1.2	20.6	59.9	375.3	245.1	65.3
4th quarter	30.0	15.8	0.2	1.0	14.5	52.7	293.5	172.6	58.8
1977 1st quarter	28.3	14.9	0.2	1.0	13.6	52.5	275.3	161.8	58.8
1975 October	30.7	18.1	0.2	1.1	16.7	58.8	305.7	198.4	64.9
November	24.9	13.4	0.2	0.9	12.2	53.8	246.1	145.2	59.0
December	25.1	13.0	0.3	1.0	11.7	51.5	245.8	138.1	56.2
1976 January	27.3	13.9	0.2	1.1	12.6	51.0	263.7	149.0	56.5
February	25.8	12.9	0.2	1.1	11.6	50.0	251.0	137.7	54.9
March	28.6	15.5	0.2	1.2	14.0	54.3	279.9	166.7	59.6
April	31.3	16.7	0.2	1.2	15.4	53.6	310.6	182.5	58.7
May	34.8	18.9	0.2	1.2	17.4	54.2	342.5	207.0	60.4
October	34.1	18.6	0.2	1.2	17.2	54.7	334.3	204.9	61.3
November	29.0	14.9	0.2	1.0	13.6	51.4	281.8	162.0	57.5
December	27.0	13.8	0.2	0.9	12.7	51.0	264.4	151.0	57.1
1977 January	27.8	13.9	0.2	0.9	12.8	50.2	270.0	151.5	56.1
February	25.6	13.3	0.2	1.0	12.1	51.8	248.8	143.4	57.6
March	31.5	17.5	0.3	1.2	16.0	55.4	307.0	190.5	62.0
April	18.6	11.2	0.2	0.6	10.4	60.1	193.6	123.9	64.0
May	32.9	18.8	0.3	1.1	17.4	57.0	347.8	206.3	59.3

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1974	448.1	246.1	9.6	63.7	172.8	54.9	3 386.5	1 929.4	57.0
1975	469.7	259.5	10.8	59.1	189.7	55.3	3 545.6	2 115.6	59.7
1976	516.1	291.6	11.9	63.1	216.8	56.5	3 974.3	2 387.3	60.1
1975 1st quarter	417.6	229.8	10.6	61.9	157.5	55.0	3 112.7	1 747.2	56.1
2nd quarter	467.2	248.0	10.1	62.0	175.9	53.1	3 490.9	1 958.5	56.1
3rd quarter	533.7	311.6	10.4	63.1	238.1	58.4	4 085.8	2 683.7	65.7
4th quarter	460.1	248.7	12.0	49.4	187.3	54.1	3 492.9	2 072.9	59.4
1976 1st quarter	463.9	251.2	11.2	62.5	177.5	54.2	3 513.4	1 968.7	56.0
2nd quarter	534.9	293.2	11.3	64.6	217.3	54.8	4 136.2	2 400.6	58.0
3rd quarter	563.9	340.0	11.1	61.7	267.2	60.3	4 403.3	2 952.1	67.0
4th quarter	501.5	282.1	13.8	63.4	205.0	56.3	3 844.2	2 227.6	57.9
1977 1st quarter	468.5	267.0	11.8	63.7	191.6	57.0	3 529.7	2 082.5	59.0
1975 October	469.6	245.8	10.3	36.1	199.4	52.3	3 610.8	2 192.0	60.7
November	423.6	216.9	10.0	46.5	160.4	51.2	3 188.3	1 769.3	55.5
December	487.0	283.4	15.6	65.6	202.2	58.2	3 679.4	2 257.4	61.4
1976 January	427.6	234.7	9.7	48.2	176.9	54.9	3 278.6	1 975.5	60.3
February	415.7	215.3	10.0	56.7	148.6	51.8	3 154.7	1 638.9	51.9
March	548.5	303.5	13.8	82.6	207.1	55.3	4 106.9	2 291.7	55.8
April	500.5	268.6	11.3	62.3	195.0	53.7	3 846.1	2 177.6	56.6
May	489.7	265.8	10.5	60.4	194.9	54.3	3 804.8	2 140.6	56.3
October	507.9	278.2	11.5	58.8	207.9	54.8	3 970.7	2 248.4	56.6
November	450.2	253.9	12.2	61.2	180.5	56.4	3 439.8	1 957.4	56.9
December	546.4	314.3	17.6	70.3	226.5	57.5	4 122.2	2 476.9	60.1
1977 January	435.9	248.9	10.0	49.6	189.3	57.1	3 320.3	2 072.9	62.4
February	443.5	243.2	11.8	63.7	167.7	54.8	3 325.0	1 815.3	54.6
March	526.0	309.0	13.5	77.8	217.7	58.7	3 943.9	2 359.3	59.8
April	470.5	244.8	11.5	55.0	178.4	52.0	3 589.3	1 949.0	54.3
May	515.1	281.5	12.2	64.9	204.4	54.6	3 957.6	2 215.1	56.0

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1974	211.7	30.4	86.3	12.4	44.5	6.1	81.1	12.0
1975	245.2	33.0	85.9	11.6	48.0	6.5	111.3	15.0
1976	259.4	32.1	95.3	11.8	52.2	6.5	111.6	13.8
1975 1st quarter	175.4	28.5	48.9	7.9	23.8	3.8	102.7	16.8
2nd quarter	245.7	33.1	95.8	12.9	48.7	6.6	101.3	13.6
3rd quarter	329.1	36.7	128.1	14.3	88.5	9.9	112.5	12.5
4th quarter	230.4	32.1	70.8	9.9	31.0	4.3	128.5	17.9
1976 1st quarter	183.5	27.2	54.2	8.0	20.4	3.0	109.0	16.2
2nd quarter	267.7	32.0	111.0	13.3	55.6	6.7	100.1	12.1
3rd quarter	342.7	36.2	142.0	15.0	92.0	9.7	108.7	11.5
4th quarter	243.5	31.1	74.1	9.6	40.8	5.3	128.7	16.6
1977 1st quarter	222.7	31.0	60.4	8.4	27.5	3.8	134.7	18.7
1975 October	263.4	34.5	98.3	12.9	45.6	6.0	119.5	15.6
November	212.6	32.2	61.9	9.4	15.3	2.3	135.4	20.5
December	215.2	29.6	52.3	7.2	32.2	4.4	130.7	18.0
1976 January	192.6	29.9	53.1	8.2	27.3	4.2	112.2	17.4
February	160.8	26.7	50.4	8.4	13.7	2.3	96.7	16.1
March	197.2	25.5	59.0	7.6	20.1	2.6	118.1	15.3
April	235.8	30.7	89.4	11.6	39.9	5.2	106.5	13.9
May	262.6	33.3	111.7	14.2	46.7	5.9	104.2	13.2
October	285.9	34.5	107.0	12.9	51.6	6.2	127.3	15.4
November	219.1	31.4	58.8	8.4	29.3	4.2	131.1	18.8
December	225.6	28.2	56.4	7.1	41.4	5.2	127.7	16.0
1977 January	215.8	31.8	60.1	8.8	33.8	5.0	121.9	17.9
February	198.9	29.8	54.4	8.1	19.7	2.9	124.8	18.7
March	253.4	31.3	66.8	8.2	29.1	3.6	157.5	19.4
April	277.3	36.2	92.4	12.1	47.3	6.2	137.6	18.0
May	296.0	35.1	98.5	11.7	64.2	7.6	133.3	15.8

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1974	991.5	794.9	80.1	519.5	5 124	7 493	1 462	1 530
1975	981.0	844.3	86.1	558.3	5 158	7 587	1 471	1 512
1976	1 086.0	889.4	81.9	564.1	5 402	8 250	1 527	1 577
1975 1st quarter	559.8	486.7	86.9	328.8	3 048	4 376	1 436	1 480
2nd quarter	1 088.5	908.8	83.5	622.4	5 809	8 367	1 440	1 460
3rd quarter	1 466.5	1 325.2	90.4	868.0	7 649	11 281	1 475	1 527
4th quarter	809.2	656.4	81.1	414.1	4 125	6 323	1 533	1 585
1976 1st quarter	615.9	520.6	84.5	338.5	3 234	4 806	1 486	1 538
2nd quarter	1 262.3	998.5	79.1	639.9	6 276	9 496	1 513	1 560
3rd quarter	1 622.7	1 388.3	85.6	864.4	7 948	12 284	1 546	1 606
4th quarter	842.9	650.2	77.1	413.7	4 149	6 413	1 546	1 572
1977 1st quarter	681.1	599.5	88.0	368.6	3 545	5 174	1 460	1 626
1975 October	1 123.7	932.0	82.9	597.9	5 743	8 669	1 510	1 559
November	709.4	581.7	82.0	358.4	3 580	5 597	1 563	1 623
December	594.4	455.4	76.6	285.9	3 053	4 702	1 540	1 593
1976 January	602.4	479.4	79.6	314.1	3 199	4 753	1 486	1 527
February	573.9	496.0	86.4	324.2	3 024	4 449	1 471	1 530
March	671.5	586.5	87.3	376.2	3 479	5 126	1 499	1 559
April	1 011.4	852.8	84.3	560.4	5 158	7 604	1 474	1 522
May	1 269.3	946.0	74.5	610.5	6 351	9 533	1 501	1 549
October	1 216.8	973.1	80.0	602.0	5 837	9 117	1 562	1 616
November	671.0	549.7	81.9	335.8	3 318	5 185	1 563	1 637
December	640.9	472.9	73.8	303.2	3 291	4 938	1 500	1 560
1977 January	675.8	527.4	78.0	344.5	3 506	5 132	1 464	1 531
February	614.6	520.3	84.6	345.6	3 259	4 659	1 430	1 505
March	753.0	750.7	86.4	415.7	3 869	5 732	1 482	1 806
April	1 051.5	878.7	83.6	569.0	5 416	7 968	1 471	1 544
May	1 131.1	848.9	75.1	552.6	5 821	8 577	1 474	1 536

Non-scheduled Services by UK Airlines

Table 9.3

Load Factors and Distances: Other Separate Fare and Advance Booking Charters
Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 178
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1974	436.1	352.7	80.9	104.8	1 523	2 483	1 630	3 366
1975	466.4	370.4	79.4	112.4	1 574	2 606	1 656	3 295
1976	532.8	430.7	80.8	122.7	1 627	2 876	1 768	3 510
1975 1st quarter	241.7	198.8	82.3	59.4	1 026	1 442	1 406	3 347
2nd quarter	446.9	355.6	76.2	108.6	1 558	2 505	1 608	3 274
3rd quarter	853.3	679.0	79.6	212.6	2 550	4 606	1 806	3 194
4th quarter	323.6	248.0	76.6	69.0	1 163	1 869	1 607	3 594
1976 1st quarter	217.8	174.9	80.3	54.0	1 007	1 397	1 387	3 239
2nd quarter	564.6	425.0	75.3	126.7	1 790	3 013	1 683	3 354
3rd quarter	933.6	783.0	83.9	220.1	2 469	4 924	1 994	3 557
4th quarter	415.3	339.8	81.8	90.1	1 241	2 170	1 749	3 771
1977 1st quarter	290.8	237.9	81.8	68.0	1 165	1 734	1 488	3 499
1975 October	467.2	348.8	74.7	93.3	1 412	2 403	1 702	3 739
November	162.3	124.2	76.5	35.4	816	1 050	1 287	3 508
December	341.4	271.0	79.4	78.2	1 261	2 153	1 707	3 465
1976 January	291.8	234.2	80.3	67.4	1 146	1 828	1 595	3 475
February	147.3	115.5	78.4	34.1	807	992	1 229	3 387
March	214.2	174.9	81.7	56.5	1 067	1 371	1 285	3 096
April	412.9	319.3	77.3	105.4	1 557	2 355	1 513	3 029
May	474.3	367.9	77.6	109.3	1 693	2 510	1 483	3 366
October	523.2	409.9	78.3	101.0	1 391	2 653	1 907	4 058
November	296.0	250.5	84.6	70.3	1 009	1 532	1 518	3 563
December	426.8	359.0	84.1	99.1	1 323	2 325	1 757	3 623
1977 January	351.6	295.6	84.1	78.1	1 171	1 973	1 685	3 785
February	209.7	161.5	77.0	50.4	989	1 346	1 361	3 204
March	311.0	256.5	82.5	75.6	1 334	1 882	1 411	3 393
April	495.3	383.8	77.5	123.0	1 407	2 899	2 060	3 120
May	654.2	511.7	78.2	130.3	1 398	3 350	2 396	3 927

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages

Analysis by Countries of Landing and of Embarkation																	
Monthly Averages																	
European continent and Mediterranean Sea area(b)	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968	914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969	1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970	1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971	1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972	1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973	1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1974	1 648	72	40	223	187	45	148	67	135	23	36	36	403	23	86	27	96
1975	1 751	66	41	228	190	58	155	83	136	29	26	42	442	28	91	34	103
1976	1 842	71	47	242	206	74	162	107	153	43	25	43	389	35	98	35	113
1975 2nd quarter	1 854	70	41	245	190	61	159	76	148	30	25	40	499	32	95	42	102
3rd quarter	2 444	72	51	275	226	107	246	111	152	39	38	67	696	36	112	67	147
4th quarter	1 461	63	39	201	164	43	116	80	134	28	18	31	330	24	77	20	92
1976 1st quarter	1 261	58	36	196	177	24	100	77	119	28	16	29	216	22	82	9	74
2nd quarter	1 978	76	46	258	216	86	175	99	164	43	25	43	443	38	103	44	119
3rd quarter	2 521	77	56	292	242	134	258	147	171	56	35	67	605	41	117	63	160
4th quarter	1 609	73	51	220	189	50	114	107	158	47	22	34	291	40	93	22	100
Mar-May	1 735	71	42	251	205	60	147	91	156	36	22	37	357	31	97	27	105
1977 1st quarter	1 436	65	47	209	201	29	116	103	136	42	20	29	218	34	97	8	82
Mar-May	1 813	74	51	250	226	57	155	119	168	48	28	31	328	42	113	18	104
Rest of World	Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)						
1968	270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969	327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970	392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971	433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972	512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1973	560.3	17.3	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2						
1974	551.1	21.4	21.5	108.6	11.5	23.2	10.5	19.3	243.8	11.3	80.0						
1975	600.8	27.3	23.0	117.2	12.5	28.9	15.1	24.1	244.9	13.1	94.6						
1976	685.8	31.2	24.7	120.7	13.5	32.3	14.3	27.5	293.1	17.2	111.3						
1975 2nd quarter	586.1	23.2	20.9	127.0	9.8	25.4	11.6	21.2	257.3	10.4	79.3						
3rd quarter	843.5	35.5	28.0	203.8	16.7	29.7	19.4	27.6	348.6	18.8	115.3						
4th quarter	548.4	29.7	23.6	23.0	12.0	32.8	14.7	26.2	215.0	13.1	99.4						
1976 1st quarter	480.6	28.3	20.8	56.7	13.0	31.5	15.6	28.1	171.6	12.6	102.4						
2nd quarter	679.5	29.9	24.4	122.6	11.2	27.8	11.3	24.9	314.4	14.2	98.8						
3rd quarter	966.0	35.9	30.2	217.8	17.5	33.3	15.9	29.9	427.3	23.9	134.4						
4th quarter	617.2	30.6	23.6	85.6	12.4	36.8	14.2	27.1	259.3	18.1	109.4						
Mar-May	583.3	28.6	21.8	93.9	11.7	29.1	12.9	25.6	246.9	13.8	99.0						
1977 1st quarter	539.4	31.0	19.9	59.1	12.3	37.0	16.2	25.7	203.4	22.9	111.9						
Mar-May	664.7	29.4	20.1	100.9	10.0	33.1	16.6	25.3	291.0	2 5.9	112.5						

The above figures are derived from airport statistics.

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

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

(c) Commonwealth countries only.

(d) Oil Rigs *not* included.

Table 11

	Total	Commercial Movements				Non-commercial Movements					
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	9 742	7 385	—	792	—	154	26	—	1 347	—	38
+ Heathrow	25 206	22 925	—	83	—	139	271	—	1 557	25	206
+ Luton	5 687	1 758	80	315	52	135	44	1 485	1 806	—	12
+ Southend	6 108	1 265	148	—	—	335	—	2 380	1 949	31	—
+ Stansted	3 648	359	—	96	—	2 171	1	3	853	136	29
Total (London Area)	50 391	33 692	228	1 286	52	2 934	342	3 868	7 512	192	285
Westland Heliport (Battersea)	882	240	—	238	—	—	—	—	252	—	152
Other UK Airports											
+ Leeds/Bradford	5 050	961	6	34	70	151	40	2 614	1 150	10	14
+ Liverpool	6 560	923	15	177	61	80	10	3 921	1 259	14	100
+ Manchester	7 364	4 445	56	344	30	78	207	1 220	958	10	16
+ Birmingham	7 174	1 899	—	97	20	471	51	3 122	1 482	6	26
+ Coventry	6 388	6	10	6	138	1 304	6	3 569	1 336	4	9
+ East Midlands	3 946	1 009	252	219	170	338	36	1 033	831	11	47
+ Newcastle	3 188	1 349	39	62	523	146	—	705	334	7	23
+ Tees-side	4 387	706	1	45	45	343	189	2 115	801	2	140
+ Bristol	3 053	593	—	37	—	16	31	1 568	786	—	22
+ Glamorgan	3 994	565	226	32	—	293	—	2 499	357	—	22
+ Swansea	1 785	37	12	14	83	8	—	1 199	432	—	—
+ Blackpool	9 137	392	104	179	164	1 451	—	5 415	1 443	2	130
+ Bournemouth	5 184	809	18	36	—	866	—	1 583	1 624	4	101
+ Cambridge	5 476	84	—	36	11	32	1	2 502	640	—	2 170
+ Exeter	2 825	253	—	9	193	26	15	1 126	610	2	591
+ Gloucester/Cheltenham	3 923	128	76	—	202	552	—	2 187	702	—	76
+ Hawarden	1 803	—	—	—	—	102	—	1 445	223	—	33
+ Isle of Scilly	602	542	—	—	8	—	—	—	46	—	6
+ Lydd	4 037	394	—	6	—	20	6	1 945	1 614	—	52
+ Manston	495	143	—	7	160	76	—	—	109	—	—
+ Norwich	2 045	916	6	59	82	135	388	—	439	4	16
+ Penzance Heliport	446	432	—	—	6	4	—	—	4	—	—
+ Southampton	3 982	869	—	62	24	2 285	34	200	480	—	28
+ Edinburgh	6 329	1 864	—	53	—	112	58	1 598	897	4	1 743
+ Glasgow	7 049	3 386	—	113	—	125	77	1 622	1 070	3	653
+ Prestwick	4 637	738	—	25	—	2 341	16	898	242	—	377
+ Aberdeen	8 105	3 809	—	592	—	942	28	2 149	551	4	30
+ Benbecula	398	216	—	—	—	4	22	—	4	3	149
+ Inverness	2 711	728	—	31	559	742	—	540	91	2	18
+ Islay	187	147	—	—	14	2	—	—	22	—	2
+ Kirkwall	1 270	838	—	67	54	—	—	227	80	—	4
+ Stornoway	409	286	—	8	19	—	6	9	—	—	81
+ Sumburgh	3 440	2 000	—	224	587	414	—	176	17	—	22
+ Tiree	65	56	—	—	—	—	—	4	5	—	—
+ Wick	439	377	—	12	1	—	—	24	4	2	19
+ Belfast	7 596	1 961	—	116	50	8	—	1 468	300	—	3 693
+ Isle of Man	2 639	853	—	44	167	344	—	907	146	2	176
Total (Incl. London Area)	189 391	68 646	1 049	4 270	3 493	16 745	1 562	53 458	28 853	288	11 026
Channel Islands Airports											
Alderney	768	768	—	—	—	—	—	—	—	—	—
Guernsey	3 037	3 037	—	—	—	—	—	—	—	—	—
Jersey	5 573	5 573	—	—	—	—	—	—	—	—	—
Total (Channel Islands Airports)	9 378	9 378	—	—	—	—	—	—	—	—	—

Air Transport Movements by Type and Nationality of Operator May 1977

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	7 385	93	3 181	349	382	2 765	615
+ Heathrow	22 925	10 853	887	10 839	168	11	167
+ Luton	1 758	—	42	—	—	1 465	251
+ Southend	1 265	—	959	—	—	293	13
+ Stansted	359	—	1	—	2	85	271
TOTAL (London Area)	33 692	10 946	5 070	11 188	552	4 619	1 317
Westland Heliport (Battersea)	240	—	—	—	—	240	—
Other UK Airports							
+ Leeds/Bradford	961	355	467	27	—	107	5
+ Liverpool	923	509	1	61	7	298	47
+ Manchester	4 445	1 782	418	918	72	1 159	96
+ Birmingham	1 899	706	632	131	—	413	17
+ Coventry	6	—	—	—	—	6	—
+ East Midlands	1 009	—	637	1	—	316	55
+ Newcastle	1 349	366	730	1	—	191	61
+ Tees-side	706	—	539	—	—	152	15
Bristol	593	250	148	44	—	85	66
Glamorgan	565	216	266	—	—	63	20
Swansea	37	—	—	—	—	37	—
+ Blackpool	392	—	343	—	—	49	—
+ Bournemouth	809	4	611	—	1	193	—
+ Cambridge	84	—	41	—	—	31	12
Exeter	253	—	237	—	—	—	16
Gloucester/Cheltenham	128	—	84	—	—	44	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	542	432	110	—	—	—	—
+ Lydd	394	—	392	—	—	2	—
Manston	143	—	—	—	—	101	42
Norwich	916	—	686	—	2	196	32
Penzance Heliport	432	432	—	—	—	—	—
+ Southampton	869	129	681	—	—	45	14
+ Edinburgh	1 864	976	752	54	2	61	19
+ Glasgow	3 386	1 513	1 018	380	37	358	80
+ Prestwick	738	425	18	141	2	70	82
+ Aberdeen	3 809	858	432	—	643	1 784	92
Benbecula	216	52	164	—	—	—	—
Inverness	728	325	188	—	117	91	7
Islay	147	—	104	—	—	43	—
+ Kirkwall	838	194	495	—	30	119	—
Stornoway	286	103	134	—	—	49	—
+ Sumburgh	2 000	268	66	—	505	1 130	31
Tiree	56	—	52	—	—	4	—
Wick	377	114	240	—	—	22	1
+ Belfast	1 961	1 310	417	39	—	167	28
+ Isle of Man	853	450	403	—	—	—	—
TOTAL (Incl. London Area)	68 646	22 715	16 576	12 985	1 970	12 245	2 155
Channel Islands Airports							
Alderney	768	—	721	—	—	47	—
Guernsey	3 037	210	2 404	106	—	312	5
Jersey	5 573	829	3 917	195	—	478	154
TOTAL (Channel Islands Airports)	9 378	1 039	7 042	301	—	837	159

Air Transport Movements May 1977

Table 13

Comparison with a Year Earlier

	International				Domestic				1977 Total		1976 Total		Percentage Change	
	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Scheduled Aircraft	Cargo	Charter Aircraft	Passenger	Aircraft	Passenger	Aircraft	Passenger	Cargo
London Area Airports														
+ Gatwick	1 848	107	3 409	278	1 458	210	44	31	6 759	626	6 473	583	4.4	7.3
+ Heathrow	16 612	1 255	311	23	4 655	57	11	1	21 589	1 336	20 962	1 395	2.9	-4.3
+ Luton	2	—	1 630	21	39	1	56	9	1 727	31	1 749	24	-1.3	29.1
+ Southend	959	—	133	—	—	—	173	—	1 265	—	1 151	—	9.9	—
+ Stansted	—	—	264	85	1	—	8	1	273	86	227	90	20.2	-4.5
TOTAL (London Area)	19 412	1 362	5 747	407	6 153	268	292	42	31 613	20 79	30 562	2 092	3.4	-0.7
Westland Heliport (Battersea)	—	—	—	—	240	—	—	—	240	—	216	—	11.1	—
Other UK Airports														
+ Leeds/Bradford	163	—	47	—	685	1	65	—	960	1	918	2	4.5	-50.0
+ Liverpool	121	—	79	29	420	30	176	68	796	127	806	167	-1.3	-24.0
+ Manchester	1 268	353	1 173	7	1 491	6	121	26	4 053	392	3 871	390	0.5	0.5
+ Birmingham	440	1	363	1	1 028	—	66	—	1 897	2	1 991	—	-4.8	—
+ Coventry	—	—	4	1	—	—	1	—	5	1	3	—	66.6	-66.7
+ East Midlands	236	2	233	10	372	28	106	22	947	62	1 094	86	-13.5	-28.0
+ Newcastle	309	—	228	—	788	—	24	—	1 349	—	1 212	—	11.3	—
+ Tees-side	59	1	47	—	479	—	120	—	705	1	531	—	32.7	—
+ Bristol	150	—	121	—	292	—	30	—	593	—	646	—	-8.3	—
+ Glamorgan	150	—	83	—	332	—	—	—	565	—	536	2	5.4	—
+ Swansea	—	—	—	—	—	—	37	—	37	—	55	—	-32.8	—
+ Blackpool	45	—	1	—	248	50	40	8	334	58	433	—	-22.9	—
+ Bournemouth	2	—	135	1	450	163	53	5	640	169	548	135	16.7	25.1
+ Cambridge	1	—	14	1	41	—	27	—	83	1	36	—	—	—
+ Exeter	29	—	12	1	210	—	1	—	252	1	317	—	-20.6	—
+ Gloucester/Cheltenham	—	—	—	—	84	—	44	—	128	—	69	—	85.5	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Isles of Scilly	—	—	—	—	542	—	—	—	542	—	495	—	9.4	—
+ Lydd	212	180	—	2	—	—	—	—	212	182	198	158	7.0	15.1
+ Manston	—	—	143	—	—	—	—	—	143	—	124	—	15.3	—
+ Norwich	258	—	144	2	428	—	82	2	912	4	557	—	63.7	—
+ Penzance Heliport	—	—	—	—	432	—	—	—	432	—	377	—	14.5	—
+ Southampton	66	1	22	1	740	3	36	—	864	5	1 030	—	-16.2	—
+ Edinburgh	264	—	56	—	1 474	44	26	—	1 820	44	1 733	40	5.0	10.0
+ Glasgow	453	101	220	2	2 283	74	253	—	3 209	177	3 187	154	0.6	14.9
+ Prestwick	186	89	112	3	269	40	38	1	605	133	771	170	-21.6	-21.8
+ Aberdeen	203	2	1 591	25	1 085	—	869	34	3 748	61	3 618	4	3.5	—
+ Benbecula	—	—	—	—	214	2	—	—	214	2	232	2	-7.8	—
+ Inverness	—	—	47	—	512	1	168	—	727	1	619	—	17.4	—
+ Islay	—	—	1	—	102	2	42	—	145	2	86	—	68.6	—
+ Kirkwall	—	—	7	—	676	13	142	—	825	13	803	—	2.7	—
+ Stornoway	—	—	1	—	235	2	46	2	282	4	294	3	-4.1	33.3
+ Sumburgh	1	—	908	18	333	—	711	29	1 953	47	1 368	—	42.7	—
+ Tiree	—	—	—	—	51	1	4	—	55	1	54	—	1.8	—
+ Wick	—	—	—	1	352	2	22	—	374	3	353	—	5.9	—
+ Belfast	53	1	31	—	1 599	113	67	97	1 750	211	1 639	201	6.7	4.9
+ Isle of Man	44	—	—	—	773	36	—	—	817	36	917	37	-11.0	-2.8
TOTAL (Incl. London Area)	24 134	2 093	11 570	512	25 413	879	3 709	336	64 826	3 820	62 299	3 643	4.0	4.8
Channel Islands Airports														
Alderney	..	..	..	..	..	..	..	..	768	..	844	..	-9.1	..
Guernsey	..	..	..	..	..	..	..	..	3 037	..	2 988	..	1.6	..
Jersey	..	..	..	..	..	..	..	..	5 573	..	5 980	..	-6.9	..
TOTAL (Channel Islands Airports)	..	..	..	..	..	..	..	..	9 378	..	9 812	..	-4.5	..

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

Airport of actual arrival

Table 14

Airport of Intended landing	Total number of diversions	Date of diversions																														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Gatwick	11	5He 2Em	1Bo										1Em												1Em			1Pr				
Luton	4		3Bi																											1He		
Leeds	1																															1Ed
Manchester	1	1Bi																														
Tees-side	1																															
Aberdeen	12			2Ed	1Ed					1Ne								8In				1Ne										
Sumburgh	3						1Wi	1Wi																								
Other Internal	19									2Ex	1He 1Ex 2Sh 1Bo	1Sh 1Bo	1Sh									1Bo	1No		1GI 4Wi		1Ki		1Em			
Overseas	5			1Pr		1Pr	1Ki			1He	1He																					
All Aerodromes	57	8	4	3	1	2	3	—	—	4	6	2	2	—	—	—	—	—	8	—	—	2	1	—	6	—	1	1	1	1	—	1

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator May 1977

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		Terminal	Transit	United Kingdom operators		Terminal	Transit	Overseas operators	
				British Airways	Others	British Airways	Others			British Airways	Others			British Airways	Others
London Area Airports															
+ Gatwick	549 062	545 466	3 596	3 062	—	136 650	78	5 630	—	56 648	—	249 989	1 440	93 487	2 078
+ Heathrow	2 107 510	2 074 586	32 924	970 200	72	25 831	—	1 037 536	32 595	19 968	—	91	—	20 960	257
+ Luton	152 662	152 407	255	—	—	1 541	35	—	—	—	—	129 934	220	20 932	—
+ Southend	21 290	21 290	—	—	—	20 703	—	—	—	—	—	631	—	56	—
+ Stansted	26 336	26 180	156	—	—	30	—	—	—	—	143	331	—	26 819	13
TOTAL (London Area)	2 856 860	2 819 929	36 931	973 262	72	184 755	113	1 043 166	32 595	76 616	143	380 876	1 660	161 254	2 348
Westland Heliport (Battersea)	634	634	—	—	—	—	—	—	—	—	—	634	—	—	—
Other UK Airports															
+ Leeds/Bradford	30 616	28 034	2 582	14 784	—	7 994	2 582	1 235	—	—	—	3 813	—	208	—
+ Liverpool	32 030	31 676	354	20 619	114	5	—	2 286	210	926	17	5 767	4	2 073	9
+ Manchester	261 433	249 653	11 780	99 429	438	8 848	1 961	28 880	1 991	7 186	58	96 269	5 937	9 041	1 395
+ Birmingham	92 142	87 834	4 308	31 857	275	15 169	3 296	6 623	326	—	—	33 752	406	433	5
+ Coventry	18	18	—	—	—	—	—	—	—	—	—	18	—	—	—
+ East Midlands	41 496	40 746	750	—	—	20 172	170	73	—	—	—	15 856	470	4 645	110
+ Newcastle	65 130	61 460	3 670	23 975	51	19 012	3 619	95	—	—	—	14 063	—	4 315	—
+ Tees-side	20 168	18 564	1 604	—	—	16 497	1 483	—	—	—	—	1 737	8	330	113
+ Bristol	18 506	16 026	2 480	3 324	1 752	2 244	469	1 660	29	—	—	3 981	230	4 817	—
+ Glamorgan	15 616	13 514	2 102	4 079	135	2 831	1 967	—	—	—	—	5 012	—	1 592	—
+ Swansea	358	358	—	—	—	—	—	—	—	—	—	358	—	—	—
+ Blackpool	8 063	8 060	3	—	—	7 890	3	—	—	—	—	170	—	—	—
+ Bournemouth	16 956	15 651	1 305	261	—	13 185	1 118	—	—	1	—	2 204	187	—	—
+ Cambridge	2 200	2 200	—	—	—	2 207	—	—	—	—	—	116	—	57	—
+ Exeter	6 102	5 519	583	—	—	4 953	530	—	—	—	—	—	—	566	53
+ Gloucester/Cheltenham	2 449	2 449	—	—	—	2 294	—	—	—	—	—	155	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Isle of Scilly	10 655	10 655	—	10 092	—	563	—	—	—	—	—	—	—	—	—
+ Lydd	6 418	6 418	—	—	—	6 418	—	—	—	—	—	—	—	—	—
+ Manston	295	295	—	—	—	—	—	—	—	—	—	164	—	131	—
+ Norwich	15 468	15 468	—	—	—	13 457	—	—	—	22	—	978	—	1 011	—
+ Penzance Heliport	10 092	10 092	—	10 092	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	23 028	22 971	57	5 019	27	17 464	30	—	—	—	—	439	—	49	—
+ Edinburgh	101 042	98 615	2 427	67 835	844	22 546	1 465	3 148	118	10	—	3 811	—	1 265	—
+ Glasgow	165 967	164 333	1 634	93 105	31	29 922	—	15 488	1 520	1 552	32	17 939	6	6 327	45
+ Prestwick	50 457	30 583	19 874	15 041	7 756	583	—	4 617	3 474	61	129	4 539	3 994	5 742	4 521
+ Aberdeen	75 026	74 257	769	32 892	749	11 481	—	—	—	7 860	—	19 828	20	2 196	—
+ Benbecula	2 223	2 180	43	1 405	—	775	43	—	—	—	—	—	—	—	—
+ Inverness	13 807	12 614	1 193	9 874	1 179	1 264	—	—	—	860	14	392	—	224	—
+ Islay	855	855	—	—	—	766	—	—	—	—	—	89	—	—	—
+ Kirkwall	8 950	7 894	1 056	3 947	996	2 252	—	—	—	1 254	—	441	60	—	—
+ Stornoway	3 673	3 673	—	2 876	—	636	—	—	—	—	—	161	—	—	—
+ Sumburgh	29 912	29 302	610	6 994	—	223	—	—	—	6 254	—	15 239	610	592	—
+ Tiree	275	275	—	—	—	255	—	—	—	—	—	20	—	—	—
+ Wick	3 596	2 469	1 127	1 199	1 127	1 169	—	—	—	—	—	101	—	—	—
+ Belfast	76 164	76 069	95	60 698	—	10 605	52	1 042	—	—	—	904	39	2 820	4
+ Isle of Man	27 989	27 102	887	15 366	639	11 736	248	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	4 096 669	3 998 445	98 224	1 508 025	16 185	439 991	19 149	1 108 313	40 263	102 602	393	629 826	13 631	209 688	8 603
Channel Islands Airports															
+ Alderney	6 013	6 007	6	—	—	5 801	6	—	—	—	—	206	—	—	—
+ Guernsey	48 617	45 447	3 170	8 934	35	33 199	2 739	402	1	—	—	2 739	395	173	—
+ Jersey	144 950	143 316	1 634	41 308	65	93 017	1 563	5 136	—	—	—	1 223	4	2 632	2
TOTAL (Channel Islands Airports)	199 580	194 770	4 810	50 242	100	132 017	4 308	5 538	1	—	..	4 168	399	2 805	2

Terminal Air Passengers for May

Table 16

Comparison with a Year Earlier

	1977	1976	Percentage change
London Area Airports			
+ Gatwick	545 466	486 956	12.0
+ Heathrow	2 074 586	1 976 553	5.0
+ Luton	152 407	168 920	-9.8
+ Southend	21 290	20 623	3.2
+ Stansted	26 180	26 411	-0.9
TOTAL (London Area)	2 819 929	2 679 463	5.2
Westland Heliport (Battersea)	634	525	20.8
Other UK Airports			
+ Leeds/Bradford	28 034	25 902	8.2
+ Liverpool	31 676	29 385	7.8
+ Manchester	249 653	257 783	-3.2
+ Birmingham	87 834	102 059	-13.9
+ Coventry	18	23	-21.7
+ East Midlands	40 746	49 710	-18.0
+ Newcastle	61 460	59 817	2.7
+ Tees-side	18 564	17 929	3.5
+ Bristol	16 026	18 840	-14.9
+ Glamorgan	13 514	17 550	-23.0
Swansea	358	349	2.6
+ Blackpool	8 060	9 458	-14.8
+ Bournemouth	15 651	12 692	23.3
+ Cambridge	2 200	636	—
+ Exeter	5 519	7 081	-22.1
Gloucester/Cheltenham	2 449	779	—
Hawarden	—	—	—
Isles of Scilly	10 655	10 756	-0.9
+ Lydd	6 418	5 339	20.2
+ Manston	295	260	13.5
+ Norwich	15 468	11 703	32.2
Penzance Heliport	10 092	10 152	-0.6
+ Southampton	22 971	27 432	-16.3
+ Edinburgh	98 615	91 068	8.3
+ Glasgow	164 333	178 355	-7.9
+ Prestwick	30 583	49 397	-38.1
+ Aberdeen	74 257	68 645	8.2
Benbecula	2 180	1 814	20.2
Inverness	12 614	11 712	7.7
Islay	855	828	3.3
+ Kirkwall	7 894	7 957	-0.8
Stornoway	3 673	3 750	-2.1
+ Sumburgh	29 302	21 119	38.7
Tiree	275	207	32.9
Wick	2 469	1 927	28.1
+ Belfast	76 069	83 783	-9.2
+ Isle of Man	27 102	29 910	-9.4
TOTAL (Incl. London Area)	3 998 445	3 906 095	2.4
Channel Islands Airports			
Alderney	6 007	6 329	-5.1
Guernsey	45 447	48 480	-6.3
Jersey	143 316	152 267	-5.9
TOTAL (Channel Islands Airports)	194 770	207 076	-5.9

International and Domestic Passenger Traffic

Table 17

Terminal Passengers for May
Comparison with a Year Earlier

	Total	International			Domestic		
	1977	1977	1976	Per-centage change	1977	1976	Per-centage change
London Area Airports							
+ Gatwick	545 466	474 194	429 720	10	71 272	57 236	25
+ Heathrow	2 074 586	1 773 886	1 669 022	6	300 700	307 531	-2
+ Luton	152 407	150 284	165 145	-9	2 123	3 775	-44
+ Southend (a)	21 290	21 101	20 305	4	189	318	-41
+ Stansted	26 180	25 965	26 266	-1	215	145	48
TOTAL (London Area)	2 819 929	2 445 430	2 310 458	6	374 499	369 005	1
Westland Heliport (Battersea)	634	2	—	—	632	525	20
Other UK Airports							
+ Leeds/Bradford	28 034	8 161	3 801	—	19 873	22 101	-10
+ Liverpool	31 676	12 409	8 981	38	19 267	20 404	-6
+ Manchester	249 653	173 673	183 476	-5	75 980	74 307	2
+ Birmingham	87 834	53 947	67 052	-20	33 887	35 007	-3
+ Coventry	18	17	—	—	1	23	-96
+ East Midlands	40 746	25 354	31 672	-20	15 392	18 038	-15
+ Newcastle	61 460	26 333	27 769	-5	35 127	32 048	10
+ Tees-side	18 564	2 418	4 155	-42	16 146	13 774	17
+ Bristol	16 026	12 367	15 038	-18	3 659	3 802	-4
+ Glamorgan	13 514	8 607	11 796	-27	4 907	5 754	-15
Swansea	358	—	78	—	358	271	32
+ Blackpool	8 060	324	610	-47	7 736	8 848	-13
+ Bournemouth	15 651	2 081	3 404	-39	13 570	9 288	46
+ Cambridge	2 200	83	62	34	2 117	574	—
+ Exeter	5 519	1 002	1 532	-35	4 517	5 549	-19
Gloucester/Cheltenham	2 449	—	—	—	2 449	779	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	10 655	—	—	—	10 655	10 756	-1
+ Lydd	6 418	6 418	5 339	20	—	—	—
+ Manston	295	295	260	13	—	—	—
+ Norwich	15 468	7 694	5 801	33	7 774	5 902	32
Penzance	10 092	—	—	—	10 092	10 152	-1
+ Southampton	22 971	860	331	—	22 111	27 101	-18
+ Edinburgh	98 615	10 885	12 187	-11	87 730	78 881	11
+ Glasgow	164 333	39 082	54 201	-28	125 251	124 154	1
+ Prestwick	30 583	27 140	45 418	-40	3 443	3 979	-13
+ Aberdeen	74 257	24 599	20 780	18	49 658	47 865	4
Benbecula	2 180	—	—	—	2 180	1 814	20
Inverness	12 614	885	409	—	11 729	11 303	4
Islay	855	10	—	—	845	828	2
+ Kirkwall	7 894	73	5	—	7 821	7 952	-2
Stornoway	3 673	5	8	-37	3 668	3 742	-2
+ Sumburgh	29 302	11 059	7 589	46	18 243	13 530	35
Tiree	275	—	—	—	275	207	33
Wick	2 469	—	—	—	2 469	1 927	28
+ Belfast	76 069	4 122	4 756	-13	71 947	79 027	-9
+ Isle of Man	27 102	1 176	1 001	17	25 926	28 909	-10
TOTAL (Incl. London Area)	3 998 445	2 906 511	2 827 969	3	1 091 934	1 078 126	1

(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 May 1977

Table 18

Comparison with a Year Earlier

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	20 659	12 142	8 517	16 618	11 014	5 604	24
London – Vienna	15 720	11 338	4 382	13 571	10 419	3 152	16
Other Routes	4 939	804	4 135	3 047	595	2 452	62
Belgium	79 032	76 978	2 054	79 766	73 023	6 743	–1
London – Brussels	53 869	53 688	181	51 000	49 701	1 299	6
Other S.E. England – Belgium	18 555	17 873	682	20 314	18 499	1 815	–9
Other Routes	6 608	5 417	1 191	8 452	4 823	3 629	–22
Denmark	51 218	37 609	13 609	46 512	36 086	10 426	10
London – Copenhagen	39 846	32 080	7 766	38 218	30 528	7 690	4
Other Routes	11 372	5 529	5 843	8 294	5 558	2 736	37
Finland	11 300	10 820	480	7 966	7 626	340	42
France	264 465	237 501	26 964	277 821	218 147	59 674	–5
London – Nice	19 141	18 820	321	20 071	15 027	5 044	–5
– Paris	175 629	169 496	6 133	161 620	153 815	7 805	9
– N. France (a)	11 810	7 960	3 850	12 052	8 981	3 071	–2
– Other France	23 569	17 812	5 757	21 461	17 384	4 077	10
Manchester – Paris	6 529	6 502	27	6 598	6 598	—	–1
Other UK – Paris	10 518	7 370	3 148	19 728	7 634	12 094	–47
Luton – Other France	3 423	—	3 423	2 098	—	2 098	63
Other S.E. England – France	8 251	8 222	29	7 605	7 560	45	8
Other Routes	5 595	1 319	4 276	26 588	1 148	25 440	–79
Germany (Fed. Republic)	217 994	167 429	50 565	200 896	154 131	46 765	9
London – Dusseldorf	33 779	29 324	4 455	28 779	27 200	1 579	17
– Frankfurt	58 706	50 746	7 960	52 524	47 709	4 815	12
– Hamburg	26 655	21 669	4 986	22 960	21 114	1 846	16
– Munich	24 979	17 505	7 474	22 835	15 312	7 523	9
– Other Germany	42 381	38 221	4 160	39 168	34 881	4 287	8
Luton – Germany	17 899	—	17 899	14 632	97	14 535	22
Manchester – Germany	10 027	7 489	2 538	8 230	5 732	2 498	22
Other Routes	3 568	2 475	1 093	11 768	2 086	9 682	–70
Gibraltar	5 135	3 832	1 303	6 228	6 136	92	–18
Greece	73 770	26 173	47 597	85 823	28 726	57 097	–14
Iceland	3 089	3 089	—	2 731	2 731	—	13
London – Reykjavik	1 799	1 799	—	1 459	1 459	—	23
Glasgow – Reykjavik	1 290	1 290	—	1 272	1 272	—	1
Other Routes	—	—	—	—	—	—	—

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Irish Republic	134 782	134 173	609	128 041	127 197	844	5
London – Cork	11 062	11 062	—	9 897	9 897	—	12
– Dublin	64 457	64 439	18	62 041	62 041	—	4
– Shannon	10 844	10 836	8	10 382	10 036	346	4
Manchester – Dublin	10 648	10 639	9	10 410	10 405	5	2
Birmingham – Dublin	8 455	8 455	—	8 850	8 845	5	–4
Glasgow – Dublin	9 644	9 590	54	7 654	7 654	—	26
Liverpool – Dublin	4 423	4 408	15	4 592	4 583	9	–4
Leeds/Bradford – Dublin	2 453	2 439	14	2 238	2 238	—	10
Edinburgh – Dublin	3 148	3 148	—	2 406	2 406	—	31
Bristol – Dublin	1 661	1 660	1	2 096	2 096	—	–21
Other Routes	7 987	7 497	490	7 475	6 996	479	7
Italy	158 045	80 362	77 683	161 853	69 140	92 713	–2
London – Genoa (g)	635	—	635	1 535	—	1 535	–59
– Milan	37 633	29 604	8 029	38 045	25 436	12 609	–1
– Rimini (g)	2 788	—	2 788	3 826	—	3 826	–27
– Rome	37 646	31 017	6 629	30 811	24 090	6 721	22
– Venice	11 088	4 658	6 430	11 394	4 100	7 294	–3
– Other Italy	24 079	12 294	11 785	28 273	13 322	14 951	–15
Luton – Rimini	3 418	—	3 418	3 737	—	3 737	–9
– Other Italy	18 892	—	18 892	28 137	—	28 137	–33
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	15 685	—	15 685	8 138	—	8 138	93
Other Routes	6 181	2 789	3 392	7 957	2 192	5 765	–22
Luxembourg	5 273	5 273	—	6 097	5 104	993	–14
London – Luxembourg	5 273	5 273	—	5 104	5 104	—	3
Other Routes	—	—	—	993	—	993	—
Netherlands	176 536	172 060	4 476	166 814	161 922	4 892	6
London – Amsterdam	107 683	106 523	1 160	99 769	99 079	690	8
– Rotterdam	18 393	18 346	47	21 574	20 425	1 149	–15
Other S.E. England – Netherlands	9 344	8 464	880	8 599	6 879	1 720	9
Manchester – Amsterdam	10 829	10 797	32	10 565	10 341	224	2
Other Routes	30 287	27 930	2 357	26 307	25 198	1 109	15
Norway	48 230	33 298	14 932	40 795	32 034	8 761	18
London – Oslo	22 664	18 130	4 534	23 304	16 984	6 320	–3
Other Routes	25 566	15 168	10 398	17 491	15 050	2 441	46
Portugal	32 523	18 251	14 272	20 857	14 616	6 241	56
London – Lisbon	13 306	11 787	1 519	10 160	8 378	1 782	31
Other Routes	19 217	6 464	12 753	10 697	6 238	4 459	80
Soviet Union and Eastern Europe (b)	22 896	19 589	3 307	29 033	18 443	10 590	–21
London – Moscow	6 484	6 159	325	5 769	5 191	578	12
– Prague	2 522	2 522	—	2 293	2 293	—	10
Other Routes	13 890	10 908	2 982	20 971	10 959	10 012	–34

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	375 337	80 839	294 498	444 648	81 728	362 920	-16
London – Barcelona	18 479	12 479	6 000	15 430	12 123	3 307	20
– Ibiza	9 520	1 087	8 433	12 627	899	11 728	-25
– Madrid	30 960	27 086	3 874	29 345	26 053	3 292	6
– Malaga	24 846	12 032	12 814	23 025	12 969	10 056	8
– Palma	44 447	11 135	33 312	57 683	12 573	45 110	-23
– Other Spain	46 598	14 678	31 920	55 756	16 127	39 629	-16
Luton – Alicante	7 187	—	7 187	9 279	—	9 279	-23
– Barcelona	4 360	—	4 360	2 003	—	2 003	—
– Gerona	3 646	—	3 646	7 733	—	7 743	-53
– Ibiza	5 989	—	5 989	10 203	—	10 203	-41
– Palma	14 193	—	14 193	20 861	—	20 861	-32
– Other Spain	11 082	—	11 082	11 958	187	11 771	-7
Other S.E. England – Spain	1 508	1 359	149	131	—	131	—
Manchester – Barcelona	3 824	—	3 824	4 652	—	4 652	-18
– Palma	20 184	—	20 184	28 297	—	28 297	-29
Other N. England – Spain	55 711	464	55 247	56 719	264	56 455	-2
Scotland – Spain	17 580	286	17 294	20 154	361	19 793	-13
Other Routes	55 223	233	54 990	78 782	172	78 610	-30
Sweden	49 651	23 267	26 384	37 723	20 082	17 641	32
London – Stockholm	26 922	17 682	9 240	23 258	14 406	8 852	16
Other Routes	22 729	5 585	17 144	14 465	5 676	8 789	57
Switzerland	114 418	78 021	36 397	97 255	71 093	26 162	18
London – Basle	8 212	6 324	1 888	7 306	6 754	552	12
– Geneva	41 907	30 562	11 345	35 365	28 263	7 102	18
– Zurich	53 624	34 690	18 934	42 453	31 024	11 429	26
Luton – Switzerland	3 854	—	3 854	5 590	—	5 590	-31
Other Routes	6 821	6 445	376	6 541	5 052	1 489	4
Yugoslavia	28 908	15 171	13 737	50 458	19 538	30 920	-43
London – Dubrovnic	4 005	943	3 062	9 217	2 345	6 872	-57
– Ljubljana	1 994	1 758	236	3 467	2 759	708	-42
Luton – Yugoslavia	1 208	—	1 208	4 757	—	4 757	-75
Other Routes	21 701	12 470	9 231	33 017	14 434	18 583	-34
Other Europe	62 804	41 129	21 675	72 882	43 444	29 438	-14
WESTERN HEMISPHERE							
Canada	150 559	90 108	60 451	137 511	76 453	61 058	9
London – Montreal	19 780	18 393	1 387	16 238	14 196	2 042	22
– Toronto	54 582	34 749	19 833	54 080	29 662	24 418	1
– Other Canada	42 441	21 604	20 837	37 335	18 097	19 238	14
Other UK – Montreal	2 629	2 592	37	2 819	2 819	—	-7
– Toronto	24 142	9 404	14 738	22 476	9 205	13 271	7
Other Routes	6 985	3 366	3 619	4 563	2 474	2 089	53

Table 18 cont.

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	372 193	288 752	83 441	316 724	264 580	52 144	18
London — New York	135 945	107 886	28 059	116 844	99 807	17 037	16
— Other East Coast USA	93 769	81 272	12 497	84 831	74 888	9 943	11
— Chicago and Detroit	45 810	33 375	12 435	40 110	32 847	7 263	14
— West Coast USA	75 484	56 517	18 967	57 215	47 545	9 670	32
— Other USA	6 818	1 215	5 603	4 495	1 363	3 132	52
Other UK — New York	11 976	8 460	3 516	11 074	8 130	2 944	8
Other Routes	2 391	27	2 364	2 155	—	2 155	11
West Atlantic and Caribbean Islands	20 978	19 787	1 191	23 613	23 352	261	-11
Central and South America	8 161	8 005	156	7 903	7 806	97	3
REST OF THE WORLD							
Canary Islands	40 522	3 335	37 187	34 103	3 340	30 763	19
North Africa (c)	20 939	13 137	7 802	24 621	10 390	14 231	-15
East Africa (d)	8 552	7 667	885	9 799	8 701	1 098	-13
Central Africa (e)	6 467	6 467	—	5 899	5 788	111	10
West Africa (d)	25 181	25 172	9	13 117	12 595	522	92
South Africa	27 258	27 258	—	25 538	25 208	330	7
Middle East (f)	114 537	114 174	363	92 411	89 964	2 447	24
India	18 023	18 023	—	15 728	15 521	207	15
Pakistan	8 399	8 399	—	7 831	7 479	352	7
Far East	60 755	57 021	3 734	50 907	48 423	2 484	19
Australia and New Zealand	31 423	31 423	—	32 629	32 629	—	-4
Other Routes n.e.i.	38 290	8 453	29 837	30 094	8 325	21 769	27
ALL ROUTES	2 888 302	2 004 187	884 115	2 809 245	1 842 515	966 730	3

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 May 1977 Table 19

COMPARISON WITH A YEAR EARLIER

Origin/Destination		1977	1976	Percentage change
London (a)	Aberdeen	19 440	18 208	7
	Belfast	37 245	38 259	-3
	Birmingham	11 110	9 652	15
	Channel Islands	45 727	51 621	-11
	Edinburgh	68 566	62 019	11
	Glasgow	77 780	78 656	-1
	Isle of Man	1 555	2 002	-22
	Leeds/Bradford	10 455	11 586	-10
	Liverpool	8 140	8 389	-3
	Manchester	43 949	41 745	5
	Newcastle	27 366	25 113	9
	Tees-side	13 511	11 325	19
	Other airports	7 343	6 337	16
	Belfast	4 056	5 473	-26
Belfast	Birmingham	2 123	2 506	-15
	Edinburgh	1 579	1 473	7
	Glasgow	8 367	7 887	6
	Isle of Man	1 718	2 776	-38
	Leeds/Bradford	1 922	2 811	-32
	Liverpool	1 425	2 018	-29
	Manchester	8 346	9 923	-16
	Newcastle	1 152	1 384	-17
	Other airports	4 014	4 517	-11
	Channel Islands	10 931	7 841	39
	Birmingham	7 849	9 530	-18
	Bristol/Glamorgan	4 316	5 896	-27
	East Midlands	8 760	8 302	6
	Glasgow	853	1 830	-53
Channel Islands	Leeds/Bradford	1 381	2 621	-47
	Liverpool	622	1 542	-60
	Manchester	5 163	5 692	-9
	Newcastle	1 063	1 343	-21
	Southampton	21 276	25 362	-16
	Other airports	11 493	11 849	-3
	Edinburgh	3 013	3 364	-10
	Glasgow	11	75	-85
	Manchester	4 833	4 083	18
	Other airports	9 728	7 867	24
	Glasgow	5 347	5 069	5
	East Midlands	3 928	3 675	7
	Isle of Man	1 742	1 902	-8
	Leeds/Bradford	1 979	1 387	43
Edinburgh	Liverpool	13	—	—
	Manchester	5 654	6 152	-8
	Southampton	—	1 117	—
	Other Scottish airports	17 641	15 074	17
	Other airports	1 936	1 330	46
	Isle of Man	4 548	6 132	-26
	Blackpool	8 397	8 035	5
	Manchester	3 918	3 900	—
	Newcastle	594	405	47
	Other airports	3 454	3 757	-8
	Penzance	10 092	10 152	-1
	Isles of Scilly	—	—	—
	Other Routes	38 260	34 814	10
TOTAL		605 684	605 778	—

(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 May 1977

Table 20

	Total	Scheduled Services				Charter Flights								Tonnes
		UK operators				Overseas operators		UK operators				Overseas operators		
		British Airways		Others				British Airways		Others				
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	
London Area Airports														
+ Gatwick	7 997.1	—	—	513.1	1 328.0	18.1	29.7	—	—	1 412.8	4 233.4	72.1	389.9	
+ Heathrow	37 154.2	5 248.9	6 595.3	42.6	416.6	9 988.7	14 330.7	124.2	22.7	0.7	181.0	58.9	144.0	
+ Luton	366.8	—	—	—	11.3	—	—	—	—	33.3	78.8	143.5	99.9	
+ Southend	458.0	—	—	248.0	184.0	—	—	—	—	—	1.0	4.0	21.0	
+ Stansted	2 421.0	—	—	—	—	—	—	—	—	200.6	1 326.2	444.2	450.0	
TOTAL (London Area)	48 397.1	5 248.9	6 595.3	803.7	1 939.8	10 006.8	14 360.4	124.2	22.7	1 647.4	5 820.4	722.7	1 104.8	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Leeds/Bradford	42.1	10.9	15.5	4.6	3.5	6.1	1.0	—	—	—	0.5	—	—	
+ Liverpool	967.1	27.0	166.9	—	—	23.7	12.6	—	—	10.6	463.3	8.1	254.9	
+ Manchester	2 993.0	358.4	309.4	11.3	19.9	757.4	1 447.0	—	—	0.1	13.0	0.9	75.6	
+ Birmingham	267.7	85.1	46.0	25.6	2.9	60.8	46.6	—	—	—	0.7	—	—	
+ Coventry	1.7	—	—	—	—	—	—	—	—	—	1.7	—	—	
+ East Midlands	306.7	—	—	83.8	110.1	—	—	—	—	0.9	77.0	—	34.9	
+ Newcastle	81.2	7.8	22.1	27.6	23.7	—	—	—	—	—	—	—	—	
+ Tees-side	36.9	—	—	13.9	18.5	—	—	—	—	0.2	—	4.3	—	
+ Bristol	55.1	11.2	5.2	3.8	0.9	21.1	12.8	—	—	0.1	—	—	—	
+ Glamorgan	27.4	3.5	15.0	5.5	2.9	—	—	—	—	0.5	—	—	—	
+ Swansea	1.8	—	—	—	—	—	—	—	—	0.3	1.5	—	—	
+ Blackpool	69.6	—	—	5.7	51.5	—	—	—	—	0.9	11.5	—	—	
+ Bournemouth	845.3	—	—	384.6	412.1	—	—	—	4.7	32.1	11.8	—	—	
+ Cambridge	20.8	—	—	—	—	—	—	—	—	—	—	—	20.8	
+ Exeter	32.6	—	—	5.5	23.9	—	—	—	—	—	—	—	3.2	
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Isles of Scilly	8.2	7.1	1.1	—	—	—	—	—	—	—	—	—	—	
+ Lydd	320.7	—	—	124.6	195.7	—	—	—	—	—	0.4	—	—	
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Norwich	47.1	—	—	15.9	27.8	—	—	—	—	2.4	1.0	—	—	
+ Penzance Heliport	8.2	1.1	7.1	—	—	—	—	—	—	—	—	—	—	
+ Southampton	115.3	1.3	14.5	30.3	68.4	—	—	—	—	0.4	0.1	—	0.3	
+ Edinburgh	118.0	28.1	26.7	31.0	24.8	3.4	3.9	—	—	0.1	—	—	—	
+ Glasgow	1 550.2	629.4	261.5	47.0	33.0	233.9	330.0	0.4	0.6	—	9.7	0.7	4.0	
+ Prestwick	1 454.0	558.4	342.0	—	—	424.8	103.5	—	—	—	14.9	8.6	1.8	
+ Aberdeen	405.7	46.9	88.6	21.0	26.5	—	—	12.8	30.9	63.1	112.8	1.4	1.7	
+ Benbecula	15.3	10.1	3.9	1.2	0.1	—	—	—	—	—	—	—	—	
+ Inverness	32.0	4.6	27.3	—	—	—	—	—	—	—	—	0.1	—	
+ Islay	5.1	—	—	2.5	2.6	—	—	—	—	—	—	—	—	
+ Kirkwall	43.1	29.3	9.6	1.0	2.4	—	—	0.4	0.1	0.3	—	—	—	
+ Stornoway	31.5	26.4	3.8	0.2	0.9	—	—	—	—	0.1	0.1	—	—	
+ Sumburgh	149.9	49.6	9.9	—	—	—	—	8.8	22.4	32.8	26.1	0.1	0.2	
+ Tiree	1.3	—	—	1.2	0.1	—	—	—	—	—	—	—	—	
+ Wick	8.9	6.4	0.9	0.3	0.6	—	—	—	—	—	—	—	0.7	
+ Belfast	1 234.1	103.8	273.6	135.5	36.3	8.1	7.1	—	—	651.8	17.9	—	—	
+ Isle of Man	256.6	166.5	42.5	41.6	5.9	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	59 951.2	7 421.8	8 288.4	1 828.9	3 034.8	11 546.1	16 324.9	146.6	81.4	2 444.1	6 584.4	746.9	1 502.9	
Channel Islands Airports														
Alderney	24.5	—	—	19.6	3.8	—	—	—	—	0.9	0.2	—	—	
Guernsey	772.7	7.5	3.1	159.8	81.4	—	—	—	—	206.8	314.1	—	—	
Jersey	975.4	66.8	45.2	542.4	297.1	5.3	5.7	—	—	4.7	8.2	—	—	
TOTAL (Channel Islands Airports)	1 772.6	74.3	48.3	721.8	382.3	5.3	5.7	—	—	212.4	322.5	—	—	

Cargo May 1977

Table 21

Comparison with a Year Earlier

	International				Domestic				May 1977		May 1976		Percentage change	
	Scheduled		Charter		Scheduled		Charter		Total		Total		Passenger	Cargo only
	Passenger (tonnes)	Cargo only	Passenger (tonnes)	Cargo only	Passenger (tonnes)	Cargo only	Passenger (tonnes)	Cargo only	Passenger (tonnes)	Cargo only	Passenger (tonnes)	Cargo only		
London Area Airports														
+ Gatwick	766	473	52	5 906	336	315	1	150	1 155	6 844	1 013	5 182	14.0	32.0
+ Heathrow	20 995	14 566	71	453	450	612	—	7	21 516	15 638	20 269	15 441	6.1	1.2
+ Luton	—	—	117	203	—	11	3	32	120	246	44	143	—	72.0
+ Southend	432	—	25	—	—	—	1	—	458	—	1 062	—	-56.9	—
+ Stansted	—	—	747	1 654	—	—	—	21	747	1 675	74	1 546	—	8.3
TOTAL (London Area)	22 193	15 039	1 012	8 216	786	938	5	210	23 996	24 403	22 462	22 312	6.8	9.3
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Leeds/Bradford	16	—	—	—	26	—	—	—	42	—	48	—	-12.5	—
+ Liverpool	39	—	4	260	63	128	1	473	107	861	175	1 021	-38.9	-15.7
+ Manchester	557	2 136	1	76	204	7	—	13	762	2 232	648	2 305	17.5	-3.2
+ Birmingham	200	1	—	1	66	—	—	—	266	2	222	—	19.8	—
+ Coventry	—	—	—	2	—	—	—	—	—	2	6	—	—	—
+ East Midlands	43	—	—	105	68	84	—	8	111	197	73	488	52.0	-59.7
+ Newcastle	41	—	—	—	40	—	—	—	81	—	83	—	-2.5	—
+ Tees-side	5	—	5	—	28	—	—	—	38	—	38	—	—	—
+ Bristol	40	—	—	—	14	—	—	—	54	—	45	—	20.0	—
+ Glamorgan	15	—	—	—	12	—	—	—	27	—	17	1	58.8	—
+ Swansea	—	—	—	—	—	—	1	—	1	—	1	—	—	—
+ Blackpool	7	—	—	—	44	6	—	13	51	19	78	—	-34.7	—
+ Bournemouth	—	—	5	12	6	790	—	32	11	834	74	469	-85.2	77.8
+ Cambridge	—	—	8	13	—	—	—	—	8	13	20	—	-60.0	—
+ Exeter	—	—	28	3	—	—	—	—	28	3	28	—	—	—
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Isles of Scilly	—	—	—	—	8	—	—	—	8	—	8	—	—	—
+ Lydd	1	320	—	—	—	—	—	—	1	320	2	289	-50.0	10.7
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Norwich	28	—	1	1	16	—	—	1	45	2	40	—	12.5	—
+ Penzance Heliport	—	—	—	—	8	—	—	—	8	—	8	—	—	—
+ Southampton	4	—	—	—	110	1	—	—	114	1	100	—	14.0	—
+ Edinburgh	22	—	—	—	97	—	—	—	119	—	116	1	2.5	—
+ Glasgow	200	467	1	8	275	593	6	—	482	1 068	592	989	-18.6	7.9
+ Prestwick	130	1 031	4	12	2	265	—	10	136	1 318	99	1 099	37.3	19.9
+ Aberdeen	38	—	136	9	145	—	41	37	360	46	397	1 052	-9.4	-95.7
+ Benbecula	—	—	—	—	15	—	—	—	15	—	24	—	-37.5	—
+ Inverness	—	—	—	—	31	1	—	—	31	1	33	—	-6.1	—
+ Islay	—	—	—	—	5	—	—	—	5	—	3	—	66.6	—
+ Kirkwall	—	—	—	—	42	—	—	1	42	1	46	—	-8.7	—
+ Stornoway	—	—	—	—	32	—	—	—	32	—	38	—	-15.8	—
+ Sumburgh	—	—	49	4	60	—	8	29	117	33	152	—	-23.1	—
+ Tiree	—	—	—	—	1	—	—	—	1	—	1	—	—	—
+ Wick	—	—	—	1	8	—	—	—	8	1	5	—	60.0	—
+ Belfast	16	—	—	—	488	61	—	670	504	731	423	615	19.1	18.8
+ Isle of Man	—	—	—	—	114	142	—	—	114	142	126	133	-9.6	6.7
TOTAL (Incl. London Area)	23 595	18 994	1 254	8 723	2 814	3 016	62	1 497	27 725	32 230	26 231	29 774	5.6	4.7
Channel Islands Airports														
Alderney	—	—	—	—	—	—	—	—	25	—	25	—	—	—
Guernsey	—	—	—	—	—	—	—	—	773	—	873	—	-11.5	—
Jersey	—	—	—	—	—	—	—	—	975	—	1 022	—	-4.6	—
TOTAL (Channel Islands Airports)	—	—	—	—	—	—	—	—	1 773	—	1 920	—	-7.7	—

All Scheduled Services May 1977

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used		
												Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Long Haul Division	10 678	2 920	14 197	229 413	2 865 094	1 602 103	55.9	6 652	356 892	198 114	10 141	38 338	149 636	55.5
British Airways Short Haul Division	8 545	14 873	18 032	956 687	1 027 795	619 795	60.3	4 249	105 093	58 000	1 240	2 155	54 607	55.2
British Airways Helicopters	26	433	143	9 919	843	605	71.7	10	57	47	—	1	47	83.7
British Caledonian Airways	2 196	2 485	3 835	104 263	289 468	135 187	46.7	1 271	35 877	15 849	587	3 115	12 147	44.2
Air Anglia	622	1 729	1 812	27 075	24 842	12 592	50.7	80	2 530	1 300	—	41	1 259	51.4
Aurigny Air Services	101	1 893	582	19 254	1 453	996	68.5	79	138	84	—	4	80	60.7
British Air Ferries	174	840	688	15 081	5 872	2 890	49.2	441	698	373	—	110	263	54.0
British Island Airways	367	1 753	1 442	48 161	18 601	10 229	55.0	224	1 688	912	1	42	869	54.0
British Midland Airways	471	1 427	1 447	47 488	34 371	18 149	52.8	234	2 768	1 521	—	105	1 416	54.9
Brymon Airways	67	367	325	2 408	914	457	50.0	1	82	39	—	—	39	47.9
Dan-Air Services	501	1 624	1 591	43 224	30 907	15 372	49.7	—	2 520	1 250	—	—	1 250	49.6
Haywards Aviation	11	48	45	130	53	29	54.1	—	4	2	—	—	2	49.9
Intra Airways	75	353	321	9 189	3 828	2 333	61.0	7	307	176	—	1	175	57.2
Loganair	124	1 513	608	6 961	1 255	704	55.2	—	124	64	—	—	64	55.2
TOTAL Passenger Services	23 958	32 258	45 068	1 519 253	4 305 297	2 421 441	56.2	13 249	508 777	277 731	11 969	43 910	221 853	54.6
Cargo Services														
British Airways Long Haul Division	980	280	1 368					2 901	30 481	18 860	346	18 516		61.9
British Airways Short Haul Division	365	482	497					2 623	4 760	2 133	40	2 094		44.8
British Caledonian Airways	94	30	122					302	3 269	1 093	38	1 055		33.4
Air Freight	24	114	127					247	79	52	—	52		65.6
Air-Bridge Carriers	16	93	65					308	192	101	—	101		52.4
British Island Airways	82	261	293					584	378	196	31	165		51.7
Intra Airways	28	151	148					364	102	77	—	77		75.2
TOTAL Cargo Services	1 588	1 411	2 620					7 329	39 261	22 511	455	22 058		57.3
GRAND TOTAL	25 545	33 669	47 687	1 519 253	4 305 297	2 421 441	56.2	20 578	548 037	300 242	12 424	65 968	221 853	54.8

International Scheduled Services May 1977

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways Long Haul Division	10 678	2 920	14 197	229 413	2 865 094	1 602 103	55.9	6 652	356 892	198 114	10 141	38 338	149 636	55.5
British Airways Short Haul Division	6 035	7 979	11 425	594 912	779 612	471 110	60.4	3 086	82 411	44 974	1 163	1 829	41 982	54.5
British Caledonian Airways	1 752	1 525	2 831	59 304	251 755	114 038	45.3	818	31 970	13 831	446	3 031	10 354	43.3
Air Anglia	392	806	1 041	16 420	17 254	8368	48.5	80	1 765	877	—	41	837	49.7
Aurigny Air Services	101	1 893	582	19 254	1 453	996	68.5	79	138	84	—	4	80	60.7
British Air Ferries	174	840	688	15 081	5 872	2 890	49.2	441	698	373	—	110	263	54.0
British Island Airways	169	692	659	18 852	8 449	4 439	52.5	44	777	389	—	12	377	50.0
British Midland Airways	120	330	379	7 126	8 751	3 328	38.0	52	697	283	—	23	260	40.6
Brymon Airways	28	126	136	603	370	158	39.8	—	30	12	—	—	12	39.8
Dan-Air Services	268	540	748	13 863	17 387	6 816	39.2	—	1 418	554	—	—	554	39.1
Intra Airways	31	213	140	4 743	1 633	885	54.2	7	128	67	—	1	66	52.4
TOTAL Passenger Services	19 749	17 864	32 827	979 571	3 957 630	2 215 131	56.0	11 261	476 925	259 558	11 751	43 387	204 421	54.4
Cargo Services														
British Airways Long Haul Division	980	280	1 368					2 901	30 481	18 860	346	18 516		61.9
British Airways Short Haul Division	331	398	429					1 939	4 173	1 807	39	1 770		43.3
British Caledonian Airways	94	30	122					302	3 269	1 093	38	1 055		33.4
Air Freight	24	114	127					247	79	52	—	52		65.6
British Island Airways	37	78	125					136	170	84	—	84		49.7
TOTAL Cargo Services	1 465	900	2 171					5 524	38 170	21 896	423	21 476		57.4
GRAND TOTAL	21 214	18 764	34 999	979 571	3 957 630	2 215 131	56.0	16 785	515 095	281 455	12 173	64 863	204 421	54.6

Domestic Scheduled Services May 1977

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Short Haul Division	2 510	6 894	6 607	361 775	248 183	148 684	59.9	1 163	22 682	13 026	77	326	12 625	57.4
British Airways Helicopters	26	433	143	9 919	843	605	71.7	10	57	47	—	1	47	83.7
British Caledonian Airways	443	960	1 004	44 959	37 713	21 149	56.1	453	3 906	2 018	141	84	1 793	51.7
Air Anglia	230	923	771	10 655	7 588	4 224	55.7	—	765	422	—	—	422	55.2
British Island Airways	198	1 061	783	29 309	10 153	5 790	57.0	179	911	523	1	31	492	57.4
British Midland Airways	351	1 097	1 068	40 362	25 620	14 822	57.9	182	2 071	1 238	—	82	1 156	59.8
Brymon Airways	39	241	188	1 805	564	318	56.4	1	52	27	—	—	27	52.6
Dan-Air Services	232	1 082	842	29 361	13 500	8 537	63.2	—	1 100	695	—	—	695	63.2
Haywards Aviation	11	48	45	130	53	29	54.1	—	4	2	—	—	2	49.9
Intra Airways	44	140	181	4 446	2 195	1 449	66.0	—	179	109	—	—	109	60.7
Loganair	124	1 513	608	6 961	1 255	704	55.2	—	124	64	—	—	64	55.2
TOTAL Passenger Services	4 209	14 392	12 239	539 682	347 667	206 311	59.3	1 988	31 850	18 171	218	523	17 431	57.1
Cargo Services														
British Airways Short Haul Division	34	84	68					685	588	326	2	324		55.4
Air-Bridge Carriers	16	93	65					308	192	101	—	101		52.4
British Island Airways	45	183	168					448	208	111	31	81		53.4
Intra Airways	28	151	148					364	102	77	—	77		75.2
TOTAL Cargo Services	123	511	449					1 805	1 090	614	32	582		56.4
GRAND TOTAL	4 332	14 903	12 688	539 682	347 667	206 311	59.3	3 793	32 940	18 786	250	1 105	17 431	57.0

All Non-scheduled Services May 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	395	74	468	10 405	95 775	70 055	73.1	—	11 430	6 670	—	6 670	58.4
British Airways Short Haul Division	406	431	779	21 311	37 079	24 127	65.1	961	5 925	3 255	1 071	2 185	54.9
British Airtours	1 272	557	1 835	73 551	240 498	170 329	70.8	—	21 890	14 545	—	14 545	66.4
British Airways Helicopters	366	2 647	1 832	23 298	7 423	3 566	48.0	157	720	312	26	287	43.3
British Caledonian Airways	1 809	827	2 587	54 235	185 699	148 876	80.2	2 352	38 353	27 777	14 569	13 208	72.4
Air Anglia	42	132	147	635	319	98	30.8	—	31	10	1	10	33.5
Air Freight	52	135	259	1 296	742	463	62.5	113	159	104	70	35	65.4
Air-Bridge Carriers	152	218	362	—	—	—	—	1 001	2 241	1 239	1 239	—	55.3
Alidair	108	368	280	8 847	49 967	18 431	36.9	15	4 951	1 389	7	1 382	28.1
Beecham Imperial	12	19	26	102	96	65	67.6	—	8	6	—	6	66.0
Bristow Helicopters	396	3 845	2 504	25 026	6 730	3 412	50.7	619	563	350	46	304	62.2
Britannia Airways	3 071	1 937	4 876	185 805	399 791	292 982	73.3	42	34 023	24 916	18	24 898	73.2
British Air Ferries	66	114	254	1 156	1 107	452	40.9	67	451	146	106	40	32.3
British Executive Air Services	81	2 114	508	12 596	1 134	483	42.6	21	105	48	1	47	45.7
British Island Airways	66	153	220	1 723	476	373	78.4	80	270	132	100	32	48.7
British Midland Airways	870	795	1 673	49 597	120 699	66 710	55.3	22	12 153	6 283	1 085	5 198	51.7
Brymon Airways	2	6	8	32	23	10	44.5	—	2	1	—	1	45.2
Dan-Air Services	4 323	3 293	7 490	256 513	501 046	398 603	79.6	296	47 204	37 605	5 392	32 213	79.7
Green Shield Stamp	36	49	59	124	277	122	44.0	—	33	11	—	10	32.7
International Aviation Service	872	315	1 370	—	—	—	—	3 331	30 253	20 217	20 217	—	66.8
Intra Airways	68	238	236	10 710	4 281	3 225	75.3	—	343	243	—	243	70.9
Invicta International Airlines	70	39	158	—	—	—	—	330	1 791	688	688	—	38.4
Laker Airways	1 969	834	2 827	83 254	379 667	294 597	77.6	—	37 951	28 527	—	28 527	75.2
Loganair	126	584	541	2 255	1 349	566	42.0	—	121	53	—	53	43.8
MAM Aviation	75	80	113	244	1 129	232	20.5	—	113	24	—	24	21.2
Management Aviation	20	140	101	577	208	113	54.3	74	23	15	6	9	65.2
McAlpine Aviation	212	345	329	1 015	1 680	674	40.1	—	133	53	—	53	39.8
Monarch Airlines	933	616	1 505	58 079	137 531	98 749	71.8	—	13 696	8 956	—	8 956	65.4
Tradewinds Airways	525	203	1 037	—	—	—	—	1 815	13 930	8 846	8 846	—	63.5
Trans-Meridian Air Cargo	605	194	1 380	—	—	—	—	1 635	17 174	9 093	9 093	—	52.9
TOTAL	19 000	21 302	35 761	882 386	2 174 724	1 597 324	73.4	12 938	296 041	201 513	62 578	138 934	68.1
Class 5A Licence TOTAL	821	656	1 401	27 789	124 162	72 101	58.1	..	21 548	13 119	7 204	5 915	60.9
TOTAL Excludes 5A Licence	18 179	20 646	34 360	854 597	2 050 562	1 525 223	74.4	12 938	274 493	188 394	55 374	133 019	68.6

*Does not include cargo carried under Class 5 Licences.

International Non-Scheduled Services May 1977

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Long Haul Division	395	74	468	10 405	95 775	70 055	73.1	—	11 430	6 670	—	6 670	58.4
British Airways Short Haul Division	392	387	737	19 645	36 317	23 595	65.0	961	5 852	3 208	1 071	2 137	54.8
British Airtours	1 272	557	1 835	73 551	240 498	170 329	70.8	—	21 890	14 545	—	14 545	66.4
British Airways Helicopters	347	2 392	1 737	23 046	7 284	3 546	48.7	157	708	310	26	285	43.8
British Caledonian Airways	1 808	825	2 585	54 130	185 571	148 817	80.2	2 352	38 341	27 772	14 569	13 203	72.4
Air Anglia	20	36	66	419	162	50	30.6	—	15	6	1	5	36.1
Air Freight	36	82	179	346	253	171	67.6	107	114	81	68	13	70.7
Air-Bridge Carriers	121	97	242	—	—	—	—	555	1 873	1 120	1 120	—	59.8
Alidair	89	310	218	7 290	48 815	17 920	36.7	—	4 836	1 344	—	1 344	27.8
Beecham Imperial	6	9	12	58	49	37	76.9	—	4	3	—	3	71.5
Bristow Helicopters	396	3 845	2 504	25 026	6 730	3 412	50.7	619	563	350	46	304	62.2
Britannia Airways	3 071	1 937	4 876	185 805	399 791	292 982	73.3	42	34 023	24 916	18	24 898	73.2
British Air Ferries	59	93	228	869	861	326	37.9	67	426	135	106	29	31.6
British Executive Air Services	81	2 114	508	12 596	1 134	483	42.6	21	105	48	1	47	45.7
British Island Airways	38	100	128	1 434	337	276	81.8	3	143	81	58	24	56.8
British Midland Airways	779	533	1 426	37 256	113 520	62 475	55.0	—	11 310	5 945	1 077	4 868	52.6
Brymon Airways	2	6	8	32	23	10	44.5	—	2	1	—	1	45.2
Dan-Air Services	4 159	2 874	6 931	247 456	494 932	395 185	79.8	136	46 521	37 243	5 305	31 938	80.1
Green Shield Stamp	31	34	50	106	245	109	44.6	—	29	10	—	9	32.9
International Aviation Service	872	315	1 370	—	—	—	—	3 331	30 253	20 217	20 217	—	66.8
Intra Airways	65	204	220	9 564	4 122	3 095	75.1	—	330	233	—	233	70.6
Invicta International Airlines	70	39	158	—	—	—	—	330	1 791	688	688	—	38.4
Laker Airways	1 968	832	2 826	83 167	379 621	294 575	77.6	—	37 947	28 525	—	28 525	75.2
MAM Aviation	53	46	80	144	798	167	20.9	—	80	17	—	17	21.3
Management Aviation	20	140	101	577	208	113	54.3	74	23	15	6	9	65.2
McAlpine Aviation	157	211	241	740	1 248	561	45.0	—	99	44	—	44	44.4
Monarch Airlines	933	616	1 505	58 079	137 531	98 749	71.8	—	13 696	8 956	—	8 956	65.4
Tradewinds Airways	525	203	1 037	—	—	—	—	1 815	13 930	8 846	8 846	—	63.5
Trans-Meridian Air Cargo	605	194	1 380	—	—	—	—	1 635	17 174	9 093	9 093	—	52.9
TOTAL	18 369	19 105	33 654	851 741	2 155 823	1 587 037	73.6	12 211	293 509	200 420	62 313	138 106	68.3
Class 5A Licence TOTAL	805	617	1 351	27 019	123 470	71 822	58.2	..	21 484	13 097	7 204	5 893	61.0
TOTAL Excludes 5A Licence	17 564	18 488	32 303	824 722	2 032 353	1 515 215	74.6	12 211	272 025	187 323	55 109	132 213	68.9

*Does not include cargo carried under Class 5 Licences.

Domestic Non-Scheduled Services May 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	14	44	42	1 666	763	533	69.9	—	73	47	—	47	64.4
British Airways Helicopters	19	255	95	252	139	20	14.4	—	12	2	—	2	16.7
British Caledonian Airways	1	2	3	105	128	59	46.1	—	12	5	—	5	42.1
Air Anglia	22	96	81	216	157	49	31.0	—	16	5	—	5	31.0
Air Freight	16	53	80	950	489	293	59.8	5	45	24	2	22	52.1
Air-Bridge Carriers	31	121	120	—	—	—	—	446	369	119	119	—	32.4
Alidair	19	58	62	1 557	1 152	511	44.3	15	116	45	7	38	39.2
Beecham Imperial	6	10	14	44	48	28	58.0	—	4	3	—	3	60.3
British Air Ferries	6	21	26	287	246	126	51.4	—	25	11	—	11	43.8
British Island Airways	28	53	91	289	139	97	70.1	77	127	50	42	8	39.5
British Midland Airways	91	262	247	12 341	7 179	4 235	59.0	22	843	338	8	330	40.1
Dan-Air Services	164	419	558	9 057	6 114	3 428	56.1	160	683	362	87	275	53.0
Green Shield Stamp	6	15	9	18	32	12	39.1	—	3	1	—	1	31.6
Intra Airways	3	34	16	1 146	158	130	82.3	—	13	10	—	10	76.8
Laker Airways	1	2	2	87	46	23	48.9	—	4	2	—	2	49.4
Loganair	126	584	541	2 255	1 349	566	42.0	—	121	53	—	53	43.8
MAM Aviation	22	34	33	100	331	65	19.6	—	33	7	—	7	21.2
McAlpine Aviation	55	134	88	275	432	113	26.2	—	34	9	—	9	26.5
TOTAL	631	2 197	2 107	30 645	18 901	10 288	54.4	727	2 532	1 093	265	826	43.2
Class 5A Licence TOTAL	16	39	50	770	692	279	40.3	..	64	22	—	22	34.4
TOTAL Excludes 5A Licence	615	2 158	2 057	29 875	18 209	10 009	55.0	727	2 468	1 071	265	804	43.4

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations May 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	271	46	296	8 361	—	73 203	48 366	66.1	9 256	4 627	50.0
British Airtours	211	46	274	6 018	—	39 787	27 553	69.3	3 621	2 374	65.6
British Caledonian Airways	505	108	649	14 279	—	108 545	92 720	85.4	10 294	8 333	80.9
Dan-Air Services	150	36	195	3 712	—	28 423	24 044	84.6	2 271	1 922	84.6
Laker Airways	832	185	1 046	28 390	4 435	237 060	196 653	82.9	24 122	19 148	79.4
TOTAL	1 969	421	2 460	60 760	4 435	487 018	389 336	79.9	49 564	36 404	73.4

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

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Available (000)	Used (000)	Percentage of available	Number of IT passengers uplifted	
											Class 2	Class 4
International Services												
British Airways Short Haul Division	181	156	288	13 747	25 234	17 700	70.1	2 565	1 630	63.5	—	—
British Airtours	727	407	1 098	54 516	137 317	98 099	71.4	12 497	8 365	66.9	—	—
British Caledonian Airways	514	433	864	32 993	57 090	40 778	71.4	5 343	3 507	65.6	—	—
Britannia Airways	2 887	1 729	4 560	169 052	375 250	280 194	74.7	31 942	23 819	74.6	—	4
British Island Airways	3	13	14	557	174	140	80.3	16	12	73.7	—	—
Dan-Air Services	2 887	2 137	4 891	198 528	345 854	277 196	80.1	27 667	22 176	80.2	—	1 675
Intra Airways	40	103	126	5 071	2 755	1 894	68.7	220	143	64.8	—	—
Laker Airways	634	340	931	30 983	82 563	57 445	69.6	8 060	5 534	68.7	—	—
Monarch Airlines	702	479	1 141	46 481	104 794	75 413	72.0	10 229	6 839	66.9	—	—
TOTAL International Services	8 576	5 797	13 933	551 928	1 131 031	848 858	75.1	98 539	72 025	73.1	—	1 679
Domestic Services												
Intra Airways	1	24	8	690	33	26	79.9	3	2	70.8	—	—
TOTAL Domestic Services	1	24	8	690	33	26	79.9	3	2	70.8	—	—
GRAND TOTAL	8 577	5 821	13 941	552 618	1 131 064	848 884	75.1	98 542	72 027	73.1	—	1 679

All Class 4 Licence Operations May 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	124	28	172	—	2 044	22 572	21 689	96.1	2 175	2 043	93.9
British Airways Short Haul Division	9	15	20	—	1 387	1 843	1 480	80.3	196	118	60.3
British Airtours	52	14	72	—	1 944	9 850	7 503	76.2	896	649	72.4
British Caledonian Airways	105	76	159	—	5 287	15 447	12 832	83.1	1 484	1 142	77.0
Britannia Airways	64	41	102	4	620	8 382	732	8.7	715	63	8.8
British Island Airways	2	6	7	—	272	82	74	90.6	8	6	83.6
British Midland Airways	10	13	24	—	841	720	632	87.7	60	50	82.1
Dan-Air Services	585	371	997	1 675	25 965	66 254	49 078	74.1	5 301	3 926	74.1
Intra Airways	26	110	101	—	4 897	1 479	1 295	87.5	119	97	82.0
Laker Airways	355	263	653	—	16 413	34 549	22 253	64.4	3 132	2 023	64.6
Monarch Airlines	48	40	84	—	3 725	6 045	4 730	78.3	593	431	72.7
TOTAL	1 381	977	2 390	1 679	63 395	167 222	122 298	73.1	14 679	10 548	71.9

International Class 4 Licence Operations May 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	124	28	172	—	2 044	22 572	21 689	96.1	2 175	2 043	93.9
British Airways Short Haul Division	9	15	20	—	1 387	1 843	1 480	80.3	196	118	60.3
British Airtours	52	14	72	—	1 944	9 850	7 503	76.2	896	649	72.4
British Caledonian Airways	105	76	159	—	5 287	15 447	12 832	83.1	1 484	1 142	77.0
Britannia Airways	64	41	102	4	620	8 382	732	8.7	715	63	8.8
British Island Airways	1	4	4	—	186	56	52	92.7	5	4	85.5
British Midland Airways	9	11	23	—	695	682	594	87.1	57	47	81.4
Dan-Air Services	585	371	997	1 675	25 965	66 254	49 078	74.1	5 301	3 926	74.1
Intra Airways	25	101	94	—	4 493	1 367	1 201	87.9	110	90	82.3
Laker Airways	355	263	653	—	16 413	34 549	22 253	64.4	3 132	2 023	64.6
Monarch Airlines	48	40	84	—	3 725	6 045	4 730	78.3	593	431	72.7
TOTAL	1 378	964	2 379	1 679	62 759	167 046	122 145	73.1	14 665	10 536	71.8

Domestic Class 4 Licence Operations May 1977

Table 26.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of Available	Available (000)	Used (000)	Percentage of available
British Island Airways	1	2	2	—	86	26	22	86.0	2	2	79.3
British Midland Airways	1	2	2	—	146	38	38	100.0	3	3	95.8
Intra Airways	2	9	7	—	404	112	93	83.2	9	7	78.4
TOTAL	3	13	11	—	636	176	154	87.2	15	12	82.3

All Class 6 Licence Operations May 1977

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways Short Haul Division	8	16	19	64	95	35	36.8
British Caledonian Airways	510	137	672	1 925	16 318	11 115	68.1
Air Freight	6	27	29	89	19	15	80.1
Air-Bridge Carriers	140	194	333	1 001	2 181	1 210	55.5
British Air Ferries	8	20	33	20	68	15	22.5
Dan-Air Services	55	125	183	297	291	129	44.5
International Aviation Service	102	33	148	493	3 720	2 977	80.0
Tradewinds Airways	323	134	644	1 478	8 568	5 230	61.0
Transmeridian Air Cargo	195	64	464	607	5 571	4 049	72.7
TOTAL	1 345	750	2 526	5 973	36 832	24 776	67.3

International Class 6 Licence Operations May 1977

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways Short Haul Division	8	16	19	64	95	35	36.8
British Caledonian Airways	510	137	672	1 925	16 318	11 115	68.1
Air Freight	6	27	29	89	19	15	80.1
Air-Bridge Carriers	109	73	213	555	1 813	1 091	60.2
British Air Ferries	8	20	33	20	68	15	22.5
Dan-Air Services	19	59	75	136	102	42	41.8
International Aviation Service	102	33	148	493	3 720	2 977	80.0
Tradewinds Airways	323	134	644	1 478	8 568	5 230	61.0
Transmeridian Air Cargo	195	64	464	607	5 571	4 049	72.7
TOTAL	1 278	563	2 297	5 366	36 274	24 570	67.7

Domestic Class 6 Licence Operations May 1977

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
Air-Bridge Carriers	31	121	120	446	369	119	32.4
Dan-Air Services	36	66	108	160	189	87	45.9
TOTAL	68	187	229	607	558	206	37.0

All Class 7 Licence Operations May 1977

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	366	2 647	1 832	23 298	7 423	3 566	48.0	157	720	312	26	287	43.3
Bristow Helicopters	396	3 845	2 504	25 026	6 730	3 412	50.7	619	563	350	46	304	62.2
British Executive Air Services	81	2 114	508	12 596	1 134	483	42.6	22	105	48	1	47	45.7
Management Aviation	20	140	101	577	208	113	54.3	74	23	15	6	9	65.2
TOTAL	863	8 746	4 945	61 497	15 495	7 574	48.9	872	1 411	725	78	647	51.4

International Class 7 Licence Operations May 1977

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	347	2 392	1 737	23 046	7 284	3 546	48.7	157	708	310	26	285	43.8
Bristow Helicopters	396	3 845	2 504	25 026	6 730	3 412	50.7	619	563	350	46	304	62.2
British Executive Air Services	81	2 114	508	12 596	1 134	483	42.6	22	105	48	1	47	45.7
Management Aviation	20	140	101	577	208	113	54.3	74	23	15	6	9	65.2
TOTAL	844	8 491	4 850	61 245	15 356	7 554	49.2	872	1 399	723	78	645	51.7

Domestic Class 7 Licence Operations May 1977

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Helicopters	19	255	95	252	139	20	14.4	—	12	2	—	2	16.7
TOTAL	19	255	95	252	139	20	14.4	—	12	2	—	2	16.7

All Exempt Operations May 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	207	242	430	6 139	9 977	4 939	49.5	897	3 067	1 471	1 036	436	48.0
British Caledonian Airways	107	46	148	1 070	3 387	1 982	58.5	428	2 997	2 632	2 454	177	87.8
Air Anglia	42	132	147	635	319	98	30.8	—	31	10	1	10	33.5
Air Freight	36	77	173	1 296	742	463	62.5	24	100	60	26	35	60.4
Alldair	34	80	102	1 995	1 742	778	44.7	15	203	65	7	58	32.0
Beecham Imperial	12	19	26	102	96	65	67.6	—	8	6	—	6	66.0
Britannia Airways	91	144	160	13 864	11 870	8 778	74.0	43	1 010	764	18	746	75.6
British Air Ferries	58	94	221	1 138	1 067	446	41.8	48	383	130	91	39	34.0
British Island Airways	28	53	93	264	139	104	74.9	81	130	52	44	9	40.4
British Midland Airways	110	247	254	12 982	9 487	6 085	64.1	23	1 021	483	8	475	47.3
Brymon Airways	2	6	8	32	23	10	44.5	—	2	1	—	1	45.2
Dan-Air Services	195	419	601	13 534	13 717	8 509	62.0	—	1 097	677	—	677	61.7
Green Shield Stamp	36	49	59	124	277	122	44.0	—	33	11	—	10	32.7
International Aviation Service	740	270	1 185	—	—	—	—	2 839	25 534	16 448	16 448	—	64.4
Intra Airways	—	1	1	52	13	11	80.0	—	1	1	—	1	79.6
Invicta International Airlines	70	39	158	—	—	—	—	331	1 791	688	688	—	38.4
Laker Airways	147	46	197	3 033	25 496	18 246	71.6	—	2 635	1 820	—	1 820	69.1
Loganair	126	584	540	2 255	1 349	566	42.0	—	121	53	—	53	43.8
MAM Aviation	75	80	113	244	1 129	232	20.5	—	113	24	—	24	21.2
McAlpine Aviation	212	345	329	1 015	1 680	674	40.1	—	133	53	—	53	39.8
Monarch Airlines	17	18	31	760	2 552	798	31.3	—	249	72	—	72	29.1
Tradewinds Airways	91	30	179	—	—	—	—	338	2 409	1 704	1 704	—	70.7
Trans-Meridian Air Cargo	384	106	859	—	—	—	—	1 028	10 933	4 789	4 789	—	43.8
TOTAL	2 820	3 127	6 011	60 534	85 061	52 907	62.2	6 094	54 001	32 015	27 314	4 701	59.3

International Exempt Operations May 1977

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Short Haul Division	194	200	389	4 511	9 240	4 414	47.8	897	2 996	1 425	1 036	389	47.6
British Caledonian Airways	107	46	148	1 070	3 387	1 982	58.5	428	2 997	2 632	2 454	177	87.8
Air Anglia	20	36	66	419	162	50	30.6	—	15	6	1	5	36.1
Air Freight	19	24	93	346	253	171	67.6	18	54	37	24	13	67.4
Alidair	15	22	40	438	590	267	45.3	—	88	20	—	20	22.5
Beecham Imperial	6	9	12	58	49	37	76.9	—	4	3	—	3	71.5
Britannia Airways	91	144	160	13 864	11 870	8 778	74.0	43	1 010	764	18	746	75.6
British Air Ferries	51	73	195	851	821	320	38.9	48	358	119	91	28	33.4
British Island Airways	1	3	5	100	39	39	100.0	4	6	5	2	3	86.3
British Midland Airways	34	23	56	1 480	2 999	2 150	71.7	—	243	168	—	168	69.3
Brymon Airways	2	6	8	32	23	10	44.5	—	2	1	—	1	45.2
Dan-Air Services	67	66	151	4 477	7 603	5 081	66.8	—	604	402	—	402	66.6
Green Shield Stamp	31	34	50	106	245	109	44.6	—	29	10	—	9	32.9
International Aviation Service	740	270	1 185	—	—	—	—	2 839	25 534	16 448	16 448	—	64.4
Invicta International Airlines	70	39	158	—	—	—	—	331	1 791	688	688	—	38.4
Laker Airways	147	44	195	2 946	25 450	18 223	71.6	—	2 631	1 818	—	1 818	69.1
MAM Aviation	53	46	80	144	798	167	20.9	—	80	17	—	17	21.3
McAlpine Aviation	157	211	241	740	1 248	561	45.0	—	99	44	—	44	44.4
Monarch Airlines	17	18	31	760	2 552	798	31.3	—	249	72	—	72	29.1
Tradewinds Airways	91	30	179	—	—	—	—	338	2 409	1 704	1 704	—	70.7
Trans-Meridian Air Cargo	384	106	859	—	—	—	—	1 028	10 933	4 789	4 789	—	43.8
TOTAL	2 297	1 450	4 300	32 342	67 327	43 157	64.1	5 974	52 132	31 171	27 255	3 916	59.8

Domestic Exempt Operations May 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			As percentage of available
										Total (000)	Cargo (000)	Passengers (000)	
British Airways Short Haul Division	13	42	41	1 628	737	526	71.4	—	71	46	—	46	64.8
Air Anglia	22	96	81	216	157	49	31.0	—	16	5	—	5	31.0
Air Freight	16	53	80	950	489	293	59.8	6	45	24	2	22	52.1
Alidair	19	58	62	1 557	1 152	511	44.3	15	116	45	7	38	39.2
Beecham Imperial	6	10	14	44	48	28	58.0	—	4	3	—	3	60.3
British Air Ferries	6	21	26	287	246	126	51.4	—	25	11	—	11	43.8
British Island Airways	27	50	88	164	100	65	65.1	77	124	47	42	6	38.3
British Midland Airways	76	224	198	11 502	6 488	3 935	60.7	23	779	315	8	307	40.4
Dan-Air Services	128	353	450	9 057	6 114	3 428	56.1	—	493	275	—	275	55.8
Green Shield Stamp	6	15	9	18	32	12	39.1	—	3	1	—	1	31.6
Intra Airways	—	1	1	52	13	11	80.0	—	1	1	—	1	79.6
Laker Airways	1	2	2	87	46	23	48.9	—	4	2	—	2	49.4
Loganair	126	584	540	2 255	1 349	566	42.0	—	121	53	—	53	43.8
MAM Aviation	22	34	33	100	331	65	19.6	—	33	7	—	7	21.2
McAlpine Aviation	55	134	88	275	432	113	26.2	—	34	9	—	9	26.5
TOTAL	523	1 677	1 711	28 192	17 734	9 750	55.0	121	1 869	844	59	785	45.2

Class 5 Operations for UK Operators May 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 Airways Short Haul Division	1	2	1	38	26	7	26.9	..	2	1	—	—	1	50.0
British Airtours	283	90	391	11 073	53 544	37 175	69.4	..	4 876	3 158	—	—	3 158	64.8
British Caledonian Airways	7	7	13	528	1 059	504	47.6	..	98	44	—	—	44	44.9
Alldair	74	288	178	6 852	48 225	17 653	36.6	..	4 748	1 324	—	—	1 324	27.9
Britannia Airways	28	23	54	2 265	4 289	3 278	76.4	..	356	270	—	—	270	75.8
British Island Airways	9	19	32	630	81	55	67.9	..	7	5	—	—	5	71.4
British Midland Airways	19	49	64	1 445	1 042	567	54.4	..	89	44	—	—	44	49.4
Dan-Air Services	242	90	362	3 180	11 934	10 040	84.1	..	7 559	5 989	—	5 175	814	79.2
Monarch Airlines	28	27	49	1 778	3 962	2 822	71.2	..	387	255	—	—	255	63.9
Tradewinds Airways	104	37	200	—	—	—	—	..	2 756	1 775	—	1 775	—	64.4
Transmeridian Air Cargo	26	24	57	—	—	—	—	..	670	254	—	254	—	37.9
TOTAL	821	656	1 401	27 789	124 162	72 101	58.1	..	21 548	13 119	—	7 204	5 915	60.9

Class 5 Operations for Non-UK Operators May 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 Caledonian Airways	62	20	84	78	172	59	34.3	..	1 819	1 005	—	1 000	5	55.3
Air Freight	11	31	57	—	—	—	—	..	41	29	—	29	—	70.7
Air-Bridge Carriers	12	24	29	—	—	—	—	..	60	29	—	29	—	48.3
British Island Airways	24	62	75	—	—	—	—	..	110	56	—	56	—	50.9
British Midland Airways	731	486	1 331	34 329	109 450	59 426	54.3	..	10 982	5 707	—	1 077	4 630	52.0
Dan-Air Services	209	115	261	9 919	34 864	29 747	85.3	..	3 018	2 786	—	88	2 698	92.3
International Aviation Service	30	12	38	—	—	—	—	..	999	791	—	791	—	79.2
Monarch Airlines	138	52	200	5 335	20 177	14 985	74.3	..	2 238	1 359	—	—	1 359	60.7
Tradewinds Airways	7	2	13	—	—	—	—	..	197	137	—	137	—	69.5
TOTAL	1 224	804	2 087	49 661	164 663	104 217	63.3	..	19 464	11 899	—	3 207	8 692	61.1

Aircraft Type and Utilisation — All Airlines May 1977

Table 31.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended March 1977	Daily Utilisation per Aircraft (hrs) Quarter ended March 1977
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	47	42	22	146	37	21	11	2	1.9
Aviation Traders Merchantman	471	—	524	101	706	—	—	6	4.6
AW650 Argosy	66	—	237	—	232	—	—	2	2.7
BAC 111-200	719	1 452	—	1 602	—	63 480	34 444	9	5.0
BAC 111-300/400	1 843	2 214	—	3 446	—	109 150	101 739	17	5.0
BAC 111-500	4 128	6 199	—	8 016	—	394 447	288 811	36	6.0
BAC/Aerospatiale Concorde	218	38	—	153	—	2 518	14 562	4	1.2
Bell 206 Jetranger	16	237	—	78	—	230	15	1	0.9
Bell 212 Twin	106	2 562	—	654	—	15 270	611	7	1.9
Boeing 707-120/120B	592	183	—	795	—	18 942	71 271	2	7.9
Boeing 707-320C/336	5,171	1 134	546	4 441	2 579	73 939	329 766	31	7.4
Boeing 707-420	1 369	581	—	2 217	—	75 020	188 088	8	4.5
Boeing 720/720B	501	268	—	765	—	35 609	61 125	2	7.6
Boeing 727-100	1 035	591	—	1 585	—	61 062	113 164	6	5.3
Boeing 737-200	3 071	1 937	—	4 876	—	185 805	292 982	14	8.1
Boeing 747-100	4 995	1 194	—	6 541	—	138 258	1 084 928	19	11.0
Bristol Britannia 300	180	—	85	—	387	—	—	2	3.8
Britten-Norman Islander	144	1 648	—	697	—	5 520	467	11	1.1
Britten-Norman Trislander	229	2 471	—	1 162	—	23 487	1 845	13	2.6
Canadair CL 44	1 130	—	397	—	2 417	—	—	13	6.2
Cessna 401/402/411/414/421	—	—	—	—	—	—	—	1	0.2
DC3 Dakota/Pionair	158	419	331	410	417	9 404	1 784	10	2.2
DH 106 Comet 4B/C	1 060	781	4	1 808	4	72 823	101 410	18	1.3
DHC 6 Twin-Otter	47	214	—	205	—	1 903	421	1	2.4
Fokker Friendship 100/600	499	1 279	—	1 403	—	24 304	11 496	7	6.4
Hawker Siddeley 121 Trident 1C	498	893	—	1 087	27	52 084	29 428	10	2.6
Hawker Siddeley 121 Trident 1E	261	495	—	590	—	36 670	19 226	3	6.1
Hawker Siddeley 121 Trident 2E	1 724	1 648	—	2 904	—	109 509	114 862	15	5.4
Hawker Siddeley 121 Trident 3B	2 520	3 338	—	4 849	—	291 651	219 246	25	5.4
HP Herald 100/200	708	2 688	369	2 266	448	66 100	13 934	19	3.9
HS 125	331	477	—	511	—	1 461	1 087	18	0.9
HS 748	611	1 933	121	2 027	180	43 360	14 571	15	3.4
Lockheed L1011 Tristar	1 301	850	—	2 038	—	106 667	161 232	9	4.9
McDonnell-Douglas DC10-10	620	164	—	777	—	34 985	177 631	3	6.0
McDonnell-Douglas DC8-54F/55F	327	—	111	—	443	—	—	2	8.3
McDonnell-Douglas DC9-10 to 40	107	241	—	245	—	12 299	5 867	1	5.7
McDonnell-Douglas DC10-30	906	190	—	1 152	—	23 687	162 172	3	12.9
Piper PA23 Aztec (and Apache)	15	64	—	61	—	154	35	2	0.6
Piper PA31 Navajo (All Series)	117	476	—	418	—	1 672	393	5	1.9
Sikorsky 58T	76	587	64	411	27	4 230	497	8	2.1
Sikorsky S61N	618	3 719	—	3 395	—	44 260	6 786	32	3.8
Vickers VC10 Standard	—	—	—	—	—	—	—	2	—
Vickers Super VC10	3 201	972	—	4 348	—	49 573	265 707	15	9.9
Vickers Viscount 700	108	368	—	280	—	8 847	18 431	5	2.1
Vickers Viscount 700D/800/810	1 283	4 362	50	4 181	33	154 321	49 929	30	3.8
Westland Wessex	73	2 010	—	524	—	7 426	270	5	3.1
TOTAL	43 198	50 919	2 861	73 165	7 937	2 360 148	3 960 246	469	4.8

Aircraft Type and Utilisation—Individual Airlines Table 31.2

May 1977

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1977	Daily utilisation per aircraft (hrs) Quarter ended March 1977
British Airways Long-Haul Division									
McDonnell-Douglas DC10-30	490	56	—	602	—	10 728	93 902	2	13.0
Vickers VC10 Standard	—	—	—	—	—	—	—	2	—
Vickers Super VC10	3 201	972	—	4 348	—	49 573	265 707	15	9.9
Lockheed L1011 Tristar	745	322	—	1 062	—	14 205	70 221	4	5.3
Boeing 707-320C/336	2 309	388	280	1 781	1 368	23 067	125 079	11	9.7
Boeing 707-420	97	24	—	137	—	1 469	17 759	—	6.6
Boeing 747-100	4 995	1 194	—	6 541	—	138 258	1 084 928	19	11.0
BAC/Aerospatiale Concorde	218	38	—	153	—	2 518	14 562	4	1.2
TOTAL	12 054	2 994	280	14 624	1 368	239 818	1 672 159	57	9.2
British Airways Short-Haul Division									
HS 748	97	374	—	388	—	8 072	2 461	2	4.3
Vickers Viscount 700D/800/810	733	2 778	31	2 539	—	97 982	28 107	19	3.8
BAC 111-300/400	542	1 317	—	1 229	—	56 133	24 452	7	4.4
BAC 111-500	1 730	3 719	—	3 656	—	226 816	100 134	18	6.1
Hawker Siddeley 121 Trident 2E	1 723	1 648	—	2 904	—	109 509	114 862	15	5.4
Aviation Traders Merchantman	379	—	469	101	543	—	—	5	5.0
Hawker Siddeley 121 Trident 1C	498	893	—	1 087	27	52 084	29 427	10	2.6
Hawker Siddeley 121 Trident 3B	2 520	3 338	—	4 849	—	291 651	219 246	25	5.4
Hawker Siddeley 121 Trident 1E	261	495	—	590	—	36 670	19 227	3	6.1
Lockheed L1011 Tristar	557	528	—	976	—	92 462	91 011	5	4.6
TOTAL	9 041	15 090	500	18 319	570	971 379	628 927	109	4.9
British Airtours									
Boeing 707-420	1 272	557	—	2 080	—	73 551	170 329	8	3.9
British Airways Helicopters									
Sikorsky S61N	334	2 251	—	1 672	—	29 451	3 921	14	3.1
Bell 206 Jetranger	16	237	—	78	—	230	15	1	0.9
Sikorsky 58T	27	199	—	146	—	1 061	143	2	1.2
Bell 212 Twin	15	393	—	79	—	2 475	92	1	1.2
TOTAL	392	3 080	—	1 975	—	33 217	4 171	18	2.7
British Caledonian Airways									
BAC 111-200	526	1 197	—	1 220	—	48 229	22 669	7	5.2
BAC 111-500	1 089	1 416	—	2 040	—	77 078	66 480	9	5.6
Boeing 707-320C/336	2 067	387	208	1 749	986	20 232	126 644	10	9.2
McDonnell-Douglas DC-10-30	416	134	—	550	—	12 959	68 270	1	11.8
TOTAL	4 098	3 134	208	5 559	986	158 498	284 063	27	6.9
Air Anglia									
Fokker Friendship 100/600	499	1 279	—	1 403	—	24 304	11 496	7	6.4
Piper PA31 Navajo (All Series)	117	476	—	418	—	1 672	393	5	1.9
TOTAL	615	1 755	—	1 821	—	25 976	11 889	12	4.8
Air Freight									
DC3 Dakota/Pionair	76	69	180	117	269	1 296	463	6	2.2

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1977	Daily utilisation per aircraft (hrs) Quarter ended March 1977
		Passenger	Cargo	Passenger	Cargo				
Air-Bridge Carriers									
AW650 Argosy	66	—	237	—	232	—	—	2	2.7
Vickers Viscount 700D/800/810	11	—	19	—	33	—	—	1	1.2
Aviation Traders Merchantman	92	—	55	—	163	—	—	1	3.1
TOTAL	168	—	311	—	428	—	—	4	2.4
Alidair									
Vickers Viscount 700	108	368	—	280	—	8 847	18 431	5	2.0
Vickers Viscount 700D/800/810	—	—	—	—	—	—	—	1	1.5
TOTAL	108	368	—	280	—	8 847	18 431	6	1.9
Aurigny Air Services									
Britten-Norman Trislander	96	1 814	—	556	—	18 863	974	6	1.9
Britten-Norman Islander	5	79	—	26	—	391	22	2	0.6
TOTAL	101	1 893	—	582	—	19 254	996	8	1.6
Beecham Imperial									
HS 125	12	19	—	26	—	102	65	1	0.3
Bristow Helicopters									
Sikorsky S61N	284	1 468	—	1 723	—	14 809	2 865	18	4.2
Westland Wessex	73	2 010	—	524	—	7 426	270	5	3.0
Sikorsky 58T	29	312	—	191	—	2 592	241	5	2.6
Bell 212 Twin	10	55	—	67	—	199	36	2	1.7
TOTAL	396	3 845	—	2 505	—	25 026	3 412	30	3.6
Britannia Airways									
Boeing 737-200	3 071	1 937	—	4 876	—	185 805	292 982	14	8.1
British Air Ferries									
HP Herald 100/200	192	890	—	760	—	16 216	3 332	6	2.8
Aviation Traders Carvair	47	42	22	146	37	21	11	2	1.9
TOTAL	240	932	22	906	37	16 237	3 343	8	2.6
British Executive Air Services									
Bell 212 Twin	81	2 114	—	508	—	12 596	483	4	2.4
British Island Airways									
HP Herald 100/200	515	1 798	369	1 506	448	49 884	10 602	12	4.7
British Midland Airways									
Vickers Viscount 700D/800/810	489	1 459	—	1 497	—	49 764	19 304	8	4.6
McDonnell-Douglas DC9-10 to 40	107	241	—	245	—	12 299	5 867	1	5.7
Boeing 707-320C/336	259	199	—	419	—	16 053	20 816	6	2.1
TOTAL	855	1 899	—	2 161	—	78 116	45 987	15	3.6
Brymon Airways									
Britten-Norman Islander	37	212	—	192	—	964	164	2	1.7
DHC 6 Twin-Otter	32	161	—	141	—	1 476	303	1	2.4
HP Herald 100/200	—	—	—	—	—	—	—	1	2.5
TOTAL	69	373	—	333	—	2 440	467	4	1.2

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1977	Daily utilisation per aircraft (hrs) Quarter ended March 1977
Dan-Air Services									
HS 748	514	1 559	121	1 639	180	35 288	12 100	13	3.3
BAC 111-200	193	255	—	382	—	15 251	11 776	2	4.2
BAC 111-300/400	544	410	—	961	—	23 690	31 591	5	5.1
BAC 111-500	876	716	—	1 579	—	68 083	84 575	6	5.6
DH 106 Comet 4B/C	1 060	781	4	1 808	4	72 823	101 410	18	1.3
Boeing 727-100	1 035	591	—	1 585	—	61 062	113 164	6	5.3
Boeing 707-320C/336	536	160	58	492	225	14 587	57 227	4	3.6
TOTAL	4 758	4 472	183	8 446	409	290 784	411 843	54	3.4
Green Shield Stamp									
HS 125	36	49	—	59	—	124	122	1	1.4
Haywards Aviation Limited									
Piper PA23 Aztec (and Apache)	11	48	—	45	—	130	29	1	—
International Aviation Service									
Bristol Britannia 300	110	—	46	—	229	—	—	1	5.2
McDonnell-Douglas DC8-54F/55F	327	—	111	—	443	—	—	2	8.3
TOTAL	436	—	157	—	672	—	—	3	7.3
Intra Airways									
DC3 Dakota/Pionair	82	350	151	293	148	8 108	1 321	4	2.3
Vickers Viscount 700D/800/810	50	125	—	145	—	6 575	2 519	1	1.8
TOTAL	132	475	151	438	148	14 683	3 839	5	2.1
Invicta International Airlines									
Bristol Britannia 300	70	—	39	—	158	—	—	1	2.9
Laker Airways									
BAC 111-300/400	757	487	—	1 256	—	29 327	45 696	5	5.6
McDonnell-Douglas DC10-10	620	164	—	777	—	34 985	177 631	3	6.0
Boeing 707-120/120B	592	183	—	795	—	18 942	71 271	2	8.0
TOTAL	1 969	834	—	2 828	—	83 254	294 597	10	6.2
Loganair									
Britten-Norman Trislander	133	657	—	606	—	4 624	871	7	1.7
Britten-Norman Islander	102	1 357	—	479	—	4 165	281	7	1.8
DHC 6 Twin-Otter	15	53	—	64	—	427	118	—	—
TOTAL	250	2 067	—	1 149	—	9 216	1 270	14	1.7
MAM Aviation									
HS 125	75	80	—	113	—	244	232	2	1.8
Management Aviation									
Sikorsky 58T	20	76	64	74	27	577	113	1	1.6

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1977	Daily utilisation per aircraft (hrs) Quarter ended March 1977
		Passenger	Cargo	Passenger	Cargo				
McAlpine Aviation									
HS 125	208	329	—	313	—	991	668	14	0·8
Piper PA23 Aztec (and Apache)	4	16	—	16	—	24	6	1	0·6
Cessna 401/402/411/414/421	—	—	—	—	—	—	—	1	0·2
TOTAL	212	345	—	329	—	1 015	674	16	0·8
Monarch Airlines									
BAC 111-500	433	348	—	741	—	22 470	37 623	3	7·4
Boeing 720/720B	501	268	—	765	—	35 609	61 125	2	7·6
TOTAL	933	616	—	1 506	—	58 079	98 749	5	7·5
Tradewinds Airways									
Canadair CL 44	525	—	203	—	1 037	—	—	5	6·2
Transmeridian Air Cargo									
Canadair CL 44	605	—	194	—	1 380	—	—	8	6·3
GRAND TOTAL	43 198	50 919	2 861	73 165	7 937	2 360 148	3 960 246	469	4·8

Operations Subject to Variable Charge by Type of Licence for May 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	542 567	297 607	77 564	220 046	54.9
Class 2	49 564	36 404	—	36 404	73.4
Class 3	98 467	71 971	—	71 971	73.0
Class 4	14 636	10 511	—	10 511	71.8
Class 5A	21 487	13 099	7 204	5 895	60.9
Class 6	36 832	24 776	24 775	1	67.2
Class 7	1 261	662	77	585	52.5
TOTAL	764 813	455 031	109 620	345 414	59.5
Non-Chargeable Operations					
Aircraft hired from Foreign Operators	12 405	6 808	3 576	3 232	54.8
Exempt Services	38 377	21 736	17 051	4 685	56.6
Class 5B	12 372	8 099	2 413	5 686	65.4
Small Aircraft Operations	549	278	6	272	50.6
TOTAL	63 704	36 921	23 046	13 875	57.9
GRAND TOTAL	828 517	491 952	132 666	359 289	59.4

Output by Type of Licence and Aircraft Ownership for May 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	542 966	3 692	1 379	548 037
Class 2	49 564	—	—	49 564
Class 3	98 467	74	2	98 542
Class 4	14 636	43	—	14 679
Class 6	36 832	—	—	36 832
Class 7	1 411	—	—	1 411
Exempt Services	38 377	11 753	3 871	54 001
TOTAL	782 253	15 561	5 252	803 066
Class 5A	21 487	—	61	21 548
Class 5B	12 372	—	7 092	19 464
TOTAL	33 859	—	7 153	41 012
GRAND TOTAL	816 112	15 561	12 405	844 078

Passenger Analysis by Type of Licence and Fare Category May 1977

Table 34.1

Type of Licence or Service	First Class	Fare Categories					ABC	IT	Other	Total Passengers
		Total	Individually Economy	Booked ITX	Other Fares Other					
SCHEDULED	42 378									
Class 1 All	52 367	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	1 519 096
International	42 378	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	979 563
Domestic	9 923	(a)	(a)	(a)	(a)	(a)	(a)	(a)	(a)	539 533

Table 34.2

	ABC	Fare Categories				Total Passengers
		TGC	IT	Other		
NON-SCHEDULED						
Class 2 All	60 760	4 435	—	—		65 195
International	60 760	4 435	—	—		65 195
Domestic	—	—	—	—		—
Class 3 All	—	—	552 618	—		552 618
International	—	—	551 928	—		551 928
Domestic	—	—	690	—		690
Class 4 All	—	—	1 679	63 395		65 074
International	—	—	1 679	62 759		64 438
Domestic	—	—	—	636		636
Class 7 All	—	—	—	61 497		61 497
International	—	—	—	61 245		61 245
Domestic	—	—	—	252		252
Exempt All	—	—	—	60 534		60 534
International	—	—	—	32 342		32 342
Domestic	—	—	—	28 192		28 192
TOTAL NON-SCHEDULED						
All	60 760	4 435	554 297	185 426		804 918
International	60 760	4 435	553 607	156 346		775 148
Domestic	—	—	690	29 080		29 770

(a) Under revision.

Appendix A Definitions—Traffic Statistics

MOVEMENTS AT AIRPORTS

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

AIR PASSENGERS

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

TYPES OF SERVICES

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

**Non-scheduled
or charter services**

include all air transport flights other than scheduled services.

Separate fare charters

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

Inclusive tour

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

**Advance booking
charters**

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

Sole-use charters

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

Licence

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

CLASSES OF LICENCE

Class 1 authorises scheduled service flights;

Class 2 authorises advance booking charter flights;

Class 3 authorises inclusive tour charter flights;

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

Class 5 authorises substitute charter flights;

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

Class 7 authorises sole-use charter flights.

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

Exempt operations

are operations for which a licence is not required. The Civil Aviation Authority in pursuance of its powers under paragraph (a) of Section 21 (2) of the Civil Aviation Act 1971 has by an instrument dated 29 March 1972 and later instruments specified a number of types of flights for which a licence is not required. The specifications of such flights are published in the Authority's Official Record Series 1 but typical examples are ambulance flights, aircrew training and test flights, Government charters, helicopters carrying externally suspended loads, etc.

Cargo

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

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

Appendix B Measures and their Computation

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

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

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

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