

Civil Aviation Authority



CAP 415

CAA Annual Statistics 1977

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Foreword

- 1 CONTENT** *CAA Annual 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.

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

- 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 Annual 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 long 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 Appendices A and B.

3 ENQUIRIES

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

Civil Aviation Authority
Room T415
CAA House
45-59 Kingsway
London WC2B 6TE
Tel. 01 379 7311 Ext. 2504

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

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

4 OTHER CIVIL AVIATION STATISTICS

- 4.1 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.

- 4.2 Subsequent statistics (except those relating to airline finances) have been published in 'CAA Monthly Statistics', obtainable from the Civil Aviation Authority at the address given in para. 3.2.
- 4.3 Subsequent statistics relating to airline finances were published separately in 'Financial Results of United Kingdom Airlines 1968–74' (CAP 376), also obtainable from the address given in para. 3.2.
- 4.4 Annual statistics for 1973 were published in "CAA Annual Statistics 1973" (CAP 375), for 1974 and 1975 in "CAA Annual Statistics 1974 and 1975" (CAP 386) and for 1976 in "CAA Annual Statistics 1976" (CAP 406). These are obtainable from the address given in para. 3.2 on page iii of the Foreword.
- 4.5 Table 3.23 has been compiled from data collected during a series of Origin and Destination Surveys carried out in the last five years. The most recent publication summarising the results of these surveys was CAP 394 'Passengers at Major Airports in Scotland and Central England', obtainable from the address given in para. 3.2. A new publication covering the results of the Survey undertaken in 1976 will be published during the second half of 1978.

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Part I

UK Airlines — Operating, Traffic and Personnel Statistics

Size Structure of UK Airlines

Years ended 31 December 1972 and 1977

Table 1.1

	Output in available tonne — kilometres (000 000)	Percentage of all UK tonne — kilometres available	Percentage of UK airlines this size and smaller	Percentage of available tonne — kilometres of UK airlines this size and smaller
1972				
BOAC	4 156	50.39	100	100.00
BEA	1 207	14.63	98	49.61
British Caledonian Airways	1 062	12.88	96	34.98
Britannia Airways	290	3.52	94	22.10
Dan Air Services	253	3.07	93	18.59
Court Line	187	2.27	91	15.52
British Airtours	156	1.89	89	13.25
Laker Airways	126	1.53	87	11.36
Tradewinds Airways	118	1.43	85	9.83
British Midland Airways	103	1.25	83	8.40
Monarch Airlines	102	1.24	81	7.15
Trans-Meridian Air Cargo	90	1.09	80	5.92
Donaldson International Airways	90	1.09	78	4.83
Lloyd International Airways	74	0.90	76	3.73
Northeast Airlines	55	0.67	74	2.84
Cambrian Airways	55	0.67	72	2.17
Invicta International Airlines	32	0.39	70	1.50
British Air Ferries	25	0.30	69	1.12
British Island Airways	19	0.23	67	0.81
Dan Air/Skyways	13	0.16	65	0.58
Others (34 airlines)	35	0.42	63	0.42
1977				
British Airways — Long Haul Div.	5 181	49.32	100	100.00
British Airways — Short Haul Div.	1 214	11.56	97	50.68
British Caledonian Airways	940	8.95	94	39.12
Dan Air Services	608	5.79	92	30.18
Laker Airways	511	4.86	89	24.39
International Aviation Services	463	4.41	86	19.52
Britannia Airways	389	3.70	83	15.12
Trans-Meridian Air Cargo	261	2.48	81	11.41
British Airtours	243	2.31	77	8.93
British Midland Airways	183	1.74	75	6.62
Tradewinds Airways	182	1.73	72	4.87
Monarch Airlines	172	1.64	69	3.14
Air Anglia	31	0.30	67	1.50
British Island Airways	25	0.24	64	1.21
Air Bridge Carriers	21	0.20	61	0.97
British Air Ferries	13	0.12	58	0.77
Others (20 airlines)	67	0.64	56	0.64

Main Output of UK Airlines 1946-1977

Table 1.2

	Total Available Tonne-km (000 000)	Percentage growth on prev. year	Scheduled services Available Tonne-km (000 000)	Percentage growth on prev. year	Non-scheduled services Available Tonne-km (000 000)	Percentage growth on prev. year
1946	..	—	110	—	..	—
1947	..	..	150	36.4	..	..
1948	..	..	204	36.0	..	..
1949	..	..	225	10.3	..	..
1950	..	..	297	32.0	..	..
1951	..	..	355	19.5	..	..
1952	..	..	395	11.3	..	..
1953	..	..	445	12.7	..	..
1954	..	..	464	4.3	..	..
1955	..	..	575	23.9	..	..
1956	..	..	638	11.0	..	..
1957	..	..	729	14.3	..	..
1958	..	..	824	13.0	..	..
1959	..	..	941	14.2	..	..
1960	..	..	1 191	26.6	..	..
1961	1 990	..	1 575	32.2	415	..
1962	2 215	11.3	1 784	13.3	431	3.9
1963	2 439	10.1	1 953	9.5	486	12.8
1964	2 879	18.0	2 275	16.5	604	24.3
1965	3 325	15.5	2 664	17.1	661	9.4
1966	3 851	15.8	2 993	12.4	858	29.8
1967	4 016	4.3	3 145	5.1	871	1.5
1968	4 214	4.9	3 256	3.5	958	10.0
1969	4 927	16.9	3 748	15.1	1 179	23.1
1970	5 782	17.4	4 129	10.2	1 653	40.2
1971	6 973	20.6	4 591	11.2	2 382	44.1
1972	8 249	18.3	5 399	17.6	2 850	19.7
1973	9 003	9.1	5 953	10.3	3 051	7.0
1974	8 283	-8.0	5 745	-3.5	2 538	-16.8
1975	8 927	7.8	5 984	4.2	2 943	16.0
1976	9 727	9.0	6 602	10.3	3 125	6.2
1977	10 505	8.0	6 834	3.5	3 671	17.5
Mean rates of growth (percentages)						
1946-50	..		27.1		..	
1951-55	..		11.9		..	
1956-60	..		16.2		..	
1961-65	13.8		13.9		13.5	
1966-70	10.8		8.5		17.5	
1971-75	5.1		6.1		3.1	
Last 20 years						
10 years	10.0		8.3		14.2	
5 years	4.7		4.2		5.7	

Scheduled Services by UK Airlines 1967-1977

Table 1.3

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Tonne-km available (000 000)	Total	Mail (000 000)	Tonne-km used Freight (000 000)	Passenger (000 000)	As percentage of available
All Services									
1967	24 106.1	14 069.3	58.4	3 144.9	1 678.6	64.4	399.6	1 214.6	53.4
1968	25 092.1	14 094.7	56.2	3 255.9	1 715.1	70.0	421.4	1 223.7	52.7
1969	28 245.2	16 237.3	57.5	3 748.3	2 025.7	83.7	531.0	1 411.0	54.0
1970	31 079.8	17 432.1	56.1	4 128.9	2 116.0	97.4	493.8	1 524.8	51.2
1971	34 377.8	18 663.9	54.3	4 591.5	2 270.0	88.9	541.0	1 639.1	49.4
1972	40 659.3	22 169.5	54.5	5 399.3	2 730.1	102.2	680.4	1 947.5	50.6
1973	45 551.5	26 187.2	57.5	5 953.3	3 210.7	111.3	795.8	2 303.6	53.9
1974	44 190.8	25 396.8	57.5	5 744.6	3 165.5	118.5	786.0	2 261.0	55.1
1975	45 922.6	27 554.8	60.0	5 983.7	3 316.5	132.1	725.3	2 459.1	55.4
1976	51 668.2	31 078.1	60.1	6 602.4	3 725.6	144.8	774.9	2 806.0	56.4
1977	53 162.0	31 871.1	60.0	6 833.9	3 928.1	159.0	861.1	2 908.0	57.5
International Services									
1967	20 916.4	12 127.5	58.0	2 839.6	1 497.0	61.7	376.8	1 058.5	52.7
1968	21 968.2	12 234.1	55.7	2 955.5	1 536.5	67.3	395.5	1 073.7	52.0
1969	25 220.0	14 328.9	56.8	3 455.9	1 844.0	81.0	505.5	1 257.5	53.4
1970	27 912.6	15 440.2	55.3	3 818.5	1 931.9	94.4	474.0	1 363.5	50.6
1971	31 172.4	16 692.2	53.5	4 272.4	2 086.7	86.4	523.4	1 476.9	48.8
1972	37 260.6	20 002.5	53.7	5 054.6	2 526.3	99.1	658.7	1 768.5	50.0
1973	41 825.6	23 745.9	56.8	5 568.7	2 984.4	108.0	771.1	2 105.3	53.6
1974	40 612.0	23 140.8	57.0	5 375.1	2 951.8	115.5	763.9	2 072.4	54.9
1975	42 536.2	25 398.4	59.7	5 639.5	3 117.7	129.3	711.1	2 277.3	55.3
1976	47 845.0	28 751.6	60.1	6 214.6	3 513.4	142.1	761.3	2 610.1	56.5
1977	49 807.4	29 790.0	59.8	6 508.4	3 738.3	156.4	849.9	2 732.0	57.4
Domestic Services									
1967	3 189.7	1 941.7	60.9	305.3	181.6	2.7	22.8	156.1	59.5
1968	3 123.9	1 860.6	59.6	300.4	178.6	2.7	25.9	150.0	59.5
1969	3 025.1	1 908.4	63.1	292.4	181.7	2.7	25.5	153.5	62.1
1970	3 167.3	1 991.9	62.9	310.4	184.0	2.9	19.8	161.3	59.3
1971	3 205.3	1 971.8	61.5	319.0	182.3	2.5	17.6	162.2	57.1
1972	3 398.8	2 167.0	63.8	344.7	203.8	3.0	21.8	179.0	59.1
1973	3 725.9	2 441.2	65.5	384.7	226.3	3.3	24.7	198.3	58.8
1974	3 578.8	2 256.1	63.0	369.5	213.7	3.0	22.1	188.6	57.8
1975	3 386.4	2 156.4	63.7	344.2	198.8	2.9	14.2	181.8	57.8
1976	3 823.2	2 326.5	60.8	387.8	212.2	2.7	13.7	195.9	54.7
1977	3 354.7	2 081.1	62.0	325.4	189.8	2.6	11.2	175.9	58.3

Non-scheduled Services by UK Airlines 1967-1977 Table 1.4

By Main Type of Service

	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	871.0	21.7	300.0	7.5	138.1	3.4	432.9	10.8
1968	958.0	22.7	383.9	9.1	172.3	4.1	401.8	9.5
1969	1 179.4	23.9	538.1	10.9	246.3	5.0	394.9	8.0
1970	1 653.3	28.6	709.7	12.3	445.3	7.7	498.3	8.6
1971	2 382.5	34.2	994.7	14.3	715.5	10.3	672.3	9.6
1972	2 849.7	34.5	1 189.8	14.4	777.2	9.4	882.7	10.7
1973	3 051.2	33.9	1 338.0	14.9	628.6	7.0	1 084.6	12.0
1974	2 538.3	30.6	1 029.2	12.4	532.0	6.4	977.1	11.8
1975	2 943.0	33.0	1 030.9	11.6	577.5	6.5	1 334.6	15.0
1976	3 125.3	32.1	1 145.6	11.8	631.4	6.5	1 348.3	13.9
1977	3 670.9	34.9	1 119.9	10.7	793.2	7.6	1 757.9	16.7

Load Factors and Distances

	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)
<i>Inclusive Tours</i>								
1967	3 474.5	2 850.2	82.0	2 351.2	32 725	36 032	1 101	1 212
1968	4 394.5	3 684.8	83.9	2 727.9	34 600	44 177	1 277	1 351
1969	6 166.4	5 133.3	83.2	3 717.1	46 384	60 336	1 301	1 381
1970	8 352.6	6 781.9	81.2	4 902.5	55 548	74 437	1 340	1 383
1971	11 571.4	9 714.2	84.0	6 664.5	71 125	101 640	1 429	1 458
1972	13 773.0	11 573.8	84.0	7 757.4	79 782	115 377	1 446	1 492
1973	15 573.1	12 493.4	80.2	8 405.4	83 081	119 315	1 436	1 486
1974	11 819.6	9 389.6	79.5	6 233.0	61 515	89 247	1 451	1 506
1975	11 772.6	10 131.5	86.1	6 700.2	61 902	91 044	1 471	1 512
1976	13 049.5	10 731.6	82.2	6 782.5	64 942	91 139	1 527	1 582
1977	12 818.9	10 795.7	84.2	6 825.4	64 678	97 398	1 506	1 582

Other Separate Fare and Advance Booking Charters

1967	1 496.1	1 096.8	73.3	361.5	8 016	13 109	1 635	3 034
1968	1 855.8	1 474.3	79.4	447.0	11 428	14 077	1 232	3 298
1969	2 745.6	2 242.6	81.7	663.6	12 722	18 906	1 486	3 379
1970	4 934.7	3 924.5	79.5	940.2	16 991	31 545	1 857	4 174
1971	6 377.6	5 220.5	81.9	1 283.3	20 470	40 070	1 957	4 068
1972	6 597.5	5 497.8	83.3	1 277.7	21 666	41 127	1 898	4 303
1973	6 082.0	4 899.2	80.6	1 230.8	19 807	33 923	1 713	3 981
1974	5 240.8	4 237.9	80.9	1 259.0	18 285	29 669	1 623	3 366
1975	5 672.2	4 458.0	78.6	1 349.4	18 895	31 264	1 655	3 304
1976	6 446.9	5 199.5	80.7	1 466.7	19 552	34 643	1 772	3 545
1977	8 189.5	6 785.6	82.9	1 730.5	17 616	41 555	2 359	3 921

All Scheduled Services 1977

Table 1.5.1.

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		% of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used		% of available
					Avail. (000)	Used (000)						Cargo (000)	Passengers (000)	
Passenger Services														
British Airways Long Haul Division	135 674	37 415	181 687	3 289 242	37 309 721	22 037 448	59.1	92 062	4 671 396	2 694 460	132 092	521 151	2 041 218	57.7
British Airways Short Haul Division	89 173	153 092	188 356	10 018 158	10 547 136	6 822 945	64.7	47 856	1 087 385	635 625	13 922	25 487	596 213	58.5
British Airways Helicopters	222	3 640	1 187	82 990	6 916	5 062	73.2	105	465	396	1	5	390	85.2
British Caledonian Airways	27 237	28 227	46 573	1 269 726	3 588 090	1 982 822	55.3	14 377	435 258	222 564	6 393	37 690	178 481	51.1
Air Anglia	7 335	19 399	21 458	335 437	301 265	157 867	52.4	1 045	30 723	16 275	0	529	15 746	53.0
Air Wales	18	70	64	167	161	37	23.0	0	12	3	0	0	3	24.5
Aurigny Air Services	1 190	21 536	6 733	219 699	17 048	11 992	70.3	907	1 626	1 010	5	46	960	62.1
British Air Ferries	1 851	8 716	7 293	173 643	63 485	34 776	54.8	5 126	7 439	4 438	0	1 273	3 165	59.8
British Island Airways	4 002	19 190	15 890	569 777	200 462	118 155	58.9	2 182	18 409	10 482	9	432	10 042	56.9
British Midland Airways	5 095	15 491	16 053	525 367	372 303	202 462	54.4	2 075	30 034	16 740	0	907	15 832	55.7
Brymon Airways	859	4 295	4 023	39 986	17 909	9 336	52.1	18	1 730	801	0	4	797	46.3
Dan-Air Services	5 098	16 576	16 434	421 669	312 663	157 737	50.4	7	24 659	12 529	0	2	12 527	50.8
Haywards Aviation	103	525	473	1 301	497	293	59.1	2	53	25	0	1	24	47.1
Intra Airways	547	3 123	2 516	72 542	26 600	15 519	58.3	106	2 185	1 169	0	8	1 161	53.5
Laker Airways	1 113	200	1 442	55 194	383 916	307 099	80.0	0	38 614	30 710	0	0	30 710	79.5
Loganair	1 284	14 965	6 521	72 494	13 847	7 590	54.8	0	1 259	690	0	0	690	54.8
TOTAL Passenger Services	280 800	346 460	516 702	17 147 392	53 162 018	31 871 141	60.0	165 869	6 351 248	3 647 916	152 422	587 534	2 907 959	57.4
Cargo Services														
British Airways Long Haul Division	11 978	3 409	16 139	0	0	0	0.0	35 590	370 552	232 271	4 985	227 275	0	62.7
British Airways Short Haul Division	4 404	5 723	6 639	0	0	0	0.0	31 081	55 648	25 202	629	24 572	0	45.3
British Caledonian Airways	1 340	425	1 809	0	0	0	0.0	4 387	47 905	17 897	655	17 242	0	37.4
Air Freight	291	1 389	1 568	0	0	0	0.0	3 201	983	687	0	687	0	69.9
Air-Bridge Carriers	157	922	664	0	0	0	0.0	5 458	1 645	969	0	969	0	58.9
British Island Airways	1 028	3 250	3 748	0	0	0	0.0	7 229	4 724	2 305	302	2 003	0	48.8
Intra Airways	308	1 604	1 642	0	0	0	0.0	3 844	1 167	825	0	825	0	70.7
TOTAL Cargo Services	19 506	16 722	32 209	0	0	0	0.0	90 789	482 625	280 156	6 571	273 573	0	58.0
GRAND TOTAL	300 306	363 182	548 911	17 147 392	53 162 018	31 871 141	60.0	256 658	6 833 873	3 928 071	158 992	861 107	2 907 959	57.5

International Scheduled Services 1977

Table 1.5.2.

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		% of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used		% of available
					Avail. (000)	Used (000)						Cargo (000)	Passengers (000)	
Passenger Services														
British Airways Long Haul Division	135 674	37 415	181 687	3 289 242	37 309 721	22 037 448	59.1	92 062	4 671 396	2 694 460	132 092	521 151	2 041 218	57.7
British Airways Short Haul Division	64 894	84 372	123 746	6 411 568	8 256 754	5 361 936	64.9	35 985	871 812	507 359	13 101	22 280	471 978	58.2
British Caledonian Airways	22 372	17 797	35 433	774 846	3 171 559	1 748 088	55.1	9 889	392 471	200 366	4 967	36 818	158 581	51.1
Air Anglia	4 982	9 835	13 437	215 859	219 190	109 858	50.1	1 045	22 417	11 474	0	529	10 946	51.2
Air Wales	7	18	25	26	67	9	13.0	0	5	1	0	0	1	14.9
Aurigny Air Services	1 171	21 223	6 643	217 842	16 874	11 879	70.4	897	1 611	1 000	4	45	951	62.1
British Air Ferries	1 851	8 716	7 293	173 643	63 485	34 776	54.8	5 126	7 439	4 438	0	1 273	3 165	59.8
British Island Airways	1 800	7 372	7 086	220 651	90 051	50 190	55.7	516	8 284	4 400	0	135	4 265	53.1
British Midland Airways	1 375	3 783	4 386	88 168	100 375	41 368	41.2	656	7 881	3 589	0	305	3 284	45.5
Brymon Airways	310	1 386	1 499	7 117	3 707	1 740	46.9	5	347	149	0	1	148	42.9
Dan-Air Services	2 811	5 835	8 046	164 275	179 336	79 276	44.2	7	14 153	6 301	0	2	6 299	44.5
Intra Airways	262	2 235	1 357	45 003	12 315	6 373	51.8	106	1 020	494	0	8	486	48.4
Laker Airways	1 113	200	1 442	55 194	383 916	307 099	80.0	0	38 614	30 710	0	0	30 710	79.5
TOTAL Passenger Services	238 622	200 187	392 078	11 663 434	49 807 350	29 790 040	59.8	146 294	6 037 451	3 464 740	150 165	582 547	2 732 030	57.4
Cargo Services														
British Airways Long Haul Division	11 978	3 409	16 139	0	0	0	0.0	35 590	370 552	232 271	4 985	227 275	0	62.7
British Airways Short Haul Division	4 045	4 863	5 732	0	0	0	0.0	24 048	49 350	21 773	613	21 160	0	44.1
British Caledonian Airways	1 333	412	1 794	0	0	0	0.0	4 328	47 848	17 865	623	17 242	0	37.3
Air Freight	291	1 389	1 568	0	0	0	0.0	3 201	983	687	0	687	0	69.9
British Island Airways	477	1 007	1 651	0	0	0	0.0	1 738	2 190	959	2	957	0	43.8
Intra Airways	11	15	49	0	0	0	0.0	48	70	27	0	27	0	37.9
TOTAL Cargo Services	18 135	11 095	26 934	0	0	0	0.0	68 952	470 994	273 581	6 223	267 346	0	58.1
GRAND TOTAL	256 757	211 282	419 012	11 663 434	49 807 350	29 790 040	59.8	215 246	6 508 445	3 738 321	156 388	849 892	2 732 030	57.4

Domestic Scheduled Services 1977

Table 1.5.3.

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Avail. (000)	Seat-km Used (000)	% of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Mail (000)	Tonne-kilometres used		% of available
												Cargo (000)	Passengers (000)	
Passenger Services														
British Airways Short Haul Division	24 280	68 720	64 610	3 606 590	2 290 381	1 461 008	63.8	11 872	215 572	128 267	821	3 207	124 235	59.5
British Airways Helicopters	222	3 640	1 187	82 990	6 916	5 062	73.2	105	465	396	1	5	390	85.2
British Caledonian Airways	4 865	10 430	11 140	494 880	416 532	234 735	56.4	4 488	42 788	22 198	1 426	872	19 900	51.9
Air Anglia	2 354	9 564	8 020	119 578	82 075	48 009	58.5	0	8 306	4 801	0	0	4 801	57.8
Air Wales	10	52	39	141	94	28	30.1	0	7	2	0	0	2	31.0
Aurigny Air Services	19	313	91	1 857	173	113	65.3	10	15	10	0	1	9	66.4
British Island Airways	2 202	11 818	8 804	349 126	110 411	67 966	61.6	1 666	10 125	6 083	9	297	5 777	60.1
British Midland Airways	3 720	11 708	11 667	437 199	271 928	161 093	59.2	1 419	22 153	13 151	0	602	12 548	59.4
Brymon Airways	549	2 909	2 524	32 869	14 201	7 596	53.5	13	1 383	652	0	2	650	47.1
Dan-Air Services	2 287	10 741	8 388	257 394	133 327	78 461	58.8	0	10 507	6 228	0	0	6 228	59.3
Haywards Aviation	103	525	473	1 301	497	293	59.1	2	53	25	0	1	24	47.1
Intra Airways	285	888	1 159	27 539	14 285	9 146	64.0	0	1 165	675	0	0	675	58.0
Loganair	1 284	14 965	6 521	72 494	13 847	7 590	54.8	0	1 259	690	0	0	690	54.8
TOTAL Passenger Services	42 178	146 273	124 623	5 483 958	3 354 667	2 081 102	62.0	19 575	313 797	183 176	2 257	4 987	175 928	58.4
Cargo Services														
British Airways Short Haul Division	359	880	907	0	0	0	0.0	7 032	6 298	3 429	16	3 413	0	54.4
British Caledonian Airways	7	13	15	0	0	0	0.0	59	57	32	32	0	0	55.6
Air-Bridge Carriers	157	922	664	0	0	0	0.0	5 458	1 645	969	0	969	0	58.9
British Island Airways	552	2 243	2 096	0	0	0	0.0	5 491	2 534	1 346	300	1 046	0	53.1
Intra Airways	297	1 589	1 592	0	0	0	0.0	3 797	1 097	799	0	799	0	72.8
TOTAL Cargo Services	1 371	5 627	5 274	0	0	0	0.0	21 837	11 632	6 575	347	6 227	0	56.5
GRAND TOTAL	43 549	151 900	129 897	5 483 958	3 354 667	2 081 102	62.0	41 413	325 429	189 751	2 604	11 214	175 928	58.3

All Non-scheduled Services 1977

Table 1.6.1

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Avail. (000)	Seat-km Used (000)	% of available	*Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		% of available
											Cargo (000)	Passengers (000)	
British Airways Long Haul Division	5 598	1 049	7 799	149 096	1 216 394	1 004 971	82.6	38	138 153	94 875	243	94 632	68.7
British Airways Short Haul Division	4 859	4 787	9 205	276 441	447 341	330 357	73.8	11 317	70 567	41 918	12 668	29 250	59.4
British Airways Airtours	13 800	6 185	19 984	906 993	2 588 220	2 043 943	79.0	0	243 419	177 516	0	177 516	72.9
British Airways Helicopters	4 410	29 846	22 010	285 037	93 035	45 316	48.7	1 514	9 068	4 063	255	3 809	44.8
British Caledonian Airways	21 281	9 360	31 281	698 437	2 406 945	2 009 405	83.5	27 417	457 568	335 641	157 624	178 017	73.4
Air Anglia	403	1 410	1 482	3 745	2 848	921	32.3	2	282	94	2	92	33.3
Air Faisel	146	56	329	0	0	0	0.0	792	2 512	2 092	2 092	0	83.3
Air Freight	615	1 795	3 116	20 927	14 033	7 188	51.2	1 041	1 917	1 176	637	539	61.3
Air-Bridge Carriers	1 354	2 237	3 792	0	0	0	0.0	10 455	19 491	9 891	9 891	0	50.7
Alidair	1 105	4 004	3 817	129 931	60 714	31 525	51.9	489	6 316	2 864	398	2 466	45.4
Beecham Imperial	73	113	157	465	581	326	56.1	0	51	29	0	29	57.2
Bristow Helicopters	5 747	39 936	35 749	333 037	97 765	56 462	57.8	2 982	8 220	5 624	514	5 110	68.4
Britannia Airways	35 103	21 863	56 945	2 402 777	4 569 309	3 876 246	84.8	413	389 158	329 754	211	329 544	84.7
British Air Ferries	855	1 679	3 232	15 510	14 996	6 629	44.2	1 834	5 540	1 994	1 406	588	36.0
British Executive Air Services	895	30 891	5 591	145 186	12 514	4 306	34.4	189	1 178	430	7	423	38.5
British Island Airways	710	1 679	2 327	12 153	5 131	3 660	71.3	1 125	3 178	1 360	1 050	310	42.8
British Midland Airways	10 927	9 054	18 243	642 295	1 664 262	893 055	53.7	881	152 764	79 778	10 173	69 605	52.2
Brymon Airways	4	16	17	102	46	29	63.9	0	4	3	0	3	63.8
Dan-Air Services	51 537	38 425	87 604	3 111 621	5 769 745	4 806 616	83.3	3 075	581 165	479 486	95 253	384 233	82.5
Ferranti Helicopters	33	380	301	605	133	64	48.1	0	10	5	0	5	50.0
Green Shield Stamp	311	409	538	1 187	2 718	1 202	44.2	0	277	96	0	96	34.7
International Aviation Service	12 553	4 090	18 573	0	0	0	0.0	46 588	463 401	290 692	290 692	0	62.7
Intra Airways	841	2 064	2 635	68 253	37 590	25 207	67.1	319	3 696	2 384	469	1 916	64.5
Invicta International Airlines	621	385	1 417	0	0	0	0.0	2 680	10 744	5 296	5 296	0	49.3
Laker Airways	22 852	9 284	33 775	1 095 538	4 727 120	3 882 875	82.1	0	472 956	382 514	0	382 514	80.9
Loganair	1 354	7 113	6 006	30 773	15 611	7 955	51.0	55	1 440	734	13	721	51.0
MAM Aviation	671	696	985	2 311	9 143	2 225	24.3	0	956	217	0	217	22.7
Management Aviation	795	14 308	3 976	38 334	5 085	2 942	57.9	552	459	262	36	226	57.1
McAlpine Aviation	2 031	3 245	3 199	8 127	16 101	6 038	37.5	0	1 417	501	0	501	35.4
Monarch Airlines	11 925	7 766	19 145	795 097	1 741 664	1 341 014	77.0	210	171 813	122 017	428	121 588	71.0
Redcoat Air Cargo	571	199	1 256	0	0	0	0.0	1 387	8 985	4 708	4 708	0	52.4
Tradewinds Airways	6 556	2 506	12 278	0	0	0	0.0	22 670	182 720	110 928	110 928	0	60.7
Transmeridian Air Cargo	8 916	2 738	17 642	0	0	0	0.0	23 138	261 452	141 000	141 000	0	53.9
TOTAL	229 448	259 548	433 405	11 173 978	25 519 046	20 390 476	79.9	161 175	3 670 876	2 629 942	845 994	1 783 949	71.6
Class 5A Licence TOTAL	9 166	6 240	15 293	307 872	793 078	584 496	73.7	N/A	225 508	162 552	111 821	50 731	72.1
TOTAL Excludes 5A Licence	220 282	253 308	418 112	10 866 106	24 725 968	19 805 980	80.1	161 175	3 445 368	2 467 390	734 173	1 733 218	71.6

*Does not include cargo carried under Class 5 Licences.

Note: Statistics for air-taxi operators which, as holders of AOC's prior to January 1977 previously reported in full, have now been included in Table 1.17.

International Non-scheduled Services 1977

Table 1.6.2.

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Avail. (000)	Seat-km Used (000)	% of available	*Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	% of available
British Airways Long Haul Division	5 598	1 049	7 799	149 096	1 216 394	1 004 971	82.6	38	138 153	94 875	243	94 632	68.7
British Airways Short Haul Division	4 729	4 327	8 801	262 608	439 165	325 586	74.1	11 312	69 892	41 497	12 667	28 830	59.4
British Airways Airtours	13 800	6 185	19 984	906 993	2 588 220	2 043 943	79.0	0	243 419	177 516	0	177 516	72.9
British Airways Helicopters	4 306	28 772	21 495	283 723	92 129	45 146	49.0	1 511	8 987	4 045	254	3 792	45.0
British Caledonian Airways	21 280	9 358	31 279	698 332	2 406 817	2 009 346	83.5	27 417	457 556	335 635	157 624	178 012	73.4
Air Anglia	156	338	548	1 598	1 156	422	36.5	2	113	44	2	42	38.9
Air Faisel	146	58	329	0	0	0	0.0	792	2 512	2 092	2 092	0	83.3
Air Freight	353	935	1 746	3 608	5 649	2 005	35.5	954	1 164	761	610	151	65.3
Air-Bridge Carriers	1 064	1 110	2 648	0	0	0	0.0	5 814	16 028	8 612	8 612	0	53.7
Alidair	655	2 683	2 397	97 583	37 643	20 713	55.0	173	3 781	1 872	213	1 659	49.5
Beecham Imperial	60	91	129	371	483	268	55.5	0	42	24	0	24	56.5
Bristow Helicopters	5 747	39 936	35 749	333 037	97 765	56 462	57.8	2 982	8 220	5 624	514	5 110	68.4
Britannia Airways	35 099	21 850	55 935	2 402 777	4 569 309	3 878 246	84.8	264	389 113	329 710	166	329 544	84.7
British Air Ferries	806	1 533	3 042	12 976	13 283	5 743	43.2	1 804	5 274	1 905	1 396	509	36.1
British Executive Air Services	895	30 891	5 591	145 186	12 514	4 306	34.4	189	1 178	430	7	423	36.5
British Island Airways	370	953	1 231	8 422	3 864	2 777	71.9	63	1 654	779	544	235	47.1
British Midland Airways	9 667	5 942	15 305	484 174	1 559 633	828 414	53.1	318	141 328	74 463	9 901	64 562	52.7
Brymon Airways	3	10	12	53	28	15	51.0	0	3	1	0	1	51.1
Dan-Air Services	49 415	32 642	80 206	2 987 691	5 683 798	4 757 918	83.7	1 338	572 719	474 748	94 285	380 463	82.9
Ferranti Helicopters	33	360	301	605	133	64	48.1	0	10	5	0	5	50.0
Green Shield Stamp	270	279	457	1 004	2 369	1 100	46.5	0	242	88	0	88	36.4
International Aviation Service	12 553	4 090	18 573	0	0	0	0.0	46 588	463 401	290 692	290 692	0	62.7
Intra Airways	596	1 440	1 948	55 896	35 243	23 574	66.9	267	3 146	1 967	177	1 789	62.5
Invicta International Airlines	621	385	1 417	0	0	0	0.0	2 680	10 744	5 296	5 296	0	49.3
Laker Airways	22 851	9 282	33 774	1 095 451	4 727 074	3 882 853	82.1	0	472 952	382 512	0	382 512	80.9
MAM Aviation	476	441	698	1 331	6 499	1 439	22.1	0	678	141	0	141	20.8
Management Aviation	795	14 308	3 976	38 334	5 058	2 942	57.9	552	459	262	36	226	57.1
McAlpine Aviation	1 529	1 910	2 328	6 036	12 344	4 940	40.0	0	1 063	395	0	395	37.2
Monarch Airlines	11 921	7 758	19 137	794 882	1 741 189	1 340 907	77.0	210	171 767	122 007	428	121 579	71.0
Redcoat Air Cargo	571	199	1 256	0	0	0	0.0	1 387	8 985	4 708	4 708	0	52.4
Tradewinds Airways	6 556	2 506	12 278	0	0	0	0.0	22 670	182 720	110 928	110 928	0	60.7
Transmeridian Air Cargo	8 916	2 738	17 642	0	0	0	0.0	23 138	261 452	141 000	141 000	0	53.9
TOTAL	221 835	234 357	408 008	10 771 767	25 257 788	20 242 100	80.1	152 472	3 638 754	2 614 634	842 396	1 772 238	71.9
Class 5A Licence TOTAL	8 918	5 853	14 670	304 238	790 653	583 146	73.8	N/A	224 942	162 168	111 543	50 625	72.1
TOTAL excludes 5A Licence	212 917	228 504	393 338	10 467 529	24 467 135	19 658 954	80.3	152 472	3 413 812	2 452 466	730 853	1 721 613	71.8

*Does not include cargo carried under Class 5 Licences.

Domestic Non-scheduled Services 1977

Table 1.6.3.

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		% of available	*Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		% of available
					Avail: (000)	Used (000)					Cargo (000)	Passengers (000)	
British Airways Short Haul Division	130	460	404	13 833	8 176	4 771	58.4	4	674	422	2	420	62.6
British Airways Helicopters	104	1 074	515	1 314	906	170	18.8	3	81	18	1	17	22.2
British Caledonian Airways	1	2	3	105	128	59	46.1	0	12	5	0	5	42.1
Air Anglia	247	1 072	933	2 147	1 692	499	29.5	0	169	50	0	50	29.5
Air Freight	262	860	1 369	17 319	8 384	5 183	61.8	86	753	416	27	388	55.2
Air-Bridge Carriers	290	1 127	1 145	0	0	0	0.0	4 641	3 463	1 279	1 279	0	36.9
Alldair	450	1 321	1 420	32 348	23 072	10 812	46.9	316	2 535	992	185	807	39.1
Beecham Imperial	12	22	29	94	98	58	58.9	0	9	5	0	5	60.8
Britannia Airways	4	13	10	0	0	0	0.0	149	44	44	44	0	100.0
British Air Ferries	49	146	190	2 534	1 713	886	51.8	30	267	89	10	79	33.5
British Island Airways	340	726	1 097	3 731	1 267	882	69.6	1 062	1 525	581	506	75	38.1
British Midland Airways	1 260	3 112	2 938	158 121	104 630	64 641	61.8	563	11 436	5 315	272	5 044	46.5
Brymon Airways	1	6	5	49	17	15	85.3	0	1	1	0	1	88.2
Dan-Air Services	2 123	5 783	7 398	123 930	85 947	48 697	56.7	1 736	8 445	4 737	968	3 770	56.1
Green Shield Stamp	40	130	81	183	350	102	29.1	0	35	8	0	8	22.4
Intra Airways	245	624	687	12 357	2 346	1 633	69.6	52	550	418	291	126	75.9
Laker Airways	1	2	2	87	46	23	48.9	0	4	2	0	2	49.4
Loganair	1 354	7 113	6 006	30 773	15 611	7 955	51.0	55	1 440	734	13	721	51.0
MAM Aviation	195	255	287	980	2 644	786	29.7	0	278	76	0	76	27.3
McAlpine Aviation	502	1 335	871	2 091	3 757	1 098	29.2	0	354	106	0	106	29.9
Monarch Airlines	4	8	8	215	475	107	22.5	0	47	10	0	10	20.8
TOTAL	7 613	25 191	25 397	402 211	261 258	148 376	56.8	8 703	32 122	15 308	3 598	11 711	47.7
Class 5A Licence TOTAL	248	387	624	3 634	2 425	1 350	55.7	N/A	566	384	278	106	67.8
TOTAL Excludes 5A Licence	7 365	24 804	24 773	398 577	258 833	147 026	56.8	8 703	31 556	14 924	3 320	11 605	47.3

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations 1977

Table 1.7

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of Passengers uplifted		Seat-km		% of available	Tonne-km		% of available
				ABC	Other	Available (000)	Used (000)		Available (000)	Used (000)	
International Services											
British Airways Long Haul Division	3 310	571	4 370	104 305	0	793 452	621 531	78.3	93 283	58 541	62.8
British Airways Airtours	1 616	368	2 080	36 180	0	305 509	232 793	76.2	27 803	20 016	72.0
British Caledonian Airways	6 669	1 342	8 885	182 201	0	1 458 359	1 235 858	84.7	137 455	110 568	80.4
Dan-Air Services	2 032	458	2 676	57 595	0	383 969	354 001	92.2	30 693	28 347	92.4
Laker Airways	9 280	1 838	12 619	314 032	78 531	2 835 057	2 393 128	84.4	288 419	239 357	83.0
Monarch Airlines	36	8	48	642	0	6 137	3 312	54.0	596	300	50.4
TOTAL	22 944	4 585	30 678	694 955	78 531	5 782 483	4 840 623	83.7	578 248	457 129	79.1

Class 3 Licence Operations showing 1977 other IT Charter Passengers

Table 1.8.

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		% of available	Tonne-km		% of available	No. of passengers uplifted	
					Available (000)	Used (000)		Available (000)	Used (000)		Class 2	Class 4
International Services												
British Airways Long Haul Division	289	52	383	9 478	61 465	53 070	86.3	7 717	5 053	65.5	0	973
British Airways Short Haul Division	2 068	1 726	3 512	185 166	296 816	238 050	80.2	30 040	21 138	70.4	0	0
British Airways Airtours	6 984	3 976	10 515	631 238	1 320 789	1 103 383	83.5	120 524	95 004	78.8	0	1 804
British Caledonian Airways	5 901	4 807	10 156	417 627	672 903	548 277	81.5	63 193	47 292	74.8	0	0
Britannia Airways	32 570	19 199	51 587	2 146 077	4 242 347	3 661 056	86.3	361 157	311 307	86.2	0	35 375
British Island Airways	34	89	136	3 375	1 677	1 225	73.0	154	104	67.3	0	0
British Midland Airways	23	24	59	1 378	1 690	1 354	80.1	137	105	77.1	0	0
Dan-Air Services	32 885	24 176	55 743	2 338 360	3 947 361	3 341 870	84.7	315 774	267 444	84.7	0	9 375
Intra Airways	275	604	848	28 519	19 160	13 036	68.0	1 550	994	64.1	0	0
Laker Airways	8 021	4 401	11 938	459 257	1 030 913	840 224	81.5	100 136	80 220	80.1	3 892	0
Monarch Airlines	8 336	5 462	13 417	599 828	1 222 970	993 834	81.3	119 409	90 122	75.5	0	0
TOTAL International Services	97 386	64 516	158 292	6 820 303	12 818 089	10 795 379	84.2	1 119 790	918 783	82.0	3 892	47 527
Domestic Services												
British Midland Airways	0	1	1	73	28	28	100.0	2	2	93.4	0	0
Intra Airways	7	153	58	4 833	258	226	87.6	22	17	77.3	0	0
Monarch Airlines	4	8	8	215	475	107	22.5	47	10	20.8	0	0
TOTAL Domestic Services	11	162	68	5 121	761	380	47.4	71	29	40.6	0	0
GRAND TOTAL	97 398	64 678	158 360	6 825 424	12 818 850	10 795 740	84.2	1 119 861	918 812	82.0	3 892	47 527

All Class 4 Licence Operations 1977

Table 1.9.1

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted		Seat-km		% of available	Tonne-km		% of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Long Haul Division	1 880	399	2 914	973	32 126	348 049	320 798	92.2	34 840	30 094	86.4
British Airways Short Haul Division	127	183	242	0	14 151	16 132	10 373	64.3	1 661	897	54.0
British Airways Airtours	585	143	792	1 804	17 474	110 508	88 894	80.4	9 958	7 793	78.3
British Caledonian Airways	1 649	1 089	2 694	0	87 993	248 426	209 045	84.1	24 227	18 728	77.3
Britannia Airways	1 290	845	2 110	35 375	25 611	167 682	92 972	55.5	14 276	7 905	55.4
British Island Airways	14	54	56	0	2 419	681	606	89.0	63	51	81.7
British Midland Airways	105	130	241	0	8 679	7 668	7 059	92.1	634	547	86.3
Dan-Air Services	7 805	4 912	13 119	9 375	406 047	925 513	747 971	80.8	74 050	59 905	80.9
Intra Airways	166	562	577	0	25 212	10 194	8 400	82.4	828	640	77.2
Laker Airways	3 695	2 551	6 760	0	198 095	411 905	339 751	82.5	38 376	31 975	83.3
Loganair	35	1 213	185	0	3 696	277	147	53.1	25	13	53.2
Monarch Airlines	1 262	950	2 116	0	87 993	160 053	118 967	74.3	15 975	10 844	67.9
TOTAL	18 611	13 031	31 807	47 527	909 496	2 407 066	1 944 982	80.8	214 912	169 390	78.8

International Class 4 Licence Operations 1977

Table 1.9.2

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted		Seat-km		% of available	Tonne-km		% of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Long Haul Division	1 880	399	2 914	973	32 126	348 049	320 798	92.2	34 840	30 094	86.4
British Airways Short Haul Division	127	183	242	0	14 151	16 132	10 373	64.3	1 661	897	54.0
British Airways Airtours	585	143	792	1 804	17 474	110 508	88 894	80.4	9 958	7 793	78.3
British Caledonian Airways	1 649	1 089	2 694	0	87 993	248 426	209 045	84.1	24 227	18 728	77.3
Britannia Airways	1 290	845	2 110	35 375	25 611	167 682	92 972	55.5	14 276	7 905	55.4
British Island Airways	8	28	32	0	1 293	399	360	90.3	37	30	82.7
British Midland Airways	99	116	225	0	7 651	7 256	6 648	91.6	600	515	85.9
Dan-Air Services	7 801	4 896	13 101	9 375	405 387	925 303	747 790	80.8	74 034	59 890	80.9
Intra Airways	148	428	484	0	20 484	9 171	7 638	83.3	741	581	78.4
Laker Airways	3 695	2 551	6 760	0	198 095	411 905	339 751	82.5	38 376	31 975	83.3
Monarch Airlines	1 262	950	2 116	0	87 993	160 053	118 967	74.3	15 975	10 844	67.9
TOTAL	18 540	11 628	31 471	47 527	898 258	2 404 862	1 943 235	80.8	214 724	169 252	78.8

Domestic Class 4 Licence Operations 1977

Table 1.9.3

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted		Seat-km		% of available	Tonne-km		% of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Island Airways	6	26	24	0	1 126	282	248	87.2	26	21	80.2
British Midland Airways	6	14	17	0	1 028	412	411	99.7	34	32	94.0
Dan-Air Services	4	16	18	0	660	210	181	86.1	16	14	85.9
Intra Airways	20	134	93	0	4 728	1 023	762	74.4	87	58	67.1
Loganair	35	1 213	185	0	3 696	277	147	53.1	25	13	53.2
TOTAL	71	1 403	336	0	11 238	2 204	1 746	79.2	189	139	73.5

All Class 6 Licence Operations

Table 1.10.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		% of available
					Available (000)	Used (000)	
British Airways Short Haul Division	54	115	117	979	805	472	58.6
British Caledonian Airways	5 079	1 404	6 804	19 530	170 385	115 142	67.6
Air Freight	67	314	356	791	226	166	73.5
Air-Bridge Carriers	1 076	1 877	3 077	9 608	15 961	7 833	49.1
Britannia Airways	9	6	15	38	96	47	49.0
British Air Ferries	146	368	646	733	1 078	356	33.0
Dan-Air Services	492	1 112	1 624	2 897	2 603	1 296	49.8
International Aviation Service	1 944	525	2 652	5 844	74 532	45 734	61.4
Redcoat Air Cargo	571	199	1 256	1 387	8 985	4 708	52.4
Tradewinds Airways	3 054	1 321	5 708	13 764	86 706	49 199	56.7
Transmeridian Air Cargo	2 404	851	4 943	7 374	71 953	55 004	76.4
TOTAL	14 893	8 092	27 197	62 945	433 330	279 958	64.6

International Class 6 Licence Operations 1977

Table 1.10.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		% of available
					Available (000)	Used (000)	
British Airlines Short Haul Division	54	115	117	979	805	472	58.6
British Caledonian Airways	5 079	1 404	6 804	19 530	170 385	115 142	67.6
Air Freight	67	314	356	791	226	166	73.5
Air-Bridge Carriers	790	769	1 953	4 981	12 567	6 564	52.2
Britannia Airways	9	6	15	38	96	47	49.0
British Air Ferries	144	362	639	718	1 067	353	33.1
Dan-Air Services	167	526	642	1 299	900	405	45.0
International Aviation Service	1 944	525	2 652	5 844	74 532	45 734	61.4
Redcoat Air Cargo	571	199	1 256	1 387	8 985	4 708	52.4
Tradewinds Airways	3 054	1 321	5 708	13 764	86 706	49 199	56.7
Transmeridian Air Cargo	2 404	851	4 943	7 374	71 953	55 004	76.4
TOTAL	14 281	6 392	25 084	56 706	428 221	277 795	64.9

Domestic Class 6 Licence Operations 1977

Table 1.10.3

	Aircraft (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		% of available
					Available (000)	Used (000)	
Air-Bridge Carriers	286	1 108	1 125	4 627	3 394	1 269	37.4
British Air Ferries	1	6	7	15	11	3	27.0
Dan-Air Services	325	586	982	1 597	1 703	891	52.3
TOTAL	612	1 700	2 114	6 239	5 109	2 163	42.3

All Class 7 Licence Operations 1977

Table 1.11.1

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Available (000)	Seat-km Used (000)	% of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		% of available
											Cargo (000)	Passengers (000)	
British Airways Helicopters	4 410	29 846	22 010	285 037	93 035	45 316	48.7	1 514	9 068	4 063	255	3 809	44.8
Bristow Helicopters	5 747	39 936	35 749	333 037	97 765	56 462	57.8	2 983	8 220	5 624	514	5 110	68.4
British Executive Air Services	895	30 891	5 591	145 186	12 514	4 306	34.4	189	1 178	430	7	423	36.5
Ferranti Helicopters	33	360	301	605	133	64	48.1	0	10	5	0	5	50.0
Management Aviation	795	14 308	3 976	38 334	5 085	2 942	57.9	552	459	262	36	226	57.1
TOTAL	11 880	115 341	67 627	802 199	208 532	109 090	52.3	5 238	18 935	10 384	812	9 572	54.8

International Class 7 Licence Operations 1977

Table 1.11.2

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Available (000)	Seat-km Used (000)	% of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		% of available
											Cargo (000)	Passengers (000)	
British Airways Helicopters	4 306	28 772	21 495	283 723	92 129	45 146	49.0	1 511	8 987	4 045	254	3 792	45.0
Bristow Helicopters	5 747	39 936	35 749	333 037	97 765	56 462	57.8	2 983	8 220	5 624	514	5 110	68.4
British Executive Air Services	895	30 891	5 591	145 186	12 514	4 306	34.4	189	1 178	430	7	423	36.5
Ferranti Helicopters	33	360	301	605	133	64	48.1	0	10	5	0	5	50.0
Management Aviation	795	14 308	3 976	38 334	5 085	2 942	57.9	552	459	262	36	226	57.1
TOTAL	11 776	114 267	67 112	800 885	207 626	108 920	52.5	5 235	18 854	10 366	811	9 555	55.0

Domestic Class 7 Licence Operations 1977

Table 1.11.3

	Aircraft (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Available (000)	Seat-km Used (000)	% of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		% of available
											Cargo (000)	Passengers (000)	
British Airways Helicopters	104	1 074	515	1 314	906	170	18.8	3	81	18	1	17	22.2
TOTAL	104	1 074	515	1 314	906	170	18.8	3	81	18	1	17	22.2

All Exempt Operations 1977

Table 1.12.1

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km Available (000)	Used (000)	% of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		% of available
											Cargo (000)	Passengers (000)	
British Airways Long Haul Division	118	27	132	2 214	13 427	9 572	71.3	39	2 312	1 187	243	944	51.3
British Airways Short Haul Division	2 270	2 535	4 804	55 878	97 696	50 937	52.1	10 339	34 429	18 498	11 999	4 500	47.9
British Airways Airtours	143	63	205	6 910	26 933	17 617	65.4	0	2 451	1 553	0	1 553	63.4
British Caledonian Airways	1 394	531	1 927	6 800	19 079	11 052	57.9	7 887	48 176	34 707	33 733	974	75.2
Air Anglia	403	1 410	1 482	3 745	2 848	921	32.3	3	282	94	2	92	33.3
Air Faisel	146	56	329	0	0	0	0.0	792	2 512	2 092	2 092	0	83.3
Air Freight	418	1 121	2 144	20 927	14 033	7 188	51.2	250	1 214	690	151	539	56.9
Air-Bridge Carriers	178	143	421	0	0	0	0.0	848	2 690	1 556	1 556	0	57.9
Alldair	628	1 647	1 923	40 031	31 229	14 437	46.2	490	3 541	1 402	318	1 084	39.6
Beecham Imperial	73	113	157	465	581	326	56.1	0	51	29	0	29	57.2
Britannia Airways	1 044	1 659	1 905	180 626	134 206	103 645	77.2	376	11 579	8 944	142	8 803	77.2
British Air Ferries	701	1 243	2 546	14 629	13 893	6 253	45.0	1 101	4 456	1 635	1 088	550	38.7
British Island Airways	361	770	1 186	4 651	2 081	1 396	67.1	1 126	1 634	653	535	118	39.9
British Midland Airways	1 859	3 646	3 926	204 624	182 617	113 080	61.9	882	18 638	9 452	621	8 831	50.7
Brymon Airways	4	16	17	102	46	29	63.9	1	4	3	0	3	63.8
Dan-Air Services	2 499	5 799	7 870	172 133	167 733	99 196	59.1	178	13 273	7 887	144	7 743	59.4
Green Shield Stamp	311	409	538	1 187	2 718	1 202	44.2	0	277	96	0	96	34.7
International Aviation Service	10 378	3 491	15 616	0	0	0	0.0	40 744	380 315	238 273	238 273	0	62.7
Intra Airways	141	337	454	7 470	6 749	2 849	42.2	320	728	359	142	217	49.3
Invicta International Airlines	621	385	1 417	0	0	0	0.0	2 680	10 744	5 296	5 296	0	49.3
Laker Airways	1 846	485	2 443	43 851	446 490	307 659	68.9	0	45 746	30 750	0	30 750	67.2
Loganair	1 319	5 900	5 821	27 077	15 334	7 808	50.9	55	1 415	721	13	708	51.0
MAM Aviation	671	696	985	2 311	9 143	2 225	24.3	0	956	217	0	217	22.7
McAlpine Aviation	2 031	3 245	3 199	8 127	16 101	6 038	37.5	0	1 417	501	0	501	35.4
Monarch Airlines	526	498	922	24 584	71 178	25 874	36.4	211	7 877	2 702	428	2 273	34.3
Tradewinds Airways	2 413	805	4 539	0	0	0	0.0	8 906	68 139	43 745	43 745	0	64.2
Transmeridian Air Cargo	6 169	1 742	12 044	0	0	0	0.0	15 764	179 733	79 510	79 510	0	44.2
TOTAL	38 684	38 772	78 950	828 342	1 274 117	789 302	61.9	92 992	842 588	490 553	420 029	70 525	58.2

Note: Statistics for air-taxi operators which, as holders of AOC's prior to January 1977 previously reported in full, have now been included in Table 1.17

International Exempt Operations 1977

Table 1.12.2

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Available (000)	Seat-km Used (000)	% of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	% of available
British Airways Long Haul Division	118	27	132	2 214	13 427	9 572	71.3	39	2 312	1 187	243	944	51.3
British Airways Short Haul Division	2 141	2 077	4 402	42 083	89 546	46 173	51.6	10 334	33 757	16 078	11 997	4 081	47.6
British Airways Airtours	143	63	205	6 910	26 933	17 617	65.4	0	2 451	1 553	0	1 553	63.4
British Caledonian Airways	1 394	531	1 927	6 800	19 079	11 052	57.9	7 887	46 176	34 707	33 733	974	75.2
Air Anglia	156	338	548	1 598	1 156	422	36.5	3	113	44	2	42	38.9
Air Faisel	146	56	329	0	0	0	0.0	792	2 512	2 092	2 092	0	83.3
Air Freight	156	261	774	3 608	5 649	2 005	35.5	164	461	275	124	151	59.6
Air-Bridge Carriers	174	130	407	0	0	0	0.0	833	2 639	1 553	1 553	0	58.8
Alidair	178	326	502	7 683	8 158	3 625	44.4	173	1 006	410	133	277	40.8
Beecham Imperial	60	91	129	371	483	268	55.5	0	42	24	0	24	56.5
Britannia Airways	1 040	1 646	1 895	180 626	134 206	103 645	77.2	226	11 535	8 900	97	8 803	77.2
British Air Ferries	654	1 103	2 363	12 095	12 186	5 367	44.0	1 087	4 201	1 549	1 079	470	36.9
British Island Airways	31	79	121	2 346	1 182	825	69.8	63	145	101	31	70	69.6
British Midland Airways	646	649	1 135	50 279	80 458	49 953	62.1	318	7 419	4 254	349	3 904	57.3
Brymon Airways	3	10	12	53	28	15	51.0	1	3	1	0	1	51.1
Dan-Air Services	706	618	1 472	48 883	81 997	50 679	61.8	39	6 547	4 055	67	3 988	61.9
Green Shield Stamp	270	279	457	1 004	2 369	1 100	46.5	0	242	88	0	88	36.4
International Aviation Service	10 378	3 491	15 616	0	0	0	0.0	40 744	380 315	238 273	238 273	0	62.7
Intra Airways	125	270	396	5 295	5 965	2 405	40.3	267	642	302	119	182	46.9
Invicta International Airlines	621	385	1 417	0	0	0	0.0	2 680	10 744	5 296	5 296	0	49.3
Laker Airways	1 846	483	2 441	43 764	446 444	307 636	68.9	0	45 742	30 748	0	30 748	67.2
MAM Aviation	476	441	698	1 331	6 499	1 439	22.1	0	678	141	0	141	20.8
McAlpine Aviation	1 529	1 910	2 328	6 036	12 344	4 940	40.0	0	1 063	395	0	395	37.2
Monarch Airlines	526	498	922	24 584	71 178	25 874	36.4	211	7 877	2 702	428	2 273	34.3
Tradewinds Airways	2 413	805	4 539	0	0	0	0.0	8 906	68 139	43 745	43 745	0	64.2
Transmeridian Air Cargo	6 169	1 742	12 044	0	0	0	0.0	15 764	179 733	79 510	79 510	0	44.2
TOTAL	32 098	18 309	57 211	447 543	1 019 289	644 612	63.2	90 531	816 493	477 983	418 873	59 110	58.5

Domestic Exempt Operations 1977

Table 1.12.3

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		% of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		% of available
					Available (000)	Used (000)					Cargo (000)	Passengers (000)	
British Airways Short Haul Division	129	458	403	13 795	8 150	4 764	58.5	5	672	421	2	419	62.6
Air Anglia	247	1 072	933	2 147	1 692	499	29.5	0	169	50	0	50	29.5
Air Freight	262	860	1 369	17 319	8 384	5 183	61.8	87	753	416	27	388	55.2
Air-Bridge Carriers	4	13	14	0	0	0	0.0	15	51	3	3	0	5.8
Alldair	450	1 321	1 420	32 348	23 072	10 812	46.9	317	2 535	992	185	807	39.1
Beecham Imperial	12	22	29	94	98	58	58.9	0	9	5	0	5	60.8
Britannia Airways	4	13	10	0	0	0	0.0	150	44	44	44	0	100.0
British Air Ferries	47	140	183	2 534	1 706	886	52.0	15	256	86	7	79	33.8
British Island Airways	329	691	1 064	2 305	899	571	63.6	1 063	1 490	552	504	48	37.1
British Midland Airways	1 213	2 997	2 791	154 345	102 159	63 127	61.8	563	11 219	5 198	272	4 926	46.3
Brymon Airways	1	6	5	49	17	15	85.3	0	1	1	0	1	88.2
Dan-Air Services	1 793	5 181	6 398	123 270	85 736	48 516	56.6	139	6 726	3 832	77	3 756	57.0
Green Shield Stamp	40	130	81	183	350	102	29.1	0	35	8	0	8	22.4
Intra Airways	17	67	58	2 175	784	444	56.6	53	86	58	22	35	67.2
Laker Airways	1	2	2	87	46	23	48.9	0	4	2	0	2	49.4
Loganair	1 319	5 900	5 821	27 077	15 334	7 808	50.9	55	1 415	721	13	708	51.0
MAM Aviation	195	255	287	980	2 644	786	29.7	0	278	76	0	76	27.3
McAlpine Aviation	502	1 335	871	2 091	3 757	1 098	29.2	0	354	106	0	106	29.9
TOTAL	6 565	20 463	21 738	380 799	254 828	144 690	56.8	2 461	26 095	12 571	1 155	11 415	48.2

Class 5 Operations for UK Operators 1977

Table 1.13.1

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		% of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used			% of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)	Passengers (000)	
British Airways Short Haul Division	65	67	113	6 682	7 884	6 474	82.1		735	579	1	1	577	78.8
British Airways Airtours	3 464	1 223	4 994	159 611	637 819	475 720	74.6		65 362	41 705	0	0	41 705	63.8
British Caledonian Airways	34	35	65	3 132	4 896	3 184	65.0		448	277	0	0	277	61.8
Air-Bridge Carriers	18	30	32	0	0	0	0.0		164	113	0	113	0	68.9
Alidair	477	2 357	1 895	89 900	29 485	17 088	58.0		2 775	1 462	0	80	1 382	52.7
Britannia Airways	131	114	239	11 175	17 502	13 265	75.8		1 453	1 089	0	0	1 089	74.9
British Air Ferries	8	68	40	168	52	19	36.5		6	3	0	0	3	50.0
British Island Airways	25	53	77	1 708	692	432	62.4		66	40	0	3	37	60.6
British Midland Airways	219	212	401	10 365	31 663	19 793	62.5		2 562	1 544	0	0	1 544	60.3
Dan-Air Services	3 164	1 060	4 322	9 340	33 290	28 452	85.5		119 547	95 357	0	93 071	2 286	79.8
International Aviation Service	5	1	6	0	0	0	0.0		196	174	0	174	0	88.8
Intra Airways	250	384	678	1 457	1 028	531	51.7		556	366	0	327	39	65.8
Laker Airways	10	9	16	1 772	2 756	2 113	76.7		280	212	0	0	212	75.7
Monarch Airlines	185	168	305	12 562	26 011	17 425	67.0		2 536	1 580	0	0	1 580	62.3
Tradewinds Airways	1 003	357	1 875	0	0	0	0.0		25 581	16 938	0	16 938	0	66.2
Transmeridian Air Cargo	108	102	237	0	0	0	0.0		3 241	1 113	0	1 113	0	34.3
TOTAL	9 166	6 240	15 293	307 872	793 078	584 496	73.7		225 508	162 552	1	111 820	50 731	72.1

Class 5 Operations for Non-UK Operators 1977

Table 1.13.2

	Aircraft-km (000)	Stage flights	Aircraft hours	No. of passengers uplifted	Seat-km		% of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used			% of available
					Available (000)	Used (000)					Mail (000)	Cargo (000)	Passengers (000)	
British Airways Short Haul Division	275	161	419	14 564	28 813	24 523	85.1		2 897	2 334	85	111	2 138	80.6
British Airways Airtours	1 008	412	1 398	53 776	186 662	125 536	67.3		17 321	11 445	0	0	11 445	66.1
British Caledonian Airways	555	152	750	614	1 440	872	60.6		15 685	8 926	0	8 848	78	56.9
Air Freight	130	360	616	0	0	0	0.0		478	320	0	320	0	66.9
Air-Bridge Carriers	82	187	262	0	0	0	0.0		676	389	0	389	0	57.5
Britannia Airways	60	40	90	3 882	6 686	5 258	78.6		597	462	0	26	436	77.4
British Island Airways	277	713	873	0	0	0	0.0		1 261	512	0	512	0	40.6
British Midland Airways	8 721	5 041	13 614	417 176	1 440 597	751 742	52.2		130 791	68 128	0	9 552	58 576	52.1
Dan-Air Services	2 661	908	2 250	118 771	311 785	235 126	75.4		25 225	19 250	0	742	18 508	76.3
International Aviation Service	226	73	299	0	0	0	0.0		8 357	6 511	0	6 511	0	77.9
Intra Airways	1	24	20	762	201	166	82.6		12	9	0	0	9	75.0
Monarch Airlines	1 576	672	2 329	69 273	254 841	181 495	71.2		25 373	16 460	0	0	16 460	64.9
Tradewinds Airways	86	23	156	0	0	0	0.0		2 295	1 045	0	1 045	0	45.5
Transmeridian Air Cargo	235	43	419	0	0	0	0.0		6 525	5 373	0	5 373	0	82.3
TOTAL	15 893	8 809	23 493	678 818	2 231 025	1 324 718	59.4		237 493	141 164	85	33 429	107 650	59.4

Aircraft Type and Utilisation All Airlines 1977

Table 1.14.1

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1977	Daily utilisation per aircraft (hrs) year 1977
		Passenger	Cargo	Passenger	Cargo				
Aerospatiale SA330J Puma	236	1 152	0	1 152	0	12 201	2 589	3	3.2
Aviation Traders Carvair	532	627	271	1 509	511	1 189	473	2	2.8
Aviation Traders Merchantman	5 293	0	5 977	0	9 580	0	0	6	4.4
AW650 Argosy	719	0	2 413	0	2 656	0	0	3	2.7
BAC 111-200	8 065	16 638	17	18 324	17	751 026	398 767	9	5.6
BAC 111-300/400	21 110	24 331	4	39 283	4	1 359 407	1 342 586	17	6.4
BAC 111-500	46 151	67 311	20	90 999	23	4 501 411	3 451 738	36	6.9
BAC/Aerospatiale Concorde	3 379	594	0	2 446	0	35 348	195 244	5	1.7
Bell 206 Jetranger	89	1 141	0	491	0	1 242	96	2	1.3
Bell 212 Twin	1 122	35 153	0	6 946	0	170 647	5 559	8	2.8
Boeing 707-120/120B	5 125	1 672	0	6 790	0	202 019	657 664	2	9.8
Boeing 707-320C/336	67 014	14 192	6 705	60 961	31 022	1 030 849	4 639 029	33	8.0
Boeing 707-420	16 242	6 983	22	24 810	33	982 127	2 378 538	9	7.4
Boeing 720/720B	6 688	3 528	3	9 981	16	432 746	866 291	3	8.8
Boeing 727-100	11 658	6 217	0	17 601	0	683 518	1 352 001	8	8.2
Boeing 737-200	35 048	21 768	44	55 797	55	1 396 482	3 869 413	16	10.0
Boeing 747-100	63 113	15 507	0	83 508	0	1 937 380	14 447 742	19	12.1
Boeing 747-200	4 572	947	0	5 882	0	139 300	1 027 545	3	11.4
Bristol Britannia 300	2 252	0	1 027	0	4 953	0	0	5	5.7
Britten-Norman Islander	1 538	18 130	2	7 576	2	66 737	5 483	11	1.9
Britten-Norman Trislander	2 557	27 222	88	13 064	90	264 030	22 841	14	2.7
Canadair CL 44	13 320	0	4 557	0	26 873	0	0	11	5.8
DC3 Dakota/Pionair	1 893	4 094	4 131	4 138	5 216	84 315	16 974	11	2.5
DH 106 Comet 4B/C	12 035	8 891	12	20 663	13	864 486	1 201 076	14	3.4
DHC 6 Twin-Otter	417	1 946	0	1 868	0	20 102	4 432	2	3.1
Fokker Friendship 100/600	6 134	15 271	0	17 551	0	299 420	144 052	8	6.2
Hawker Siddeley 121 Trident 1C	6 240	11 091	0	13 133	0	756 942	425 635	11	3.4
Hawker Siddeley 121 Trident 1E	3 073	4 921	0	6 424	0	388 121	242 726	4	5.8
Hawker Siddeley 121 Trident 2E	19 248	17 265	0	32 520	0	1 187 107	1 330 693	16	5.8
Hawker Siddeley 121 Trident 3B	21 333	27 522	0	40 936	0	2 494 220	1 933 505	25	4.5
HP Herald 100/200	7 886	28 691	4 739	24 536	5 802	765 772	161 919	21	4.6
HS 748	6 513	21 030	982	21 793	1 489	468 530	162 912	18	4.5
Lockheed L1011 Tristar	13 601	8 390	0	21 267	0	1 224 668	2 131 938	9	6.6
MBB BO 105	577	12 522	531	2 816	162	30 688	1 466	3	5.9
McDonnell-Douglas DC10-10	10 111	2 336	0	14 185	0	563 150	2 924 998	4	12.5
McDonnell-Douglas DC8-54F/55F	7 488	0	2 294	0	10 255	0	0	4	10.0
McDonnell-Douglas DC9-10 to 40	1 502	3 297	0	3 287	0	170 312	80 380	2	6.9
McDonnell-Douglas DC-10-30	10 987	2 062	0	13 834	0	282 759	1 991 052	4	12.3
Piper PA23 Aztec (and Apache)	100	501	0	456	0	1 259	283	2	0.8
Piper PA31 Navajo (All Series)	1 052	4 374	0	3 818	0	14 487	3 456	7	2.0
Sikorsky 58T	1 067	8 144	302	6 326	129	53 996	7 020	10	2.1
Sikorsky S61N	8 306	45 262	0	45 771	0	538 489	93 574	36	3.6
Vickers Super VC10	39 594	12 087	0	53 307	0	680 330	3 517 889	15	9.8
Vickers VC10	0	0	0	0	0	0	0	1	0.0
Vickers Viscount 700	1 011	3 476	314	3 149	380	123 463	28 770	4	2.4
Vickers Viscount 700D/800/810	14 066	48 568	583	46 684	444	1 734 670	562 352	28	4.4
Westland S.55 Whirlwind	10	128	0	87	0	544	43	2	0.5
Westland Wessex	687	14 514	0	4 902	0	76 592	3 757	4	2.9
TOTAL	510 753	569 496	35 038	850 571	99 725	27 792 081	51 634 500	490	5.7

Aircraft Type and Utilisation Individual Airlines 1977

Table 1.14.2

	Aircraft-km (000)	Stage Flights Passenger Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1977	Daily utilisation per aircraft (hrs) year 1977
British Airways Long Haul Division								
Vickers VC10	0	0 0	0	0	0	0	1	0.0
Vickers Super VC10	39 594	12 087 0	53 307	0	680 330	3 517 889	15	9.8
Lockheed L1011 TriStar	7 888	3 354 0	11 255	0	206 133	991 283	4	8.0
Boeing 707-320C/336	27 739	5 001 3 401	23 596	16 149	312 092	1 626 682	11	9.9
McDonnell-Douglas DC-10-30	6 180	709 0	7 593	0	132 114	1 082 945	2	13.0
Boeing 747-100	63 114	15 507 0	83 508	0	1 937 380	14 447 742	19	12.1
Boeing 747-200	4 572	947 0	5 882	0	139 300	1 027 545	3	11.7
BAC/Aerospatiale Concorde	3 379	594 0	2 446	0	35 348	195 244	5	1.7
TOTAL	152 466	38 199 3 401	187 587	16 149	3 442 697	22 889 330	60	9.8
British Airways Short Haul Division								
HS 748	1 033	3 898 0	3 745	0	91 937	28 975	2	5.1
Vickers Viscount 700D/800/810	8 202	31 774 290	28 761	142	1 144 358	326 417	18	4.3
BAC 111-300/400	5 809	13 674 0	13 247	0	647 578	291 459	7	5.2
BAC 111-500	18 633	39 420 0	40 528	0	2 386 809	1 096 393	18	6.2
Hawker Siddeley 121 Trident 2E	19 248	17 265 0	32 520	0	1 187 107	1 330 694	16	5.8
Aviation Traders Merchantman	4 586	0 5 515	0	8 105	0	0	5	4.4
Hawker Siddeley 121 Trident 1C	6 240	11 091 0	13 133	0	756 942	425 635	11	3.4
Hawker Siddeley 121 Trident 3B	21 333	27 522 0	40 936	0	2 494 220	1 933 505	25	4.5
Hawker Siddeley 121 Trident 1E	3 073	4 921 0	6 424	0	388 121	242 726	4	5.8
Lockheed L1011 TriStar	5 714	5 036 0	10 012	0	1 018 535	1 140 655	5	5.5
TOTAL	93 871	154 601 5 805	189 306	8 247	10 115 607	6 816 459	111	5.0
British Airways Airtours								
Boeing 707-420	16 243	6 983 22	24 810	33	982 127	2 378 538	9	7.6
British Airways Helicopters								
Sikorsky S61N	4 224	26 585 0	21 024	0	331 966	48 402	20	3.3
Bell 206 Jet Ranger	76	944 0	377	0	915	74	—	2.1
Sikorsky 58T	205	2 208 0	1 123	0	12 007	1 120	2	1.5
Bell 212 Twin	119	3 617 0	642	0	22 349	734	1	1.8
TOTAL	4 624	33 354 0	23 166	0	367 237	50 330	23	3.1
British Caledonian Airways								
BAC 111-200	6 114	14 001 0	14 354	0	593 640	277 372	7	5.6
BAC 111-500	12 192	15 180 13	23 142	15	915 590	857 518	9	7.1
Boeing 707-320C/336	26 651	5 072 2 346	24 858	10 908	307 708	1 949 107	9	10.0
McDonnell-Douglas DC-10-30	4 807	1 353 0	6 241	0	150 645	908 107	2	11.6
TOTAL	49 763	35 606 2 359	68 595	10 923	1 967 583	3 992 104	27	8.0
Air Anglia								
Fokker Friendship 100/600	6 134	15 271 0	17 551	0	299 420	144 052	8	6.2
Piper PA31 Navajo (all series)	1 035	4 304 0	3 754	0	14 320	3 419	7	2.0
TOTAL	7 168	19 575 0	21 305	0	313 740	147 471	15	4.5
Air Faisel								
Bristol Britannia 300	146	0 56	0	329	0	0	2	2.7

Table 1.14.2 cont.

	Aircraft—km (000)	Stage Flights Passenger	Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at end of 1977	Daily utilisation per aircraft (hrs) year 1977
Air Freight									
DC3 Dakota/Pionair	907	1 035	2 149	1 826	2 858	20 927	7 188	5	2.3
Air Wales									
Piper PA31 Navajo (All Series)	18	70	0	64	0	167	37	—	—
Air Bridge Carriers									
AW650 Argosy	719	0	2 413	0	2 656	0	0	3	2.7
Vickers Viscount 700D/800/810	74	0	255	0	249	0	0	—	1.1
Aviation Traders Merchantman	707	0	462	0	1 475	0	0	1	4.0
TOTAL	1 500	0	3 130	0	4 380	0	0	4	2.8
Alidair									
Vickers Viscount 700	1 012	3 476	314	3 149	380	123 463	28 771	4	2.4
Vickers Viscount 700D/800/810	93	205	9	271	18	6 468	2 754	—	3.4
TOTAL	1 105	3 681	323	3 420	398	129 931	31 525	4	2.5
Aurigny Air Services									
Britten-Norman Trislander	1 118	20 320	0	6 354	0	213 200	11 617	6	3.0
Britten-Norman Islander	72	1 216	0	380	0	6 499	375	2	0.5
TOTAL	1 190	21 536	0	6 734	0	219 699	11 992	8	2.4
Bristow Helicopters									
Sikorsky S61N	4 082	18 677	0	24 747	0	206 523	45 172	16	4.0
Westland S.55 Whirlwind	10	128	0	87	0	544	43	2	0.5
Bell 206 Jetranger	3	47	0	27	0	106	8	2	0.1
Westland Wessex	687	14 514	0	4 902	0	76 592	3 757	4	2.9
Sikorsky 58T	621	4 773	0	4 121	0	33 959	4 374	6	2.1
Bell 212 Twin	108	645	0	713	0	3 112	519	—	2.1
Aerospatiale SA330J Puma	236	1 152	0	1 152	0	12 201	2 589	3	3.2
TOTAL	5 747	39 936	0	35 749	0	333 037	56 462	33	3.3
Britannia Airways									
Boeing 737-200	35 048	21 768	44	55 797	55	2 396 482	3 869 413	16	10.0
British Air Ferries									
HP Herald 100/200	2 148	9 203	121	8 221	161	184 508	40 222	9	3.0
Aviation Traders Carvair	532	627	271	1 509	511	1 189	473	2	2.8
TOTAL	2 679	9 830	392	9 730	672	185 697	40 695	11	2.9
British Executive Air Services									
Bell 212 Twin	895	30 891	0	5 591	0	145 186	4 306	7	3.1
British Island Airways									
HP Herald 100/200	5 739	19 488	4 618	16 315	5 641	581 264	121 697	12	6.0

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Flights Passenger Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1977	Daily utilisation per aircraft (hrs) year 1977
British Midland Airways								
Vickers Viscount 700D/800/810	5 247	15 613 0	16 407	0	536 140	212 659	8	5 0
McDonnell-Douglas DC9-10 to 40	1 502	3 297 0	3 287	0	170 312	80 380	2	6 9
Boeing 707-320C/336	4 584	2 640 0	7 008	0	221 829	398 315	6	2 9
TOTAL	11 334	21 550 0	26 702	0	928 281	691 354	16	4 3
Brymon Airways								
Britten-Norman Islander	373	2 146 2	1 915	2	10 815	1 722	1	3 1
DHC 6 Twin-Otter	309	1 602 0	1 404	0	17 046	3 486	1	4 1
TOTAL	681	3 748 2	3 319	2	27 861	5 208	2	3 4
Dan-Air Services								
HS 748	5 480	17 132 982	18 048	1 489	376 593	133 937	16	4 4
BAC 111-200	1 951	2 637 17	3 970	17	157 386	121 395	2	5 5
BAC 111-300/400	6 572	5 181 4	11 794	4	326 266	443 814	5	6 5
BAC 111-500	10 089	8 476 7	18 180	8	836 661	1 023 103	6	8 3
DH 106 Comet 4B/C	12 035	8 891 12	20 663	13	864 486	1 201 076	14	3 4
Boeing 727-100	11 658	6 217 0	17 601	0	683 518	1 352 001	8	8 2
Boeing 707-320C/336	8 040	1 479 958	5 499	3 965	189 220	664 925	5	6 4
TOTAL	55 825	50 013 1 980	95 755	5 496	3 434 130	4 940 250	56	5 3
Ferranti Helicopters								
Bell 206 Jetranger	10	150 0	87	0	221	14	—	—
MBB BO 105	23	210 0	214	0	384	50	—	—
TOTAL	33	360 0	301	0	605	64	—	—
Haywards Aviation								
Britten-Norman Islander	3	24 0	18	0	42	11	1	0 6
Piper PA23 Aztec (and Apache)	100	501 0	456	0	1 259	283	2	0 7
TOTAL	103	525 0	474	0	1 301	294	3	0 7
International Aviation Service								
Bristol Britannia 300	914	0 387	0	1 951	0	0	1	6 9
McDonnell-Douglas DC8-54F/55F	6 200	0 1 866	0	8 414	0	0	2	14 7
TOTAL	7 114	0 2 253	0	10 365	0	0	3	12 1
Intra Airways								
DC3 Dakota/Pionair	986	3 059 1 982	2 312	2 358	63 388	9 786	6	2 8
Vickers Viscount 700D/800/810	450	976 29	1 245	35	47 704	20 522	2	3 4
TOTAL	1 436	4 035 2 011	3 557	2 393	111 092	30 308	8	2 9
Invicta International Airlines								
Bristol Britannia 300	621	0 385	0	1 417	0	0	1	4 0
Laker Airways								
BAC 111-300/400	8 729	5 476 0	14 242	0	385 563	607 313	5	8 0
McDonnell-Douglas DC10-10	10 111	2 336 0	14 185	0	563 150	2 924 998	4	12 5
Boeing 707-120/120B	5 125	1 672 0	6 790	0	202 019	657 664	2	9 8
Boeing 707-320C/336	0	0 0	0	0	0	0	1	0 0
TOTAL	23 964	9 484 0	35 217	0	1 150 732	4 189 975	12	9 7

Table 1.14.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1977	Daily utilisation per aircraft (hrs) year 1977
Loganair									
Britten-Norman Trislander	1 440	6 902	88	6 710	90	50 830	11 223	8	2.5
Britten-Norman Islander	1 090	14 744	0	5 263	0	49 381	3 376	7	2.1
DHC 6 Twin-Otter	108	344	0	464	0	3 056	946	1	1.8
TOTAL	2 637	21 990	88	12 437	90	103 267	15 545	16	2.3
Management Aviation									
Sikorsky 58T	241	1 163	302	1 082	129	8 030	1 526	2	3.2
MBB BO 105	554	12 312	531	2 602	162	30 304	1 416	3	5.4
TOTAL	795	13 475	833	3 684	291	38 334	2 942	5	4.5
Monarch Airlines									
BAC 111-500	5 237	4 235	0	9 149	0	362 351	474 723	3	8.5
Boeing 720/720B	6 688	3 528	3	9 981	16	432 746	866 291	3	8.8
TOTAL	11 925	7 763	3	19 130	16	795 097	1 341 014	6	8.6
Redcoat Air Cargo									
Bristol Britannia 300	571	0	199	0	1 256	0	0	1	5.9
Tradewinds Airways									
Canadair CL 44	5 734	0	2 258	0	11 153	0	0	4	6.2
Boeing 707 320C/336	0	0	0	0	0	0	0	1	0.0
TOTAL	5 734	0	2 258	0	11 153	0	0	5	6.2
Transmeridian Air Cargo									
Canadair CL 44	7 586	0	2 299	0	15 720	0	0	7	5.6
McDonnell-Douglas DC8-54F/55F	1 288	0	428	0	1 841	0	0	2	4.1
TOTAL	8 873	0	2 727	0	17 561	0	0	9	5.4
GRAND TOTAL	510 753	569 496	35 038	850 571	99 725	27 792 081	51 634 500	490	5.7

Operations Subject to Variable Charge by Type of Licence 1977

Table 1.15

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	Percentage of available
Chargeable Operations:					
Class 1	6 784 263	3 901 258	1 012 381	2 888 877	57.5
Class 2	578 248	457 129	0	457 129	79.0
Class 3	1 118 942	918 103	0	918 103	82.0
Class 4	214 563	169 126	0	169 126	78.8
Class 5A	223 950	161 817	111 821	49 996	72.2
Class 6	410 147	267 520	267 380	139	65.2
Class 7	17 159	9 654	790	8 864	56.3
TOTAL	9 347 272	5 884 607	1 392 372	4 492 235	62.9
Non-chargeable Operations:					
Aircraft hired from Foreign Operators	145 697	77 750	39 442	38 308	53.3
Exempt Services	620 825	349 587	280 457	69 130	56.3
Class 5B	171 251	106 596	28 785	77 811	62.2
Small Aircraft Operations	6 003	3 111	76	3 035	51.8
TOTAL	943 775	537 045	348 760	188 285	56.9
GRAND TOTAL	10 291 048	6 421 651	1 741 131	4 680 520	62.4

Output by Type of Licence and Aircraft Ownership 1977

Table 1.16

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	6 788 465	21 523	23 886	6 833 873
Class 2	578 248	0	0	578 248
Class 3	1 118 942	372	547	1 119 861
Class 4	214 588	322	2	214 912
Class 6	410 147	2 852	20 332	433 330
Class 7	18 935	0	0	18 935
Exempt Services	620 825	188 575	33 187	842 588
TOTAL	9 750 150	213 643	77 955	10 041 748
Class 5A	223 950	50	1 508	225 508
Class 5B	171 251	8	66 234	237 493
TOTAL	395 201	58	67 742	463 001
GRAND TOTAL	10 145 351	213 701	145 697	10 504 749

Table 1.17

Public Transport Air-Taxi Operations 1977

Aircraft	No. of Flights	Aircraft Hours
Aerospatiale Alouette	34	17
Aerospatiale Gazelle	353	232
Beagle 206	650	856
Beech B55/C557 Baron	1 302	1 245
Beech 65/80 Queen Air	1 157	1 947
Beech 90 King Air	29	34
Bell 47G	1 131	608
Bell 206 Jet Ranger	9 568	5 080
Britten-Norman 2 Islander	667	753
Cessna 150	93	161
Cessna 172 Skyhawk	1 258	548
Cessna 180/182	125	240
Cessna 310/320	3 392	2 757
Cessna 337/Super Skymaster	370	205
Cessna 401/402/421	990	1 141
Cessna 404 Titan	169	247
Cessna 500 Citation	922	992
Dassault Fan Jet Falcon	627	833
DHC 6 Twin-Otter	337	475
DH 104 Dove	1 214	1 810
DH 114 Heron	1 516	2 485
Enstrom F28A	88	92
HS 125	6 450	7 005
Hughes 269A	1 052	857
Hughes 369	212	92
MBB BD 105	2 377	962
Partenavia P68B Victor	1 111	1 280
Piper PA 23 Aztec/Apache	30 512	32 658
Piper PA28 & PA32 Cherokee	94	124
Piper PA30 & PA39 Twin Commanche	2 534	2 891
Piper PA31 Navajo	6 514	7 728
Piper PA34 Seneca	2 248	2 064
Total	79 096	78 419

Note: The information above has been produced from quarterly returns provided by some 130 operators. The opportunity was taken to introduce new reporting arrangements in step with the commencement of AOC Variable Charges, i.e. from 1 January 1977 for holders of AOC's in respect of aircraft exceeding 2 300 kgs in weight, and from 1 April 1977 for holders of AOC's in respect of aircraft not exceeding 2 300 kgs in weight. Statistics for those air taxi operators already reporting, as holders of AOC's prior to 1977, have now been included in the above figures.

Airline Personnel Costs (UK and Overseas) 1977

Table 1.18

	PILOTS AND CO-PILOTS			OTHER COCKPIT PERSONNEL			CABIN ATTENDANTS		
	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)
	Males	Females		Males	Females		Males	Females	
British Airways	3 066	—	9.63	623	—	7.57	2 523	3 974	3.70
British Caledonian Airways	365	1	10.39	98	—	8.11	88	721	3.42
Air Anglia	75	—	5.85	—	—	—	—	61	2.03
Britannia Airways	221	—	9.03	—	—	—	3	355	3.97
British Air Ferries	47	3	8.54	—	—	—	—	34	2.35
British Island Airways	96	—	5.32	—	—	—	—	78	2.24
British Midland Airways	121	—	9.06	32	—	6.61	10	129	2.32
Dan Air Services	421	4	8.28	113	—	6.07	—	603	2.75
International Aviation Services	39	—	13.85	27	—	10.15	—	—	—
Laker Airways	121	—	11.08	43	—	7.33	—	363	3.06
Monarch Airlines	70	—	10.11	20	—	7.15	—	130	3.62
Tradewinds Airways	44	—	10.55	34	—	8.47	—	—	—
Transmeridian Air Cargo	60	—	11.47	57	—	10.00	—	—	—
Others	350	2	7.22	10	—	5.01	4	34	2.20

	MAINTENANCE AND OVERHAUL PERSONNEL			TRAFFIC AND SALES PERSONNEL			ALL OTHER PERSONNEL		
	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)	Average number of Personnel		Average Expenditure a head (£000)
	Males	Females		Males	Females		Males	Females	
British Airways	13 926	1 055	4.59	2 166	2 331	6.50	17 672	7 456	4.68
British Caledonian Airways	1 035	79	4.62	1 000	632	4.93	901	453	4.73
Air Anglia	154	12	3.25	23	53	2.58	48	34	3.12
Britannia Airways	268	31	4.89	24	53	3.18	127	117	4.21
British Air Ferries	159	6	4.35	57	32	3.02	28	35	2.78
British Island Airways	220	14	3.90	96	89	3.16	60	42	3.44
British Midland Airways	166	11	4.87	140	178	3.10	82	90	3.56
Dan Air Services	1 234	98	4.22	243	151	3.25	112	74	3.10
International Aviation Services	41	3	4.82	35	8	4.12	92	23	4.00
Laker Airways	266	9	5.14	Included in "All Other Personnel"			111	100	1.95
Monarch Airlines	—	—	—	13	35	2.94	28	29	2.91
Tradewinds Airways	39	2	3.90	44	7	3.33	16	5	3.19
Transmeridian Air Cargo	40	21	4.52						
Others	701	5	4.78	102	50	3.40	246	215	3.25

Table 1.19

UK Airline Personnel Employed in Great Britain 1977

Region	Number of Personnel at end of June 1977			Number of Personnel at end of December 1977		
	Male	Female Total	of which part-time*	Male	Female Total	of which part-time*
North	190	141	—	159	109	—
Yorkshire and Humberside	119	75	—	114	63	—
East Midlands	503	323	15	506	294	13
East Anglia	307	103	5	311	119	9
South East	38 461	15 118	254	38 960	15 149	245
South West	179	48	1	165	43	1
West Midlands	488	199	—	377	151	—
North West	1 758	615	3	1 763	561	2
Wales	1 624	330	7	1 623	303	9
Scotland	1 996	494	14	2 014	476	15
TOTAL	45 625	17 446	299	45 992	17 268	294

*Part-time employment is defined as being not more than 30 hours a week.

Part 2

UK Airlines—Financial Results

PART 2 UK Airlines—Financial Results

Introduction

Tables 1 to 6 in this section present estimates in summary form of the financial resources and the operating costs and revenues of the public and private sectors of the United Kingdom air transport industry for the years 1969–1976, together with an estimated profit and loss account for the entire industry in 1977.

For the years from 1972 onwards the summaries have been built up from returns submitted by the individual airlines. These returns are made by all airlines which hold a Class 1, 2, 3, 4, 5, or 6 Licence. Those operators who have a Class 7 and no other class of Licence, or who operate under an Air Operator's Certificate only, are not required to report financial statistics, but the summaries include estimates in respect of their operations. Estimates have also been included in respect of companies that have gone out of business during the period and for which it has not been possible to obtain detailed accounts. The figures for the years 1968 to 1971 are based on tables previously published in the Department of Trade and Industry Business Monitor series CA8.

The annual summaries are not truly representative of calendar years; they result from the addition of figures for individual financial years closest to the calendar year involved. The estimate in respect of aggregate accounts for 1977 has been based, where possible, on the financial year accounts of individual airlines. Where financial year accounts are not yet available use has been made of the quarterly reports supplied by airlines, taking the four calendar quarters which most closely match the financial years of the airlines in question. The final audited accounts of airlines may differ considerably from the sum of quarterly profit and loss accounts, so, although the 1977 estimate has been constructed to be as nearly comparable with previous years as is possible at this stage, the final results for the year may be appreciably different.

Tables 7 to 9 give the individual results for individual airlines in 1976. The figures are a copy of the information supplied by airlines on the standard returns. They may not correspond with published company accounts, since, where possible, non-airline activities have been excluded.

Questions of definition concerning the tables of financial statistics may be answered by reference to the specimens of returns used by airlines, and their notes on compilation; these are given in Appendix C.

Details of the operating and traffic statistics reported by each airline for the periods covered by their 1976 financial year are given for the convenience of the reader in Tables 10 to 12.

The airlines whose financial statistics are covered in this Part had an average labour force in 1976 of some 69 000 of which nearly 9 000 were employed overseas. The net output of these airlines is estimated to represent approximately half of one per cent of United Kingdom gross domestic product.

Financial Resources of United Kingdom Airlines 1969-1976

Table 2.1

	<i>£million</i>							
	1969	1970	1971	1972	1973	1974	1975	1976
Private Sector								
Total assets employed	59.3	58.3	64.0	77.6	90.7	109.4	116.6	139.6
<i>of which</i>								
Operating equipment and Property	54.9	56.5	57.6	72.9	85.4	106.4	105.0	128.2
Payments on account of Aircraft under construction	0.1	—	—	1.4	2.3	—	—	—
Other non-current assets	5.5	9.0	10.2	11.3	11.7	1.9	6.0	4.0
Total current net assets	(1.3)	(7.2)	(3.8)	(8.0)	(8.7)	1.0	5.6	7.4
Total liabilities	59.3	58.3	64.0	77.6	90.7	109.4	116.6	139.6
<i>of which</i>								
Shareholders' Fund	17.5	21.6	29.1	23.7	21.4	16.2	21.4	30.4
Operating Profit (or loss)	6.1	5.9	8.9	5.8	3.8	6.5	14.4	24.5
Operating Profit (or loss) as a percentage of total assets employed	10.3	10.1	13.9	7.5	4.2	5.9	12.3	17.6
Shareholders fund as a percentage of total liabilities	29.5	37.1	45.5	30.5	23.6	14.8	18.4	21.8
Public Sector								
Total assets employed	394.6	440.2	499.2	517.0	527.6	468.3	566.5	639.9
<i>of which</i>								
Operating equipment and Property	302.2	383.4	462.7	464.3	460.9	450.2	553.7	627.2
Payments on account of Aircraft under construction	36.9	31.2	12.5	11.5	37.0	91.0	49.8	35.1
Other non-current assets	18.2	23.5	29.2	26.1	20.3	19.3	20.7	21.7
Total current net assets	37.2	2.3	(5.3)	15.1	9.3	(92.2)	(57.7)	(44.1)
Total liabilities	394.6	440.2	499.2	517.0	527.6	468.3	566.5	639.9
<i>of which</i>								
Public Dividend Capital	177.9	175.9	160.3	214.7	236.7	305.2	342.2	376.7
Operating Profit (or loss)	41.3	5.3	3.6	31.1	52.9	(0.8)	3.1	88.3
Operating Profit (or loss) as a percentage of total assets employed	10.5	1.2	0.7	6.2	10.0	(0.2)	0.5	13.8
Public Dividend Capital as a percentage of total liabilities	45.1	39.9	32.1	41.5	44.9	65.2	60.4	58.9

Table 2.2

Revenues, Expenses and Profits of United Kingdom Airlines 1969-1976

	1969	1970	1971	1972	1973	1974	1975	1976
	<i>£million</i>							
PRIVATE SECTOR								
Total Operating Revenues	79.3	101.5	125.4	148.2	182.4	240.0	284.3	382.1
Total Operating Expenses	73.2	95.6	116.5	142.4	178.6	233.5	269.9	357.6
Operating profit (or loss)	6.1	5.9	8.9	5.8	3.8	6.5	14.4	24.5
Non-operating items (balance)	(2.7)	(2.6)	(4.1)	(2.2)	(3.6)	(5.4)	(6.7)	(6.6)
Profit (or loss) before Tax	3.4	3.3	4.9	3.6	0.2	1.1	7.7	17.9
PUBLIC SECTOR								
Total Operating Revenues	336.7	343.0	392.0	468.0	581.3	667.6	808.9	1 059.5
Total Operating Expenses	295.4	337.7	388.4	435.9	528.4	668.2	805.8	971.2
Operating profit (or loss)	41.3	5.3	3.6	31.1	52.9	(0.8)	3.1	88.3
Non-operating items (balance)	(1.0)	1.4	(6.5)	(19.9)	(11.5)	(10.6)	(22.6)	(12.6)
Profit (or loss) before Tax	40.3	6.7	(2.9)	12.2	41.4	(11.4)	(19.5)	75.7
ALL AIRLINES								
Total Operating Revenues	416.0	444.5	517.4	616.2	763.7	907.5	1 093.2	1 441.6
Total Operating Expenses	368.6	433.3	504.9	578.3	707.0	901.7	1 075.7	1 328.8
Operating profit (or loss)	47.4	11.2	12.5	37.9	56.7	5.7	17.5	112.8
Non-operating items (balance)	(3.7)	(1.2)	(10.6)	(22.1)	(15.1)	(16.0)	(29.3)	(19.2)
Profit (or loss) before Tax	43.7	10.0	1.9	15.8	41.6	(10.3)	(11.8)	93.6

Trends in United Kingdom Airlines' Operating Costs and Revenues 1969-1976

Table 2.3

	1969	1970	1971	1972	1973	1974	1975	1976
ALL AIRLINES								
COSTS								
Comparison with 1970 (1970=100)								
Aircraft fuel and oil	94.3	100.0	125.0	148.9	228.7	446.5	531.6	664.0
Crew salaries and expenses	80.1	100.0	118.5	126.6	154.3	173.9	200.8	217.5
Aircraft depreciation and rental	88.3	100.0	100.6	128.3	149.8	163.3	174.6	219.8
Other costs	83.8	100.0	117.6	132.8	156.5	183.5	223.1	277.7
Total Operating Costs	85.1	100.0	116.5	133.5	163.2	208.1	248.3	306.7
Comparison with Total—Percentage distribution								
Aircraft fuel and oil	11.7	10.5	11.3	11.7	14.7	22.6	22.5	22.8
Crew salaries and expenses	8.1	8.6	8.7	8.1	8.1	7.2	6.9	6.1
Aircraft depreciation and rental	11.5	11.1	9.6	10.7	10.2	8.7	7.8	7.9
Other costs	68.7	69.8	70.4	69.5	67.0	61.5	62.8	63.2
Total Operating costs	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
REVENUES								
Comparison with 1970 (1970=100)								
Scheduled services	96.5	100.0	112.6	136.9	169.2	202.0	240.8	327.6
Non-Scheduled services	82.9	100.0	131.2	146.6	180.1	217.8	266.3	331.1
Incidental Revenues	83.5	100.0	123.3	135.3	190.2	174.4	254.9	196.2
Total Operating Revenues	93.6	100.0	116.5	138.6	171.7	204.2	245.9	324.3
Comparison with Total—Percentage distribution								
Scheduled services	80.8	78.3	75.8	77.3	77.1	77.5	76.7	79.1
Non-Scheduled services	16.5	18.7	21.0	19.8	19.6	19.9	20.2	19.1
Incidental Revenues	2.7	3.0	3.2	2.9	3.3	2.6	3.1	1.8
Total Operating Revenues	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Table 2.4

United Kingdom Airlines—Profit and Loss Account Summary from 1969-1977

		1969			1970			1971		
		Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
REVENUES										
1	Scheduled Passenger (individually booked seats direct to passenger)	336.1	317.7	18.4	348.2	325.1	23.1	392.1	362.1	30.0
2	Scheduled Passenger (all block-booked seats, including part-charter)									
3	Scheduled Excess baggage									
4	Scheduled Freight and Diplomatic bags									
5	Scheduled Mail									
6	Non-scheduled flights (a) Inclusive tours (b) ABC other than part-charter (c) Affinity groups (d) Cargo (e) Other	68.8	11.9	56.9	83.0	10.2	72.8	108.9	21.3	87.6
7	Incidental Revenue	11.1	7.1	4.0	13.3	7.7	5.6	16.4	8.6	7.8
8	Total Operating Revenues	416.0	336.7	79.3	444.5	343.0	101.5	517.4	392.0	125.4
EXPENSES										
9	Flight crew salaries and expenses	29.8	22.8	7.0	37.2	27.2	10.0	44.1	31.7	12.4
10	Aircraft fuel and oil	43.0	30.9	12.1	45.6	32.1	13.5	57.0	39.3	17.7
11	Flight equipment insurance	6.1	4.3	1.8	7.5	4.7	2.8	9.8	6.4	3.4
12	Uninsured losses	—	—	—	—	—	—	—	—	—
13	Rental of flight equipment	10.7	5.5	5.2	14.3	4.6	9.7	8.7	(0.2)	8.9
14	Flight crew training (when not amortised)	3.5	3.0	0.5	4.3	3.6	0.7	4.0	3.5	0.5
15	Flight expenses other than items 9 to 14	2.1	1.1	1.0	3.6	1.1	2.5	5.7	1.9	3.8
16	Maintenance and overhaul	57.1	44.8	12.3	68.8	53.3	16.5	81.8	64.0	17.8
17	Depreciation of aircraft fleet (including spares)	31.7	25.7	6.0	33.7	27.1	6.6	39.6	32.9	6.7
18	Depreciation of ground property and equipment	3.2	2.5(a)	0.5	4.3	3.5(a)	0.8	5.2	4.1(a)	1.1
19	Amortisation of development and pre-operating costs	2.0	1.7	0.3	2.2	1.9	0.3	3.2	2.6	0.6
20	Flight crew training (when amortised)	—	—	—	—	—	—	—	—	—
21(a)	Landing and departure fees	25.6	18.2	7.4	27.5	18.8	8.7	34.5	23.9	10.6
(b)	Aerodrome, En-route, and other Navigation service charges									
22	Station and ground expenses other than Item 21	45.3	39.5	5.8	55.3	48.2	7.1	67.1	57.7	9.4
23(a)	Passenger services—cabin staff and other flight expenses	31.3	25.9	5.4	36.7	30.2	6.5	42.2	34.5	7.7
(b)	Passenger services—other passenger service costs									
24	Ticketing, sales and promotion	59.0	57.6	1.4	67.0	64.9	2.1	77.8	71.9	5.9
25	General and administrative	19.4	13.4	6.0	23.9	17.2	6.7	24.0	15.1	8.9
26	Other operating expenses	(1.1)	(1.6)	0.5	0.3	(0.8)	1.1	0.2	(0.9)	1.1
27	Total Operating Expenses	368.6	295.4	73.2	433.3	337.7	95.6	504.9	388.4	116.5
28	Operating Profit or (Loss)	47.4	41.3	6.1	11.2	5.3	5.9	12.5	3.6	8.9
29	Profit or loss on disposal of fixed assets	1.5	1.7	(0.2)	2.2	2.1	0.1	0.9	0.6	0.3
30	Interest payable less receivable (Net)	(6.2)	(3.7)	(2.5)	(11.4)	(8.5)	(2.9)	(17.6)	(13.9)	(3.7)
31	Direct subsidies from public funds	—	—	—	—	—	—	—	—	—
32	Other payments from public funds	4.0	4.0	—	8.0	8.0	—	8.0	8.0	—
33	Dividends receivable	—	—	—	—	—	—	—	—	—
34	Other non-operating items	(3.0)	(3.0)	—	—	(0.2)	0.2	(1.9)	(1.2)	(0.7)
35	Non-Operating Items (Balance)	(3.7)	(1.0)	(2.7)	(1.2)	1.4	(2.6)	(10.6)	(6.5)	(4.1)
36	Profit or Loss (—) Before Taxation	43.7	40.3	3.4	10.0	6.7	3.3	1.9	(2.9)	4.9

(a) B O A C costs have been charged under other main expense headings

Table 2.4

£ Million

1972			1973			1974			1975			1976			1977
Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Estimate All Airlines
393.1	359.7	33.4	489.1	441.4	47.7	581.8	517.1	64.7	715.9	648.6	67.3	981.3	889.6	91.7	1162.2
3.2	3.2	—	3.8	3.8	—	4.8	4.8	—	6.2	6.1	0.1	9.0	9.0	—	12.7
59.6	55.3	4.3	74.6	68.8	5.8	93.5	83.8	9.7	91.6	82.7	8.9	115.6	105.3	10.3	141.8
20.7	20.0	0.7	21.5	20.8	0.7	23.3	22.3	1.0	24.6	23.0	1.6	34.8	32.7	2.1	37.8
121.7	19.5	102.2	149.4	34.0	115.4	100.5	18.5	82.0	221.0	38.7	93.7	274.8	—	132.2	241.8
						15.9	4.0	11.9			17.9		—	26.7	
						6.4	4.4	2.0			2.6		17.2	2.4	
						30.0	2.2	27.8			42.4		—	55.0	
						28.1	4.4	23.7			25.7		—	41.3	
18.0	10.4	7.6	25.3	12.5	12.8	23.2	5.9	17.3	33.9	9.8	24.1	26.1	5.7	20.4	34.7
616.2	468.0	148.2	763.7	581.3	182.4	907.5	667.5	240.0	1093.2	808.9	284.3	1441.6	1059.5	382.1	1631.0
47.1	34.1	13.0	57.4	42.0	15.4	64.6	48.4	16.2	74.7	54.5	20.2	80.9	54.7	26.2	83.7
67.9	45.3	22.6	104.3	74.9	29.4	203.6	145.6	58.0	242.4	169.6	72.8	302.8	205.5	97.3	331.3
9.8	5.4	4.4	9.2	4.9	4.3	8.2	4.9	3.3	8.3	5.1	3.2	9.4	5.6	3.8	9.4
—	—	—	0.3	0.3	—	0.2	0.2	—	0.3	0.3	—	0.3	0.3	—	0.7
15.2	2.4	12.8	21.6	6.5	15.1	17.0	2.7	14.3	26.7	8.2	18.5	35.3	18.7	16.6	59.5
3.5	2.9	0.0	3.9	3.3	0.6	5.7	4.8	0.9	6.6	5.5	1.1	5.0	3.2	1.8	13.5
7.3	2.9	4.4	5.7	0.4	5.3	7.4	0.4	7.0	3.0	1.7	1.3	6.8	2.2	4.6	2.4
89.7	66.7	23.0	101.9	74.5	27.4	124.0	92.0	32.0	153.7	112.5	41.2	180.2	126.7	53.5	190.2
46.4	39.7	6.7	50.3	42.9	7.4	61.4	47.7	13.7	57.1	44.9	12.2	70.2	50.1	20.1	78.7
5.1	4.3(a)	0.8	9.2	8.2(a)	1.0	13.2	12.2	1.0	9.2	8.2	1.0	13.9	13.1	0.8	14.6
2.1	1.7	0.4	1.8	1.0	0.8	1.3	0.4	0.9	2.0	1.3	0.7	2.7	2.2	0.5	0.3
1.6	1.4	0.2	1.8	1.3	0.5	1.6	1.2	0.4	1.8	1.4	0.4	2.6	1.8	0.8	2.0
11.1		11.1	44.7	30.4	14.3	47.1	30.7	16.4	61.0	41.3	19.7	87.2	55.8	31.4	101.5
32.9	28.3	4.6	9.6	4.1	5.5	10.6	5.9	4.7	17.4	9.3	8.1	24.6	13.4	11.2	39.3
72.7	63.2	9.5	83.7	72.4	11.3	103.2	85.4	17.8	127.7	105.6	22.1	151.4	124.4	27.0	167.7
8.8		8.8	63.0	52.9	10.1	79.2	62.3	16.9	85.0	65.0	20.0	130.9	105.3	25.6	158.6
46.6	42.4	4.2	5.1	1.1	4.0	2.1	1.0	1.1	20.8	19.7	1.1	4.7	2.4	2.3	10.8
87.3	80.8	6.5	105.4	91.6	13.8	117.5	101.4	16.1	136.9	124.6	12.3	192.0	174.8	17.2	190.3
22.8	15.3	7.5	25.0	15.9	9.1	31.3	21.0	10.3	38.8	27.2	11.6	24.3	11.0	13.3	87.1
0.4	(0.9)	1.3	3.1	(0.2)	3.3	2.5	—	2.5	2.3	(0.1)	2.4	3.6	—	3.6	11.7
578.3	435.9	142.4	707.0	528.4	178.6	901.7	668.2	233.5	1075.7	805.8	269.9	1328.8	971.2	357.6	1553.3
37.9	32.1	5.8	56.7	52.9	3.8	5.7	(0.8)	6.5	17.5	3.1	14.4	112.8	88.3	24.5	77.7
1.9	1.0	0.9	2.7	1.1	1.6	1.6	(0.4)	2.0	1.1	0.9	0.2	4.5	2.6	1.9	Not available
(19.1)	(15.9)	(3.2)	(15.1)	(8.8)	(6.3)	(14.7)	(8.2)	(6.5)	(14.6)	(10.2)	(4.4)	(18.9)	(10.8)	(8.1)	..
—	—	—	—	—	—	—	—	—	0.1	—	0.1	—	—	—	..
—	—	—	0.1	—	0.1	—	—	—	—	—	—	—	—	—	..
—	—	—	—	—	—	0.7	0.7	—	4.5	4.5	—	6.7	6.7	—	..
(4.9)	(5.0)	0.1	(2.8)	(3.8)	1.0	(3.6)	(2.7)	(0.9)	(20.4)	(17.8)	(2.6)	(11.5)	(11.1)	(0.4)	..
(22.1)	(19.9)	(2.2)	(15.1)	(11.5)	(3.6)	(16.0)	(10.6)	(5.4)	(29.3)	(22.6)	(6.7)	(19.2)	(12.6)	(6.6)	..
15.8	12.2	3.6	41.6	41.4	0.2	(10.3)	(11.4)	1.1	(11.8)	(19.5)	7.7	93.6	75.7	17.9	..

Table 2.5

United Kingdom Airlines—Appropriation Account
Summary from 1969 to 1976

		1969			1970			1971		
		Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
1	Profit or loss before Taxation	43.7	40.3	3.4	10.0	6.7	3.3	1.9	(2.9)	4.8
2	Taxation	15.7	14.6	1.1	3.0	2.6	0.4	+0.6	+1.4	0.8
3	Profit or loss after Taxation	28.0	25.7	2.3	7.0	4.1	2.9	2.5	(1.5)	4.0
4	Exceptional items and prior year adjustments	13.0	12.8	0.2	6.2	6.1	0.1	0.2	0.4	(0.2)
5	Transfers from reserves	—	—	—	—	—	—	4.4	4.4	—
6	Available for appropriation	41.0	38.5	2.5	13.2	10.2	3.0	7.1	3.3	3.8
7	Dividends	14.0	13.0	1.0	5.7	4.9	0.8	4.5	3.3	1.2
8	Transfers to reserves	27.0	25.5	1.5	7.5	5.3	2.2	2.6	—	2.6

(a) Group appropriation account including the non-airline divisions of British Airways.

Table 2.5*(£ million)*

1972 (a)			1973 (a)			1974			1975			1976		
Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
18.2	14.6	3.6	44.0	43.8	0.2	(10.3)	(11.4)	1.1	(11.8)	(19.5)	7.7	93.6	75.7	17.9
10.9	8.7	2.2	27.3	26.6	0.7	+0.1	+2.0	1.9	+0.6	+3.5	2.9	49.8	40.6	9.2
7.3	5.9	1.4	16.7	17.2	(0.5)	(10.2)	(9.4)	(0.8)	(11.2)	(16.0)	4.8	43.8	35.1	8.7
—	(0.7)	0.7	(0.4)	(0.6)	0.2	2.6	—	2.6	(0.2)	(0.3)	0.1	0.1	—	0.1
2.4	—	2.4	3.1	—	3.1	14.5	9.4	5.1	17.6	16.3	1.3	0.9	—	0.9
9.7	5.2	4.5	19.4	16.6	2.8	6.9	—	6.9	6.2	—	6.2	44.8	35.1	9.7
5.0	4.4	0.6	6.7	6.1	0.6	3.0	—	3.0	2.1	—	2.1	13.2	11.0	2.2
4.7	0.8	3.9	12.7	10.5	2.2	3.9	—	3.9	4.1	—	4.1	31.6	24.1	7.5

Table 2.6

United Kingdom Airlines— Balance Sheet Summary from 1969-1976

	1969			1970			1971		
	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
ASSETS EMPLOYED									
1 Operating Equipment and Property									
Aircraft fleet (including spares)	471.4	401.4	70.0	567.9	495.1	72.8	671.5	601.5	70.0
Less: Provisions for amortisation and depreciation	206.1	185.8	20.3	236.4	214.2	22.2	272.9	247.4	25.5
Aircraft fleet after depreciation	265.2	215.5	49.7	331.5	280.9	50.6	398.6	354.1	44.5
Property and other equipment	133.2	125.7	7.5	156.5	147.5	9.0	178.0	161.2	16.8
Less: Provisions for amortisation and depreciation	41.3	39.0	2.3	48.1	45.0	3.1	56.2	52.5	3.7
Property after depreciation	91.9	86.7	5.2	108.4	102.5	5.9	121.7	108.6	13.1
Payments on account of aircraft under construction	37.0	36.9	0.1	31.2	31.2	—	12.5	12.5	—
2 Interests in Group Companies									
Shares	} 2.2	—	} 2.2	} 5.9	} 2.0	} 3.9	} 6.6	} 5.3	} 1.3
Advances and debts not currently receivable									
3 Trade Investments									
Shares	..	..	..	..	..	..	..	..	..
Advances and debts not currently receivable	..	..	..	..	..	..	..	..	..
4 Current Assets									
Stores and work in progress	..	..	..	..	..	..	..	..	..
Debtors	..	..	..	..	..	..	..	..	..
Short-term loans and deposits	..	..	..	..	..	..	..	..	..
Bank balance and cash	..	..	..	..	..	..	..	..	..
Group companies advances and debts currently receivable	..	..	..	..	..	..	..	..	..
Other items	..	..	..	..	..	..	..	..	..
Total current Assets	178.5	153.2	25.3	145.0	117.9	27.1	155.7	118.3	37.4
5 Less: Current Liabilities									
Creditors and accruals	..	..	..	..	..	..	..	..	..
Traffic revenue received in advance	..	..	..	..	..	..	..	..	..
Taxation	..	..	..	..	..	..	..	..	..
Dividends	..	..	..	..	..	..	..	..	..
Bank Overdrafts	..	..	..	..	..	..	..	..	..
Installments of borrowings and hire purchase liabilities repayable within one year	..	..	..	..	..	..	..	..	..
Group companies advances and debts currently payable	..	..	..	..	..	..	..	..	..
Other items	..	..	..	..	..	..	..	..	..
Total Current Liabilities	142.6	116.0	26.6	149.9	115.6	34.3	164.8	123.6	41.2
Total Net Current Assets	35.9	37.2	(1.3)	(4.9)	2.3	(7.2)	(9.1)	(5.3)	(3.8)
6 Unamortised Costs									
Pre-operational training and development	} 13.0	} 11.1	} 1.9	} 17.6	} 14.4	} 3.2	} 21.0	} 16.4	} 4.7
Other items									
7 Other Assets	8.6	7.1	1.5	9.0	7.1	1.9	11.7	7.5	4.2
TOTAL ASSETS	453.9	394.6	59.3	498.5	440.2	58.3	563.2	499.2	64.0
FINANCED BY:									
8 Shareholders Fund									
Share Capital	70.6	65.0	5.6	72.0	65.0	7.0	79.9	65.0	14.9
Share Premium Account	4.6	—	4.6	5.1	—	5.1	3.0	—	3.0
Reserves: Capital	..	..	..	..	..	..	..	..	..
Self-Insurance	41.4	41.3	0.1	41.6	41.6	—	30.7	30.7	—
Revenue	} 78.8	} 71.6	} 7.2	} 78.8	} 69.3	} 9.5	} 75.8	} 64.6	} 11.2
Other									
9 Borrowings etc. Repayable more than one year ahead									
Advances from other Group companies	} 0.1	} —	} 0.1	} 3.0	} —	} 3.0	} 0.7	} —	} 0.7
Bank Loans									
Other Loans									
Hire Purchase Liabilities									
	220.6	182.3	38.3	261.2	231.1	30.1	334.8	305.1	29.7
10 Deferred Liabilities									
Taxation	36.3	32.9	3.4	35.5	31.9	3.6	36.8	32.3	4.5
Other	1.4	1.4	—	1.3	1.3	—	1.4	1.4	—
TOTAL LIABILITIES	453.9	394.6	59.3	498.5	440.2	58.3	563.2	499.2	64.0

Table 2.6

1972			1973			1974			1975			1976		
Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
725.5	632.7	92.8	771.0	662.8	108.2	831.1	694.7	136.4	860.8	723.6	137.2	987.5	815.5	172.0
316.4	288.5	27.9	361.3	330.0	31.3	418.4	377.8	40.6	355.0	311.5	43.5	398.4	336.5	61.9
409.1	344.2	64.9	409.7	332.8	76.9	412.7	316.9	95.8	505.8	412.1	93.7	589.1	479.0	110.1
193.9	182.6	11.3	211.7	199.2	12.5	226.5	211.3	15.2	247.2	228.8	18.4	272.1	242.8	29.3
65.8	62.5	3.3	75.1	71.1	4.0	82.8	78.1	4.7	94.3	87.2	7.1	105.8	94.6	11.2
128.1	120.1	8.0	136.6	128.1	8.5	143.7	133.2	10.5	152.9	141.6	11.3	166.3	148.2	18.1
12.9	11.5	1.4	39.3	37.0	2.3	91.0	91.0	—	49.8	49.8	—	35.1	35.1	—
0.8	—	0.8	0.7	—	0.7	0.8	—	0.8	0.8	—	0.8	1.0	—	1.0
6.8	—	6.8	6.4	—	6.4	(0.5)	—	(0.5)	2.2	—	2.2	0.4	—	0.4
7.1	6.8	0.3	6.9	6.4	0.5	5.3	5.2	0.1	1.4	1.3	0.1	1.2	1.1	0.1
4.2	4.2	—	4.0	4.0	—	4.7	4.7	—	2.3	2.2	0.1	2.2	2.1	0.1
12.4	8.1	4.3	17.6	9.2	8.4	19.4	11.6	7.8	23.1	14.1	9.0	32.8	16.3	16.5
128.3	106.1	22.2	156.8	127.5	29.3	152.6	115.4	37.2	200.3	163.1	37.2	269.7	213.1	56.6
42.0	39.8	2.2	39.3	36.0	3.3	18.1	15.5	2.6	25.8	21.7	4.1	32.9	32.1	0.8
10.2	5.3	4.9	16.3	10.4	5.9	23.0	13.8	9.2	35.7	21.6	14.1	42.0	21.0	21.0
5.4	—	5.4	8.1	—	8.1	5.9	—	5.9	6.0	—	6.0	7.7	—	7.7
5.6	3.9	1.7	6.7	4.7	2.0	3.1	2.1	1.0	0.7	—	0.7	0.8	—	0.8
203.9	163.2	40.7	244.8	187.8	57.0	222.1	158.4	63.7	291.6	220.5	71.1	385.9	282.5	103.4
105.1	78.4	26.7	150.7	111.5	39.2	133.8	93.8	40.0	168.9	123.5	45.4	199.9	136.4	63.5
61.2	54.8	6.4	56.5	52.1	4.4	75.3	66.9	8.4	109.5	97.2	12.3	132.1	115.3	16.8
3.2	3.2	—	6.6	5.3	1.3	1.6	1.3	0.3	1.1	1.6	0.1	8.4	8.3	0.1
4.6	4.4	0.2	6.3	6.1	0.2	0.9	—	0.9	—	—	—	11.0	11.0	—
5.1	1.5	3.6	3.0	1.1	1.9	1.4	0.4	1.0	2.9	1.0	1.9	7.9	3.9	4.0
8.1	—	8.1	13.1	—	13.1	91.7	86.2	5.5	56.3	53.4	2.9	56.2	51.7	4.5
2.2	—	2.2	3.1	—	3.1	1.8	—	1.8	0.4	—	0.4	2.3	—	2.3
7.3	5.8	1.5	4.9	2.4	2.5	6.7	1.9	4.8	4.0	1.5	2.5	4.8	—	4.8
196.8	148.1	48.7	244.2	178.5	65.7	313.2	250.5	62.7	343.7	278.2	65.5	422.6	326.6	96.0
7.1	15.1	(8.0)	0.6	9.3	(8.7)	(91.1)	(92.2)	1.0	(52.1)	(57.7)	5.6	(36.7)	(44.1)	7.4
13.2	10.2	3.0	9.5	5.5	4.0	7.0	5.5	1.5	6.2	4.5	1.7	6.8	5.2	1.6
4.9	4.9	—	4.5	4.4	0.1	3.9	3.9	—	3.6	3.5	1.1	3.9	3.1	0.8
0.4	—	0.4	—	—	—	—	—	—	9.2	9.2	—	10.2	10.2	—
594.6	517.0	77.6	618.3	527.6	90.7	577.7	468.3	109.4	683.1	566.5	116.6	779.5	639.9	139.6
142.4	125.0	17.4	154.1	136.3	17.8	226.3	216.3	10.0	290.1	280.0	10.1	300.7	290.0	10.7
2.5	—	2.5	2.4	—	2.4	2.6	—	2.6	2.8	0.2	2.6	2.6	—	2.6
3.0	1.4	1.6	2.9	1.5	1.4	4.9	—	4.9	6.1	1.5	4.6	4.9	—	4.9
30.9	30.9	—	31.0	31.0	—	31.0	31.0	—	31.0	31.0	—	—	—	—
59.6	57.4	2.2	67.7	67.9	(0.2)	57.0	57.9	(0.9)	33.2	29.5	3.7	97.4	85.6	11.8
									0.4	—	0.4	1.5	1.1	0.4
4.4	—	4.4	4.9	—	4.9	18.6	—	18.6	11.2	—	11.2	17.3	—	17.3
10.5	84.9	5.6	101.8	99.1	2.7	57.6	54.5	3.1	90.1	81.3	8.8	101.6	98.5	3.1
197.5	168.6	28.9	156.4	126.6	29.8	90.3	44.9	45.4	128.0	83.5	44.5	119.3	71.4	47.9
2.1	—	2.1	12.4	—	12.4	8.5	—	8.5	14.4	—	14.4	12.5	—	12.5
46.8	38.3	8.5	80.6	65.7	14.9	76.0	63.0	13.0	70.7	58.7	12.0	114.2	92.2	22.0
14.8	10.4	4.4	4.2	(0.4)	4.6	4.9	0.7	4.2	5.1	0.8	4.3	7.5	1.1	6.4
594.6	517.0	77.6	618.3	527.6	90.7	577.7	468.3	109.4	683.1	566.5	116.6	779.5	639.9	139.6

Table 2.7

United Kingdom Airlines Annual Profit and Loss Account 1976

		B. A. Combined	Air Anglia	Air Bridge	Air Freight	Alidair	Aunigny Air Services	Britannia Airways	British Air Ferries
REVENUES	Financial Year Ending	31.3.77	30.10.76	31.12.76	30.4.77	31.7.76	28.2.77	31.12.76	30.10.76
1	Scheduled passenger (individually booked seats direct to passenger)	889 604	6 988	—	—	—	1 020	—	2 188
2	Scheduled passenger (all block-booked seats, including part-charter)	—	—	—	—	—	—	—	—
3	Scheduled Excess Baggage	8 999	—	—	—	—	15	—	—
4	Scheduled Freight and diplomatic bags	105 369	389	556	448	—	84	—	1 005
5	Scheduled Mail	32 687	—	—	—	—	6	—	—
6	Non-scheduled flights: (a) Inclusive tours	—	—	—	—	—	—	37 077	—
	(b) ABC Other than part-charter	—	—	—	—	—	—	—	—
	(c) Affinity groups	17 150	20	—	—	—	—	—	—
	(d) Cargo	—	—	1 276	868	486	—	32	653
	(e) Other	—	154	—	—	1 141	63	1 924	250
7	Incidental Revenue	5 668	116	—	—	22	8	5 601	246
8	Total Operating Revenues	1 059 477	7 667	1 832	1 316	1 649	1 196	44 634	4 342
EXPENSES									
9	Flight crew salaries and expenses	54 759	497	110	181	238	130	2 265	263
10	Airport Fuel and oil	205 494	1 251	536	289	378	137	10 943	625
11	Flight equipment insurance	5 597	71	28	24	40	9	436	95
12	Uninsured losses	343	—	—	—	—	—	—	—
13	Rental of flight equipment	18 676	649	84	—	119	192	3 885	259
14	Flight crew training (when not amortised)	3 168	18	—	—	1	—	201	20
15	Flight expenses other than items 9 to 14	2 171	—	8	—	—	—	—	—
16	Maintenance and overhaul	126 677	1 236	333	331	204	243	3 943	589
17	Depreciation of aircraft fleet (including spares)	50 053	100	15	62	122	—	1 838	28
18	Depreciation of ground property and equipment	13 149	29	3	—	—	4	110	51
19	Amortisation of development and pre-operating costs	2 243	—	—	—	—	—	—	—
20	Flight crew training (when amortised)	1 779	—	28	—	—	—	—	—
21(a)	Landing and departure fees	55 816	790	401	119	111	178	4 849	509
21(b)	Aerodrome, En-route, and other Navigation service charges	13 417	379	51	38	85	29	1 745	84
22	Station and ground expenses other than item 21	124 406	1 328	28	195	126	151	2 901	794
23(a)	Passenger services — cabin staff and other flight expenses	105 333	372	—	6	37	7	4 133	235
23(b)	Passenger services — other passenger service costs	2 409	—	—	—	—	1	429	—
24	Ticketing, sales and promotion	174 778	222	—	39	14	33	38	288
25	General and administrative	10 960	279	198	68	134	29	972	285
26	Other operating expenses	—	24	18	27	3	7	755	19
27	Total Operating Expenses	971 228	7 245	1 841	1 379	1 612	1 150	39 443	4 144
27(a)	(Of which services bought in under 16, 24 and 25 above)	—	—	531	195	—	305	—	—
28	Operating Profit (or Loss)	88 249	422	(9)	(63)	37	46	5 191	198
29	Profit or loss on disposal of fixed assets	2 607	—	—	60	42	1	897	38
30	Interest payable less receivable (net)	(10 739)	(122)	(1)	—	—	30	(635)	(48)
31	Direct subsidies from public funds	—	—	—	—	—	—	—	—
32	Other payments from public funds	—	—	—	—	—	—	—	—
33	Dividends receivable	6 736	—	—	—	—	—	—	—
34	Other non-operating items	(11 146)	(22)	9	—	—	1	—	—
35	Non Operating items (Balance)	(12 542)	(144)	8	60	42	32	262	(10)
36	Profit or Loss (—) before Taxation	75 707	278	(1)	(3)	79	78	5 453	188

Table 2.7

British Caledonian	British Island	British Midland	Brymon* Aviation	Dan-Air Services	International Aviation Services	Intra Airways	Laker Airways	Loganair	Monarch Airlines	Trade Winds Airways	Trans Meridian Air Cargo
30.9.76	31.12.76	31.12.76	31.12.76	31.12.76	31.3.77	31.12.76	31.3.77	31.3.77	30.11.76	31.3.77	31.10.76
55 288	6 741	11 599	350	5 812	—	370	—	668	—	—	—
502	—	—	8	—	—	155	—	—	—	—	—
—	24	(20)	1	11	—	—	—	—	—	—	—
6 123	1 036	363	4	63	—	200	—	—	—	—	—
1 591	453	—	—	—	—	—	—	—	—	—	—
8 289	—	—	—	60 265	—	280	14 082	—	12 222	—	—
8 637	—	—	—	440	—	—	17 632	—	—	—	—
103	29	—	—	923	—	425	—	—	918	—	—
14 643	236	8	—	905	11 493	71	—	—	—	8 288	13 619
4 978	757	272	2	2 559	54	—	5 079	678	656	30	—
1 687	205	6 132	2	2 545	1 102	25	877	45	1 443	—	19
101 841	9 481	18 354	367	73 523	12 649	1 526	37 670	1 391	15 239	8 318	13 638
5 763	688	2 137	31	5 274	945	163	1 603	142	941	1 021	1 261
24 776	1 416	2 515	67	23 237	4 868	277	11 784	261	5 140	2 403	3 984
687	76	316	8	447	127	22	557	36	132	81	309
—	3	—	—	—	—	—	—	—	—	—	—
4 196	5	639	4	3 697	214	139	76	—	1 902	173	340
353	69	120	1	473	—	2	276	—	36	—	155
230	43	800	1	3 296	25	—	139	—	—	—	59
9 751	1 782	3 745	35	8 819	1 556	298	5 280	332	2 143	2 215	2 834
4 719	227	949	—	2 402	751	—	2 302	114	616	330	638
—	50	50	3	37	—	5	103	13	6	11	32
—	—	22	—	390	—	—	80	—	—	—	—
405	—	—	—	234	111	—	—	—	—	—	—
6 534	994	2 662	58	4 173	596	183	5 940	140	1 178	1 192	507
4 337	219	—	1	2 816	213	93	—	—	443	239	369
4 792	2 061	769	27	7 175	709	143	1 818	91	902	32	1 282
10 224	296	689	—	5 501	—	47	2 578	—	1 404	—	—
779	8	58	1	337	—	3	633	—	60	—	—
11 328	1 089	1406	25	1 807	—	43	418	20	113	—	264
3 475	424	1 491	27	1 318	1 562	155	746	141	350	452	569
1 606	19	—	8	818	—	6	—	13	78	200	31
93 955	9 469	18 368	297	72 251	11 677	1 579	34 333	1 303	15 442	8 349	12 634
—	1 010	—	—	—	—	497	—	—	—	—	—
7 886	12	(14)	70	1 272	972	(53)	3 337	88	(203)	(31)	1 009
487	2	189	—	—	—	57	—	—	129	—	9
(3 097)	(43)	(130)	(37)	269	(463)	—	(1 575)	(71)	187	29	(361)
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	45	—	—	—	—	—	—	—
730	—	45	—	(2)	—	2	(1 196)	—	—	—	—
(1 880)	(41)	104	(37)	312	(463)	59	(2 771)	(71)	316	29	(352)
6 006	(29)	90	33	1 584	509	6	566	17	113	(2)	652

* Brymon Aviation — This relates to the Scheduled Airline Division of the Company only.

Table 2.8

United Kingdom Airlines— Appropriation Accounts 1976

(£'000 throughout)

Financial Year Ending	British Airways 31.3.77	Air Anglia 31.10.76	Air Bridge 31.12.76	Air Freight 30.4.77	Alidair 31.7.76	Aurigny Air Services 28.2.77	Britannia Airways 31.12.76
1. Profit or loss before Taxation	75 707	278	(1)	(3)	79	78	5 453
2. Taxation	40 654	145	—	Not Available	—	16	3 022
3. Profit or loss after Taxation	35 053	133	(1)	"	79	62	2 431
4. Exceptional items and prior year adjustments	—	(20)	—	"	15	—	—
5. Transfers from Reserves	—	—	1	"	—	—	—
6. Available for appropriation	35 053	113	—	"	94	62	2 431
7. Dividends	11 000	2	—	"	—	—	2 000
8. Transfers to Reserves	24 053	111	—	"	94	62	431

Financial Year Ending	British Air Ferries 31.10.76	British Caledonian 30.9.76	British Island 31.12.76	British Midland 31.12.76	Brymon* Aviation 31.12.76	Dan Air Services 31.12.76	Inter-national Aviation Services 31.3.77
1. Profit or loss before Taxation	187	6 006	(29)	90	45	1 584	509
2. Taxation	50	3 346	(31)	—	—	871	—
3. Profit or loss after Taxation	137	2 660	(60)	90	45	713	509
4. Exceptional items and prior year adjustments	—	(350)	27	—	(25)	—	—
5. Transfers from Reserves	—	—	33	—	—	—	631
6. Available for appropriation	137	2 310	—	90	20	713	1 140
7. Dividends	—	—	—	38	—	180	3
8. Transfer to Reserves	137	2 310	—	52	20	533	1 137

*This relates to the total activities of Brymon Aviation Ltd including non-airline functions

Financial Year Ending	Intra Airways 31.12.76	Laker Airways 31.3.77	Loganair 31.3.77	Monarch Airlines 30.11.76	Trade-winds 31.3.77	Trans Meridian Air Cargo 31.10.76
1. Profit or loss before Taxation	6	566	17	113	(2)	652
2. Taxation	—	—	—	59	—	392
3. Profit or loss after Taxation	6	566	17	54	(2)	260
4. Exceptional items and prior year adjustments	—	83	370	—	—	—
5. Transfers from Reserves	—	—	—	—	2	—
6. Available for appropriation	6	649	387	54	—	260
7. Dividends	—	—	—	—	—	—
8. Transfer to Reserves	6	649	387	54	—	260

*Brymon Aviation—This relates to the total activities of Brymon Aviation Ltd, including non-airline functions

Table 2.9

United Kingdom Airlines Balance Sheet 1976

		B. A. Combined	Air Anglia	Air Bridge	Air Freight	Alidair	Aurigny Air Services	Britannia Airways	British Air Ferries
<i>ASSETS EMPLOYED</i>	<i>Financial Year Ending</i>	31.3.77	30.10.76	30.12.76	30.4.77	31.7.76	28.2.77	31.12.76	30.10.76
1 Operating Equipment and Property									
Aircraft fleet (including spares)		815 464	1 074	119	235	530	—	18 954	1 146
Less: Provisions for amortisation and depreciation		336 530	114	15	137	57	—	5 697	734
Aircraft fleet after depreciation		478 934	960	104	98	473	—	13 257	412
Property and other equipment		242 840	205	18	186	61	25	2 232	437
Less: Provisions for amortisation and depreciation		94 592	66	8	98	13	4	383	200
Property after depreciation		148 248	139	10	98	48	21	1 849	237
Payments on account of aircraft under construction		35 066	—	—	—	—	—	—	—
2 Interests in Group Companies									
Shares		—	5	—	58	—	—	—	—
Advances and debts not currently receivable		—	—	—	—	—	—	—	176
3 Trade Investments									
Shares		1 117	—	—	—	—	—	—	—
Advances and debts not currently receivable		2 138	—	—	—	—	—	—	—
4 Current Assets									
Stores and work in progress		16 286	492	—	—	89	—	108	804
Debtors and prepayments		213 102	2 486	251	322	238	84	1 148	1 536
Short term loans and deposits		32 182	—	—	11	—	300	—	—
Bank balance and cash		21 007	79	30	68	10	1	2 751	124
Group Companies advances and debts not currently receivable		—	7	—	208	—	—	6 374	—
Other items		—	—	—	—	—	—	—	—
Total Current Assets		282 577	3 064	281	609	337	385	10 381	2 464
5 Less: Current Liabilities									
Creditors and accruals		136 435	2 544	189	598	322	58	3 398	1 736
Traffic refunds received in advance		115 256	30	—	—	—	60	—	19
Taxation		8 303	1	—	—	—	30	—	—
Dividends		11 000	2	—	—	—	—	—	—
Bank Overdrafts		3 941	—	—	—	—	—	—	136
Instalments of borrowings and hire purchase liabilities repayable within one year		51 743	—	—	9	—	—	1 368	82
Group Companies advances and debts currently payable		—	2	181	—	—	—	—	—
Other items		—	—	—	—	80	—	1 901	—
Total Current Liabilities		326 678	2 579	350	607	402	148	6 667	1 973
Total Net Current Assets		(44 101)	485	(69)	2	(65)	237	3 714	491
6 Unamortised Costs									
Pre-Operational training and development		5 165	—	—	—	—	—	—	33
Other items		3 116	—	—	—	57	—	—	—
7 Other Assets		10 170	—	—	—	—	—	—	—
TOTAL ASSETS		639 853	1 589	45	256	513	258	18 820	1 349
FINANCED BY:									
8 Shareholders Fund									
Share Capital		290 000	30	92	112	100	100	115	200
Share premium account		—	47	—	—	—	—	—	—
Reserves: Capital		—	—	—	—	56	—	—	217
Self-Insurance		—	—	—	—	—	—	—	—
Revenue		85 592	184	—	106	65	158	4 600	407
Other		1 072	—	(47)	—	—	—	—	—
9 Borrowings etc. (Repayable more than one year ahead)									
Advances from other group Companies		—	—	—	—	—	—	950	—
Bank loans		98 506	—	—	—	113	—	—	—
Other loans		71 373	310	—	—	145	—	—	—
Hire Purchase liabilities		—	764	—	—	10	—	9 508	—
10 Deferred Liabilities									
Taxation		92 164	254	—	38	24	—	3 647	198
Other		1 146	—	—	—	—	—	—	327
TOTAL LIABILITIES		639 853	1 589	45	256	513	258	18 820	1 349

Table 2.9

British Caledonian	British Island	British Midland	Brymon* Aviation	Dan-Air Services	International Aviation Services	Intra Airways	Laker Airways	Loganair	Monarch Airlines	Trade Winds Airways	Trans Meridian Air Cargo
30.9.76	31.12.76	31.12.76	31.12.76	31.12.76	31.3.77	31.12.76	31.3.77	31.3.77	30.11.76	31.3.77	31.10.76
49 855	2 561	4 129	490	16 008	6 050	196	35 882	1 806	1 990	4 665	4 922
19 793	2 167	2 869	4	6 975	1 210	—	9 771	297	1 331	2 045	1 380
30 062	394	1 260	486	9 033	4 840	196	26 111	1 509	659	2 620	3 542
9 195	525	621	53	2 043	697	26	1 295	105	307	58	229
3 195	255	383	11	826	180	7	510	49	265	36	58
6 000	270	238	42	1 217	517	19	785	56	42	22	171
—	—	—	—	—	—	—	—	—	—	—	—
—	—	—	—	—	14	—	590	—	—	—	329
—	—	—	—	—	—	—	—	—	—	—	—
26	—	—	—	57	1	—	—	—	—	1	—
—	—	—	—	90	—	—	—	—	—	—	—
1 330	270	579	29	6 242	75	25	358	180	46	259	4 900
20 536	1 114	5 795	43	5 636	2 519	184	5 360	245	671	556	1 899
—	—	—	—	520	—	—	—	—	—	—	—
12 180	147	68	2	1 609	333	8	487	1	1 342	342	274
—	140	—	—	—	—	—	395	370	177	13	—
—	—	—	—	—	—	41	794	—	—	—	—
34 046	1 671	6 442	74	14 007	2 927	258	7 394	796	2 236	1 170	7 073
22 410	1 014	5 280	140	11 116	2 949	219	5 012	115	1 475	1 386	2 485
11 108	82	—	2	2 791	—	—	—	—	602	—	552
—	—	15	—	39	—	2	—	—	—	—	19
—	—	—	—	—	2	—	—	—	—	—	—
—	137	—	13	—	71	34	2 723	523	—	—	314
—	—	—	39	—	1 931	—	—	—	—	—	1 105
—	37	—	68	—	—	—	132	—	—	—	—
—	—	429	120	—	—	90	—	—	—	2 147	—
33 518	1 270	5 724	382	13 946	4 953	345	7 867	638	2 077	3 533	4 475
528	401	718	(308)	61	(2 026)	(87)	(473)	158	159	(2 363)	2 598
847	—	—	—	552	—	—	161	—	—	—	—
—	—	—	—	—	706	—	—	—	—	—	—
—	—	—	—	—	—	—	—	—	30	—	—
37 463	1 065	2 216	220	11 010	4 052	128	27 174	1 723	890	280	6 640
511	1 650	5 034	25	1 000	619	25	504	350	100	900	15
2 440	—	45	—	—	29	2	6	—	—	—	—
4 166	—	—	—	—	—	—	—	302	—	—	138
—	—	—	—	—	—	—	—	—	—	—	—
(2 623)	(868)	(3 285)	33	1 715	1 177	18	3 287	271	336	180	2 178
—	8	422	—	—	—	—	—	—	—	—	34
274	—	—	—	615	—	67	—	—	—	—	46
—	—	—	13	—	—	—	—	500	—	—	2 414
25 376	—	—	145	—	15	15	21 748	—	—	—	—
—	—	—	3	—	2 212	—	—	—	—	—	—
6 086	40	—	—	4 692	—	—	—	300	454	—	1 815
1 233	235	—	—	2 988	—	—	1 629	—	—	—	—
37 463	1 065	2 216	219	11 010	4 052	127	27 174	1 723	890	280	6 640

*Brymon Aviation — This relates to the total activities of Brymon Aviation Ltd., including non-airline functions.

Total Scheduled and Non-scheduled Services

Table 2.10

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

	Financial Year	Aircraft km (000)	Stage Flights	Aircraft Hours	No. of Passengers Uplifted	Seat-km Available (000)	Seat-km Used (000)	*Cargo Tonnes Uplifted	Tonne-km Available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passenger (000)
British Airways	31.3.77	276 635	270 247	475 223	16 775 480	52 428 647	33 110 332		6 630 761	3 877 733	880 541	2 997 200
Air Anglia	31.10.76	6 282	16 819	20 317	243 401	2 790 329	1 477 039		320 298	11 667	441	11 224
Air Bridge Carriers	31.12.76	980	2 898	3 520	—	—	—		9 696	4 781	4 781	—
Air Freight	30.4.77	868	3 076	4 584	16 141	9 175	5 597		2 755	1 709	1 283	423
Alidair	31.7.76	1 296	3 951	3 872	82 845	63 885	29 692		8 211	3 344	901	2 443
Aurigny Air Services	29.2.77	1 245	21 708	7 002	215 983	17 846	12 128		1 703	1 001	43	958
Britannia Airways	31.12.76	31 051	20 246	49 467	2 242 902	4 035 123	3 462 670		343 472	294 522	—	294 522
British Air Ferries	31.10.76	1 893	7 992	7 780	153 593	61 992	31 429		10 619	6 214	3 358	2 854
British Caledonian	30.9.76	47 997	39 485	78 172	1 884 194	4 869 432	3 213 158		833 230	515 917	228 858	287 057
British Island Airways	31.12.76	5 122	23 403	19 963	543 634	174 624	106 088		23 532	12 651	3 648	9 005
British Midland Airways	31.12.76	13 579	23 421	31 591	1 029 097	1 655 198	985 531		142 163	84 683	6 957	77 705
Brynon Airways	31.12.76	705	3 833	3 460	26 030	9 086	4 975		820	431	4	427
Dan-Air Services	31.12.76	48 744	45 819	90 664	2 893 390	5 392 739	4 187 421		476 359	366 821	31 683	335 158
International Aviation Services	31.3.77	10 459	3 681	16 494	—	—	—		357 789	231 299	231 299	—
Laker Airways	31.3.77	20 933	8 740	32 959	976 010	3 981 838	3 148 842		398 012	310 425	—	310 425
Loganair	31.3.77	1 911	18 708	9 332	69 567	19 540	9 574		1 782	877	—	877
Monarch Airlines	30.11.76	10 257	6 748	16 523	708 162	1 481 526	1 134 438		145 971	103 451	472	102 981
Tradewinds	31.3.77	5 858	2 019	11 666	—	—	—		152 951	91 456	91 456	—
Trans Meridian Cargo	31.10.76	8 886	2 773	18 535	—	—	—		231 847	140 992	140 992	—

*Cargo tonnes uplifted are not available as this information is not reported for operations carried out under Class 5 Licence.

All Scheduled Services

Table 2.11

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

	Financial Year	Aircraft-km (000)	Stage Flights	Aircraft Hours	No. of Passengers Uplifted	Seat-km Available (000)	Seat-km Used (000)	Cargo Tonnes Uplifted	Tonne-km Available (000)	Total (000)	Tonne-kilometres used Mail (000)	Cargo (000)	Passengers (000)
British Airways	31.3.77	246 971	230 175	416 580	14 955 417	47 934 968	29 446 224	200 727	6 151 130	3 538 266	140 318	725 262	2 672 693
Air Anglia	31.10.76	5 708	15 126	18 633	239 336	2 785 706	1 475 615	12 674	319 834	11 523	—	439	11 082
Air Bridge Carriers	31.12.76	373	1 337	1 379	—	—	—	7 058	3 789	2 327	—	2 327	—
Air Freight	30.4.77	335	1 583	1 771	—	—	—	3 425	1 128	717	—	717	—
Alidair	31.7.76	—	—	—	—	—	—	—	—	—	—	—	—
Aurigny Air Services	29.2.77	1 245	21 708	7 002	215 983	17 846	12 128	787	1 703	1 001	4	39	958
Britannia Airways	31.12.76	—	—	—	—	—	—	—	—	—	—	—	—
British Air Ferries	31.10.76	1 405	7 034	5 870	144 489	51 480	27 250	11 735	7 427	4 951	—	2 470	2 480
British Caledonian	30.9.76	24 752	28 690	43 854	1 156 334	2 708 747	1 447 647	16 188	342 289	179 098	5 644	43 168	130 283
British Island Airways	31.12.76	4 446	21 864	17 759	530 615	168 808	101 686	9 459	20 450	11 219	292	2 295	8 632
British Midland Airways	31.12.76	5 887	17 961	19 261	579 454	408 777	214 501	1 941	33 097	17 523	—	836	16 687
Brymon Airways	31.12.76	703	3 823	3 451	26 011	9 076	4 971	17	818	431	—	4	427
Dan-Air Services	31.12.76	4 157	13 771	13 950	332 907	241 311	126 680	129	19 873	10 380	—	72	10 308
International Aviation Services	31.3.77	—	—	—	—	—	—	—	—	—	—	—	—
Laker Airways	31.3.77	—	—	—	—	—	—	—	—	—	—	—	—
Loganair	31.3.77	881	7 650	4 510	37 376	9 294	4 861	—	844	442	—	—	442
Monarch Airlines	30.11.76	—	—	—	—	—	—	—	—	—	—	—	—
Tradewinds	31.3.77	—	—	—	—	—	—	—	—	—	—	—	—
Trans Meridian Air Cargo	31.10.76	—	—	—	—	—	—	—	—	—	—	—	—

All Non-scheduled Services

Table 2.12

Operating and Traffic Statistics for the Financial Years of Reporting Airlines

	Financial Year	Aircraft-km (000)	Stage Flights	Aircraft Hours	No. of Passengers Uplifted	Seat-km Available (000)	Seat-km Used (000)	*Cargo Tonnes Uplifted	Tonne-km Available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)
British Airways	31.3.77	29 664	40 072	58 463	1 820 063	4 493 679	3 664 108	—	479 631	339 467	14 961	324 507
Air Anglia	31.10.76	574	1 693	1 684	4 065	4 623	1 424	—	464	144	2	142
Air Bridge Carriers	31.12.76	607	1 561	2 141	—	—	—	—	5 907	2 454	2 454	—
Air Freight	30.4.77	534	1 493	2 813	16 141	9 175	5 597	—	1 627	992	566	423
Alidair	31.7.76	1 296	3 951	3 872	82 845	63 885	29 692	—	8 211	3 344	901	2 443
Aurigny Air Services	29.2.77	—	—	—	—	—	—	—	—	—	—	—
Britannia Airways	31.12.76	31 051	20 246	49 467	2 242 902	4 035 123	3 462 670	—	343 472	294 522	—	294 522
British Air Ferries	31.10.76	488	958	1 910	9 104	10 512	4 179	—	3 192	1 263	888	374
British Caledonian	30.9.76	23 245	10 795	34 318	727 860	2 160 685	1 765 511	—	490 941	336 819	180 046	156 774
British Island Airways	31.12.76	676	1 539	2 204	13 019	5 816	4 402	—	3 082	1 432	1 059	373
British Midland Airways	31.12.76	7 692	5 460	12 330	449 643	1 246 421	771 030	—	109 066	67 140	6 121	61 018
Brymon Airways	31.12.76	2	10	9	19	10	4	—	2	1	—	—
Dan-Air Services	31.12.76	44 587	32 048	76 714	2 560 483	5 151 428	4 060 741	—	456 486	356 441	31 591	324 850
International Aviation Services	31.3.77	10 459	3 681	16 494	—	—	—	—	357 789	231 299	231 299	—
Laker Airways	31.3.77	20 933	8 740	32 959	976 010	3 981 838	3 148 842	—	398 012	310 425	—	310 425
Loganair	31.3.77	1 030	9 058	4 822	32 191	10 246	4 713	—	938	435	—	435
Monarch Airlines	30.11.76	10 257	6 748	16 523	708 162	1 481 526	1 134 438	—	145 971	103 451	472	102 981
Tradewinds	31.3.77	—	2 019	11 666	—	—	—	—	152 951	91 456	91 456	—
Trans-Meridian Air Cargo	31.10.76	8 886	2 773	18 535	—	—	—	—	231 847	140 992	140 992	—

*Cargo tonnes uplifted are not available as this information is not reported for operations carried out under Class 5 Licences.

Part 3

UK Airports—Movements, Passengers and Cargo Statistics

Table 3.1

Size Structure of UK Airports
Years ended 31 December, 1972 and 1977

Airports	Terminal Passengers (000)	Percentage of Passengers at all UK Airports	Percentage of Airports this size and smaller	Percentage of Passenger's at all UK Airports this size and smaller
1977				
Heathrow	23 390	50.93	100	100.00
Gatwick	6 588	14.34	98	49.07
Manchester	2 791	6.08	95	34.73
Luton	1 947	4.24	93	28.65
Glasgow	1 752	3.81	91	24.41
Birmingham	1 065	2.32	89	20.59
Belfast	1 038	2.26	86	18.28
Edinburgh	1 021	2.22	84	16.02
Aberdeen	946	2.06	82	13.79
Newcastle	630	1.37	80	11.73
East Midlands	473	1.03	77	10.36
Sumburgh	394	0.86	75	9.33
Prestwick	386	0.84	73	8.47
Isle of Man	328	0.71	70	7.63
Stansted	299	0.65	68	6.92
Southampton	291	0.63	66	6.27
Leeds/Bradford	282	0.61	64	5.64
Liverpool	273	0.59	61	5.02
Southend	242	0.53	59	4.43
Bristol	219	0.48	57	3.90
Teesside	214	0.47	55	3.42
Glamorgan	208	0.45	52	2.96
Other (22 Airports)	1 149	2.50	50	2.50
1972				
Heathrow	18 297	46.76	100	100.00
Gatwick	5 306	13.56	98	53.23
Luton	3 096	7.92	95	39.67
Manchester	2 351	6.00	93	31.75
Glasgow	1 880	4.80	90	25.75
Belfast	1 186	3.03	88	20.94
Birmingham	936	2.39	86	17.91
Edinburgh	757	1.95	83	15.52
Newcastle	518	1.32	81	13.60
Liverpool	513	1.32	79	12.26
Prestwick	452	1.15	76	10.95
Isle of Man	437	1.12	74	9.80
East Midlands	406	1.03	71	8.70
Southend	316	0.80	69	7.64
Stansted	310	0.80	67	6.83
Southampton	287	0.73	64	6.04
Bristol	262	0.66	62	5.30
Leeds/Bradford	260	0.66	60	4.63
Glamorgan	239	0.63	57	3.97
Aberdeen	190	0.49	55	3.36
Ashford	167	0.42	52	2.87
Others (21 reporting Airports)	959	2.47	50	2.45

Main Outputs of UK Airports 1946-1977

Table 3.2

	Total Movements (000)	Percentage Growth on Previous Year	Air Transport Movements (000)	Percentage Growth on Previous Year	Terminal Passengers (000)	Percentage Growth on Previous Year
1946	164	—	107	—	653	—
1947	400	143.9	141	30.0	1 051*	..
1948	435	8.7	107†	..	1 439	..
1949	482	10.8	177	..	1 839	27.8
1950	480	—	195	10.1	2 133	15.9
1951	499	4.0	187	-4.0	2 471	15.9
1952	514	2.9	195	4.5	2 776	12.3
1953	556	8.2	214	9.3	3 419	23.2
1954	559	0.5	232	8.7	4 004	17.1
1955	601	7.6	259	11.6	4 831	20.7
1956	602	0.2	293	13.3	5 617	16.3
1957	720	19.6	329	12.2	6 600	17.5
1958	719	-0.1	340	3.4	6 761	2.4
1959	727	1.0	358	5.5	7 867	16.3
1960	754	3.7	402	12.1	10 075	28.1
1961	810	7.4	447	11.3	12 249	21.6
1962	800	-7.2	449	0.4	13 793	12.6
1963	818	2.2	458	1.9	15 506	12.4
1964	884	8.1	480	4.9	17 649	13.8
1965	957	8.2	508	5.7	19 918	12.9
1966	1 093	14.3	556	9.6	22 582	13.4
1967	1 213	11.0	566	1.7	24 003	6.3
1968	1 279	5.5	560	-1.0	24 845	3.5
1969	1 399	9.4	591	5.6	28 064	13.0
1970	1 468	4.9	607	2.6	31 606	12.6
1971	1 618	10.2	630	3.8	34 934	10.5
1972	1 733	7.1	669	6.3	39 125	12.0
1973	1 892	9.2	719	7.3	43 125	10.2
1974	1 849	-2.3	710	-1.2	40 082	-7.1
1975	1 911	3.4	701	-1.3	41 846	4.4
1976	1 896	-0.8	740	5.6	44 666	6.7
1977	1 912	0.8	759	2.6	45 927	2.8

Mean rates of growth (percentages)

	All Movements	Air Transport Movements	Terminal Passengers
1951-55	4.7	8.6	18.6
1956-60	4.7	7.4	14.4
1961-65	4.4	3.3	12.9
1966-70	7.6	2.2	8.6
1971-75	4.1	2.8	4.0
Last 20 years 1958-77	6.4	4.1	10.4
Last 10 years 1968-77	4.7	3.4	6.7
Last 5 years 1973-77	0.4	1.5	2.4

* 1947—Terminal passengers excludes non-Customs airports.

† 1948—Air transport movements excludes non-Customs airports.

Table 3.3

Use of UK Airports 1963-1977

	Total		UK Operators				Foreign operators			
	A.T. movements	Terminal passengers	Scheduled		Non Scheduled		Scheduled		Non Scheduled	
			A.T.	Terminal	A.T.	Terminal	A.T.	Terminal	A.T.	Terminal
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1963	458	15 506	320	10 264	30	1 147	98	3 598	10	498
1964	480	17 649	330	11 536	36	1 442	103	4 081	11	590
1965	508	19 918	344	12 938	41	1 814	112	4 574	11	592
1966	556	22 582	378	14 359	49	2 555	118	5 046	11	621
1967	566	24 003	380	14 907	49	2 771	124	5 521	12	804
1968	560	24 845	361	14 699	57	3 329	131	5 994	11	823
1969	591	28 064	367	15 558	72	4 678	138	6 648	14	1 180
1970	607	31 606	360	16 266	88	6 216	142	7 841	16	1 284
1971	630	34 934	362	16 851	107	8 358	145	8 245	17	1 480
1972	669	39 125	385	18 789	119	9 496	145	9 144	20	1 697
1973	719	43 125	420	21 022	130	10 197	146	9 930	23	1 976
1974	710	40 082	421	20 391	123	7 997	149	10 125	18	1 569
1975	701	31 846	398	20 654	136	8 538	147	10 802	20	1 851
1976	740	44 666	413	21 722	153	8 902	150	11 865	24	2 177
1977	759	45 927	414	21 172	174	9 319	146	13 042	25	2 395

Table 3.4

Movements at UK Airports by Purpose
1963-1977

	Commercial				Non-commercial			
	Total	Total	Air transport	Other	Total	Aero-club & private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1963	818	491	458	33	327	208	43	75
1964	884	518	480	38	366	227	52	87
1965	957	541	508	34	415	258	59	98
1966	1 093	590	556	34	503	330	68	106
1967	1 213	598	566	32	615	383	116	116
1968	1 279	596	560	36	683	434	149	101
1969	1 399	639	591	47	760	510	161	89
1970	1 468	660	607	53	808	541	171	96
1971	1 618	688	630	58	930	597	235	98
1972	1 733	735	669	66	998	674	218	105
1973	1 892	803	719	85	1 089	779	210	99
1974	1 849	792	710	82	1 057	782	180	95
1975	1 911	781	701	80	1 130	842	187	101
1976	1 896	821	740	81	1 075	806	160	109
1977	1 904	847	759	88	1 058	773	168	116

Table 3.5

Total Aircraft Movements 1963 to 1977

	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	Mean Percentage change for last 5 years	Percentage change on past 1 year
London Area Airports																	
+ Gatwick	44 356	51 752	58 440	65 248	70 552	73 045	87 974	92 185	102 509	105 142	111 104	105 320	105 035	108 726	109 876	0.1	1.1
+ Heathrow	168 538	187 784	206 336	224 099	236 449	247 498	258 374	270 286	273 242	279 291	293 867	288 179	276 087	278 108	265 002	-2.4	-4.7
+ Luton	30 894	36 937	30 714	41 120	42 769	48 031	51 020	52 174	69 597	61 408	61 592	47 196	52 488	58 772	61 586	2.2	4.8
+ Southend	58 912	39 103	35 173	35 553	35 355	42 852	52 760	53 977	60 827	60 358	71 021	62 283	61 817	61 481	63 769	-2.3	3.7
+ Stansted	27 865	32 065	31 704	28 091	32 929	38 579	42 477	44 486	41 647	33 859	30 505	32 032	33 669	27 921	28 528	-2.7	2.2
TOTAL (London Area)	330 565	347 641	362 367	394 111	418 054	450 005	492 605	513 108	547 822	540 058	568 089	535 010	529 096	535 008	528 761	-1.4	-1.2
Westland Heliport (Battersea)	1 492	1 510	1 761	2 767	2 979	4 084	5 248	6 884	7 484	9 087	12 380	11 621	9 112	9 239	8 659	-9.0	-6.3
Other UK Airports																	
+ Aberdeen	11 224	16 931	15 715	16 858	19 127	18 119	24 101	22 498	30 085	42 604	50 664	69 099	82 624	82 113	92 771	14.8	13.0
+ Belfast	16 631	19 354	21 015	28 911	27 087	26 516	33 172	47 335	55 556	69 244	79 686	74 703	72 985	74 873	75 450	-1.1	0.8
+ Benbecula	1 722	1 909	2 208	2 235	1 614	1 672	2 048	2 842	2 336	2 552	2 626	2 392	2 721	3 555	3 561	10.6	0.2
+ Birmingham	34 922	40 215	47 953	45 744	51 704	53 182	46 698	46 326	58 272	62 338	65 276	59 589	62 450	66 280	66 076	1.3	-0.3
+ Blackpool	33 776	35 957	42 327	43 126	48 932	57 799	51 612	60 543	63 069	78 399	80 458	72 817	82 982	85 668	92 077	4.4	7.5
+ Bournemouth	30 854	31 235	34 624	26 895	32 257	33 680	42 312	49 088	60 270	64 983	66 309	71 434	61 764	53 500	47 645	-9.1	-10.9
+ Bristol	28 184	31 267	27 575	27 563	34 815	29 296	31 806	30 677	30 147	32 008	33 079	29 054	28 029	28 257	28 094	-3.5	-0.6
+ Cambridge	..	23 528	35 298	59 846	65 630	58 878	38 131	38 957	40 736	38 159	38 544	31 886	38 578	42 490	43 594	5.5	2.6
+ Coventry	..	..	..	24 265	25 707	32 013	32 718	33 002	31 946	44 034	36 283	44 907	58 307	59 442	58 414	13.1	-1.7
+ East Midlands	..	..	9 907	18 557	26 090	31 657	37 855	35 170	39 675	54 964	57 441	54 260	51 854	55 145	52 121	-1.8	-5.5
+ Edinburgh	35 859	42 158	44 547	50 257	61 913	61 831	55 983	58 616	60 166	57 898	60 002	59 511	71 774	69 156	65 793	3.4	-4.9
+ Exeter	..	..	..	..	..	..	..	..	..	..	24 256	33 583	30 879	33 030	30 807	4.7	-6.7
+ Glamorgan	14 413	15 662	20 707	22 384	28 365	30 365	24 064	25 999	33 096	32 710	37 154	43 983	56 045	42 672	36 470	-6.7	-14.5
+ Glasgow	27 598	33 355	33 235	37 253	42 271	45 062	70 514	71 187	78 284	81 446	84 322	86 191	74 622	75 953	68 705	-5.2	-9.5
Gloucester/Cheltenham	..	..	..	..	..	..	48 421	44 831	52 179	55 030	46 670	41 942	42 790	39 564	40 895	-3.2	3.4
Hawarden	3 417	4 862	5 913	6 523	5 644	5 407	9 086	10 314	6 302	5 636	6 656	12 826	12 704	17 827	15 876	23.0	-10.9
Humberside	..	..	..	..	..	..	..	..	..	..	..	..	..	..	10 258	-	-
Inverness	8 015	4 608	3 152	2 720	3 495	3 806	5 676	6 725	7 828	9 210	14 743	13 927	19 403	21 487	24 059	15.2	12.0
Islay	1 024	1 009	1 084	1 160	1 153	1 222	1 175	1 221	1 348	1 350	2 177	2 121	1 597	1 649	2 007	-4.1	21.7
+ Isle of Man	13 473	14 149	14 468	16 147	15 614	14 403	14 154	14 235	17 619	21 085	22 764	22 349	24 600	23 105	25 487	2.6	10.3
Isles of Scilly	6 472	2 496	3 709	3 448	3 271	3 254	3 941	3 962	3 501	3 783	4 901	4 756	5 329	5 360	5 425	3.3	1.2
+ Kirkwall	2 210	2 429	2 727	2 787	3 072	4 183	5 186	5 779	6 221	8 126	9 565	13 548	13 414	13 575	14 087	8.1	3.8
+ Leeds/Bradford	26 564	32 457	38 356	42 010	42 432	40 211	38 469	37 455	37 939	38 469	42 139	44 427	48 568	43 896	42 682	2.2	-2.8
+ Liverpool	20 721	26 760	30 272	34 715	40 112	44 854	52 427	54 344	56 472	66 569	72 955	76 098	67 285	64 834	57 443	-6.2	-11.4
+ Lydd	30 839	26 967	22 994	23 523	19 458	20 474	20 712	18 177	9 476	12 993	12 769	16 994	45 325	32 895	34 807	30.5	5.8
+ Manchester	41 748	45 336	47 033	49 875	50 912	51 599	52 536	55 478	60 876	64 758	66 401	65 365	68 525	74 118	76 127	4.1	2.7
+ Manston	..	..	..	..	..	..	..	..	..	2 575	3 891	4 156	3 168	4 435	4 556	3.9	2.7
+ Newcastle	21 026	19 593	18 184	17 116	23 156	25 068	28 954	22 514	29 141	33 448	32 724	27 612	31 250	33 359	30 387	0.4	-8.9
+ Norwich	..	..	..	..	..	..	..	..	..	..	19 322	22 983	18 991	16 281	23 407	-	43.8
Penzance Heliport	..	714	3 059	3 123	4 140	3 154	3 230	3 294	3 118	3 008	3 623	3 648	3 993	4 423	4 594	6.9	3.9
+ Prestwick	25 093	24 629	24 918	24 479	19 625	29 960	34 453	44 102	41 812	46 251	47 245	43 474	51 123	49 752	47 444	3.6	-4.6
+ Southampton	16 379	15 091	12 713	16 403	17 859	27 356	16 204	21 257	34 249	33 800	37 983	41 906	50 036	43 259	45 270	6.6	4.6
Stornoway	1 415	1 782	2 063	2 110	2 425	2 631	2 525	2 410	2 553	5 201	3 556	3 152	3 357	5 306	4 790	11.8	-9.7
+ Sumburgh	947	956	1 062	1 231	1 199	1 329	1 893	2 381	3 876	6 078	9 033	16 935	22 181	25 507	38 453	39.2	50.8
Swansea	..	..	..	4 643	21 121	20 974	19 856	15 456	17 029	14 572	14 866	15 409	21 184	12 605	10 672	-8.3	-15.3
+ Teesside	..	411	11 152	23 444	25 557	22 281	23 013	24 708	30 869	32 264	41 690	38 529	37 562	39 943	48 243	3.3	20.8
Tiree	1 253	1 244	1 241	1 248	1 273	1 164	1 196	1 103	1 014	1 111	1 171	1 016	810	855	715	-10.9	-16.4
Wick	3 086	3 255	3 968	2 784	3 238	2 927	2 832	2 961	3 212	4 248	3 773	3 557	3 529	5 386	5 584	12.7	3.7
TOTAL (Incl. London Area)	790 958	869 470	947 307	1 080 261	1 191 301	1 260 416	1 374 506	1 434 939	1 565 578	1 680 049	1 817 186	1 816 770	1 910 546	1 895 802	1 912 266	59.2	0.9
Channel Islands Airports*																	
Alderney	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Guernsey	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Jersey	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL (Channel Is. Airports)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

*ATMS only are available — see Table 3.6

Note: Humberside commenced reporting from 1 April 1977

Air Transport Movements 1963 to 1977

Table 3.6

	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	Mean percentage change for last 5 years	Percentage change on past year
London Area Airports																	
+ Gatwick	24 874	27 627	28 604	33 239	36 887	37 636	48 868	53 615	63 796	72 991	75 119	72 007	73 551	79 840	84 402	3.4	5.7
+ Heathrow	157 339	175 320	192 368	209 306	221 004	228 693	235 986	246 021	249 391	256 800	267 647	265 890	253 891	256 125	242 882	-2.3	-5.2
+ Luton	3 153	4 248	3 895	6 033	7 839	9 503	18 136	22 354	27 923	31 257	30 735	20 830	18 580	18 807	20 735	-8.5	10.3
+ Southend	33 884	32 147	30 133	29 076	27 360	19 638	19 740	18 395	21 204	13 741	15 255	11 717	11 360	11 981	14 630	-6.2	22.1
+ Stansted	1 142	948	118	206	366	2 991	5 270	6 164	5 665	4 050	2 868	2 873	3 354	3 532	4 244	10.4	20.2
TOTAL (London Area)	220 392	240 290	255 118	277 860	293 456	298 461	328 000	346 549	367 979	378 839	391 624	373 317	360 736	370 285	366 893	-1.4	-0.9
Westland Heliport (Battersea)	265	459	654	355	357	546	762	1 032	1 335	2 188	3 256	3 113	2 720	2 228	2 368	-9.3	6.3
Other UK Airports																	
+ Aberdeen	2 542	2 987	3 089	3 628	3 803	3 780	4 885	4 252	4 486	5 848	7 799	19 465	31 454	43 410	51 027	57.8	17.5
+ Belfast	13 959	16 395	18 171	25 071	23 287	22 632	22 087	22 559	22 814	24 230	25 585	24 148	21 569	22 288	22 009	-4.2	3.4
Benbecula	1 312	1 294	1 259	1 240	1 190	1 218	1 186	1 179	1 197	1 224	1 182	1 653	1 911	2 668	2 509	22.0	-6.0
+ Birmingham	11 911	12 980	13 055	13 621	14 207	14 572	13 721	13 769	15 271	18 225	21 585	20 398	19 972	21 875	21 672	0.8	-0.9
+ Blackpool	7 733	7 468	7 533	7 854	6 750	5 320	5 270	4 108	4 174	4 114	4 512	5 265	4 904	4 606	4 798	-0.1	4.2
+ Bournemouth	14 264	13 227	11 990	2 473	1 018	1 412	1 795	2 133	2 084	3 568	4 923	6 425	6 429	6 275	7 538	8.6	20.1
+ Bristol	7 941	9 267	9 599	9 670	9 412	8 185	6 002	6 071	7 167	7 694	8 035	6 634	7 063	6 622	6 585	-3.9	-0.6
+ Cambridge	..	626	672	701	786	641	470	686	615	894	841	627	593	801	912	4.2	13.9
+ Coventry	..	..	..	941	440	267	349	293	276	765	523	108	166	71	254	-17.0	-
+ East Midlands	..	..	3 199	4 973	6 717	7 148	7 970	5 846	6 292	8 718	11 189	10 798	11 325	11 930	11 445	1.5	-4.1
+ Edinburgh	7 479	8 792	8 693	10 383	11 539	11 946	11 619	10 751	12 806	13 880	15 645	15 350	18 263	19 947	20 512	8.4	2.8
+ Exeter	..	..	..	..	..	..	..	..	..	..	2 672	3 142	2 963	2 909	2 669	-7.9	-8.3
+ Glamorgan	6 941	7 718	7 523	7 198	7 098	6 912	5 006	5 756	6 006	6 129	7 291	6 930	6 255	6 093	6 653	-3.1	9.2
+ Glasgow	22 076	25 355	26 636	30 907	34 414	31 800	33 889	34 820	36 200	37 823	43 268	42 722	34 766	37 638	35 553	-5.1	-5.5
Gloucester/Cheltenham	..	..	..	..	..	..	767	1 315	1 361	1 149	1 631	1 515	481	641	871	-19.1	35.9
Hawarden	1 651	2 657	3 279	3 400	2 782	2 642	646	626	72	..	..	..	..	..	56	-	-
Humberside	..	..	..	..	..	..	..	..	..	..	..	..	..	..	1 887	-	-
Inverness	1 692	1 719	1 749	1 725	2 163	2 402	2 962	3 252	3 420	3 896	4 531	5 873	5 916	7 021	7 849	13.6	11.8
Islay	929	907	986	965	935	1 023	965	1 016	1 002	856	1 352	1 505	959	864	1 334	-5.6	54.4
+ Isle of Man	12 017	12 061	12 129	13 596	12 950	11 747	10 877	10 979	10 956	11 337	11 865	11 635	10 780	10 405	9 687	-5.1	-6.9
Isles of Scilly	6 189	2 237	3 414	3 000	2 935	2 897	3 374	3 410	2 958	3 226	4 098	4 001	4 411	4 610	4 865	5.0	5.5
+ Kirkwall	2 000	2 099	2 401	2 502	2 626	3 723	4 350	4 688	4 896	5 414	5 927	7 253	7 434	8 924	10 242	13.9	14.8
+ Leeds/Bradford	6 161	8 193	10 303	10 215	9 909	9 865	9 831	7 747	7 701	7 957	8 710	9 262	9 269	10 100	9 780	3.2	-3.2
+ Liverpool	13 162	14 495	16 837	19 655	17 639	18 313	16 514	15 022	14 669	15 634	15 917	14 709	12 016	11 085	8 639	-14.0	-22.1
+ Lydd	29 816	26 139	22 119	22 962	18 459	14 296	12 063	7 588	186	185	171	941	4 053	4 293	4 368	-	1.7
+ Manchester	31 132	32 950	34 072	35 463	35 503	37 031	36 023	39 578	42 264	46 751	47 729	45 545	45 981	46 715	46 826	-1.3	0.2
+ Manston	..	..	..	..	..	..	..	..	1 078	1 352	1 352	1 333	1 184	1 111	1 424	-0.8	28.2
+ Newcastle	6 671	7 314	7 301	7 234	7 200	7 023	8 476	7 131	8 005	9 939	11 997	11 804	11 987	13 384	13 892	4.3	3.8
+ Norwich	..	..	..	..	..	..	..	..	..	..	4 337	4 595	6 427	6 839	9 780	22.4	43.0
Penzance Heliport	..	660	2 938	2 912	2 972	2 897	3 032	3 008	2 861	2 872	3 361	3 250	3 388	3 704	3 946	4.6	6.5
+ Prestwick	8 348	8 048	9 742	12 872	11 084	13 189	11 776	12 137	11 572	12 876	11 640	9 400	9 880	10 102	8 762	-4.8	-13.3
+ Southampton	2 667	3 115	3 040	11 733	12 528	8 274	7 803	10 555	10 976	11 071	11 052	10 865	11 568	10 967	10 853	-0.3	-1.0
Stornoway	1 072	1 068	1 050	1 113	1 092	1 094	1 298	1 837	1 828	1 934	2 086	1 951	2 196	3 339	3 303	15.7	-1.1
+ Sumburgh	815	841	872	941	824	828	837	1 882	2 822	3 622	4 250	11 412	12 498	15 740	23 620	45.5	50.1
Swansea	..	..	..	161	967	206	150	126	217	158	232	548	515	665	500	18.9	-24.8
+ Teesside	..	178	2 557	2 706	2 049	2 947	4 289	2 408	2 252	3 208	4 706	5 259	5 170	6 157	8 197	13.5	33.1
Tiree	1 179	1 154	1 178	1 181	1 192	1 043	934	998	875	886	810	794	691	750	656	4.7	-12.5
Wick	2 591	2 636	2 573	2 460	2 628	2 472	2 408	2 468	2 528	2 654	2 619	2 651	2 611	3 859	4 377	15.1	13.4
TOTAL (Incl. London Area)	444 907	475 329	505 731	553 671	562 911	558 752	582 386	597 575	622 123	750 301	710 303	706 196	700 504	739 921	759 111	1.5	2.6
Channel Islands Airports																	
Alderney	2 652	2 571	3 097	3 040	2 887	6 505	7 744	9 968	10 993	10 501	11 359	8 943	9 154	8 928	8 295	-6.1	-7.1
Guernsey	17 045	17 849	17 089	15 583	16 936	20 287	28 699	30 047	29 545	29 731	33 997	32 219	32 068	31 607	31 846	-1.5	0.8
Jersey	34 468	34 934	32 387	31 185	30 451	30 422	42 592	48 055	49 808	51 378	59 909	54 266	54 864	54 607	54 058	-2.0	-0.5
TOTAL (Channel Is. Airports)	54 165	55 354	52 573	49 808	50 274	57 214	79 035	88 070	90 346	91 610	105 265	95 428	96 086	94 861	94 199	-2.3	-0.7

Note: Humberside commenced reporting from 1 April 1977

Table 3.7

Terminal Air Passengers 1963 to 1977

	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	Mean percentage change for last 5 years	Percentage change on past 1 year
London Area Airports																	
+ Gatwick	966 541	1 114 233	1 361 585	1 613 989	1 954 272	2 059 535	2 993 969	3 680 485	4 650 255	5 305 892	5 728 457	5 119 392	5 342 254	5 713 885	6 588 087	4.0	15.3
+ Heathrow	8 027 445	9 297 695	10 491 830	11 772 736	12 433 542	13 159 019	14 085 029	15 415 689	16 147 159	18 296 799	20 288 425	20 077 270	21 294 841	23 242 513	23 390 055	4.4	0.6
+ Luton	123 892	171 091	206 856	357 109	412 938	690 610	1 487 685	1 963 570	2 703 392	3 096 294	3 216 522	2 022 786	1 868 737	1 806 998	1 947 398	-10.6	7.8
+ Southend	460 960	539 381	597 441	594 681	683 283	488 697	401 122	423 799	456 436	316 022	384 842	250 887	202 713	218 427	242 181	-10.1	10.9
+ Stansted	112 095	93 624	4 590	7 994	13 629	146 045	218 794	490 896	492 316	310 267	172 931	199 058	237 578	267 607	298 739	14.9	11.6
TOTAL (London Area)	9 690 933	11 216 024	12 662 302	14 346 509	15 497 664	16 543 906	19 186 599	21 974 439	24 449 558	27 325 274	29 791 177	27 669 393	28 946 123	31 249 430	32 466 460	3.0	3.9
Westland Heliport (Battersea)	411	988	1 217	1 505	784	1 104	1 645	2 635	3 339	5 289	8 662	8 197	5 328	5 644	6 082	-10.2	7.8
Other UK Airports																	
+ Aberdeen	57 040	67 270	75 571	89 042	103 674	97 606	107 497	119 495	140 534	190 127	259 984	446 398	644 813	822 601	946 410	37.7	15.1
+ Belfast	649 676	761 618	860 462	994 675	982 755	981 319	1 026 776	1 117 422	1 114 845	1 186 250	1 312 953	1 225 209	1 184 417	1 081 651	1 037 713	-5.8	-4.1
+ Benbecula	16 470	15 087	15 258	15 894	14 085	14 189	15 620	17 845	20 896	23 815	22 756	24 731	22 757	23 594	23 797	0.4	0.9
+ Birmingham	353 895	400 972	447 765	522 564	552 639	557 185	615 315	685 645	835 777	935 554	1 131 845	1 017 028	1 082 372	1 113 051	1 064 516	-0.3	-4.4
+ Blackpool	138 737	153 548	157 864	185 450	175 972	149 138	130 458	137 684	143 944	145 730	133 488	123 411	103 297	104 044	104 044	-8.5	0.7
+ Bournemouth	178 774	176 668	199 376	47 345	20 099	35 310	57 611	63 297	81 260	100 132	118 764	129 137	117 117	106 878	131 787	0.2	23.3
+ Bristol	78 881	94 632	106 392	136 068	134 375	129 668	120 176	151 676	200 581	262 402	288 864	183 576	194 768	205 368	218 841	-4.3	6.6
+ Cambridge	..	4 110	4 569	6 565	7 503	6 365	5 036	3 984	3 757	8 833	7 091	5 534	5 581	10 564	20 502	31.9	94.1
+ Coventry	..	..	..	15 007	12 269	11 208	14 343	11 584	7 117	10 903	8 754	2 205	2 302	853	1 073	-40.4	25.8
+ East Midlands	..	..	78 188	129 383	178 687	183 917	200 759	222 774	336 675	405 661	515 960	442 425	544 583	482 398	473 449	-0.8	-1.9
+ Edinburgh	389 821	444 058	489 104	531 150	600 208	616 129	602 066	653 247	679 528	756 685	877 182	790 651	874 018	990 793	1 021 017	5.4	3.1
+ Exeter	..	..	..	..	..	..	..	..	..	..	78 881	75 125	69 334	64 597	61 140	-6.4	-5.4
+ Glamorgan	93 083	104 282	112 390	139 361	135 551	130 412	115 514	171 319	213 010	238 667	283 550	229 567	208 524	192 269	208 450	-7.6	8.4
+ Glasgow	996 264	1 150 506	1 240 066	1 406 879	1 528 980	1 387 210	1 610 774	1 702 555	1 744 128	1 880 265	2 142 437	1 935 446	1 763 295	1 975 717	1 752 042	-3.7	-11.3
+ Gloucester/Cheltenham	..	..	..	..	..	..	9 012	7 563	8 441	8 035	10 496	11 479	4 548	7 337	15 282	3.1	..
+ Hawarden	6 850	13 549	18 593	20 338	12 238	7 539	3 786	1 372	136	..	..	..	..	..	171	..	..
+ Humberside	..	..	..	..	..	..	..	..	..	..	..	..	..	..	20 544	..	..
+ Inverness	31 850	33 070	35 171	41 641	48 935	50 085	74 310	87 384	92 449	115 365	133 695	130 211	124 748	136 059	133 579	0.4	-1.8
+ Islay	14 116	15 303	17 064	19 628	17 784	15 588	16 053	14 552	14 496	15 754	17 950	16 093	11 314	11 367	10 451	-13.3	-8.1
+ Isle of Man	302 239	319 641	333 154	407 116	400 923	378 376	359 377	380 777	390 993	436 751	464 862	430 436	394 103	344 795	327 571	-8.8	-5.0
+ Isles of Scilly	30 071	17 746	56 543	55 291	57 311	59 125	60 519	61 012	61 217	68 079	73 428	77 006	88 882	91 762	92 612	6.6	0.9
+ Kirkwall	38 628	42 038	46 501	53 956	61 604	59 139	70 674	65 056	64 093	68 938	75 013	84 344	91 938	96 323	99 854	7.3	3.7
+ Leeds/Bradford	147 025	197 485	247 519	271 550	297 139	288 148	278 211	253 711	251 463	259 619	280 092	283 049	277 690	286 525	282 412	0.3	-1.4
+ Liverpool	294 459	353 161	413 894	450 844	450 430	427 472	379 012	421 257	496 507	512 751	555 885	499 494	437 032	355 202	272 760	-16.2	-23.2
+ Lydd	204 277	155 527	131 009	169 460	129 608	102 778	71 045	46 491	3 252	4 996	1 576	12 115	90 166	68 919	85 449	..	24.0
+ Manchester	1 117 774	1 245 700	1 344 321	1 398 100	1 403 072	1 459 773	1 549 105	1 777 976	2 082 132	2 350 656	2 574 214	2 321 630	2 579 288	2 759 691	2 791 394	3.4	1.1
+ Manston	..	..	..	..	..	..	..	..	..	8 306	6 381	4 624	5 373	2 616	3 634	-15.6	38.9
+ Newcastle	184 837	225 908	247 080	267 886	335 629	324 411	363 653	384 416	432 640	518 224	619 595	581 442	605 213	645 988	629 540	1.4	-2.5
+ Norwich	..	..	..	..	..	..	..	..	..	..	64 737	93 906	119 742	135 866	167 928	25.6	23.6
+ Penzance Heliport	..	11 768	54 967	55 011	57 286	59 125	59 018	58 481	60 487	65 789	69 022	72 837	83 475	86 865	87 081	6.6	0.2
+ Prestwick	196 861	225 699	294 295	311 765	294 709	362 006	312 057	335 131	323 090	451 554	386 478	343 260	395 040	397 865	385 969	1.5	-3.0
+ Southampton	51 574	64 176	66 522	263 728	283 906	231 301	227 027	243 545	255 246	287 496	308 479	308 844	318 689	283 174	291 217	-2.0	2.8
+ Stornoway	29 266	30 294	31 075	36 167	34 355	31 839	38 136	40 925	41 522	45 792	46 319	43 803	47 390	48 698	46 669	1.2	-4.2
+ Sumburgh	16 371	17 759	19 934	23 765	24 652	23 493	26 033	32 145	43 260	58 879	73 360	149 249	176 840	243 230	393 871	47.0	61.9
+ Swansea	..	..	1 162	9 532	2 510	1 286	682	..	736	1 890	2 352	5 501	3 820	4 529	5 769	17.4	27.4
+ Teesside	..	1 289	52 222	73 124	38 305	72 729	80 697	114 418	127 809	152 738	188 895	187 253	170 208	201 336	214 310	3.3	6.4
+ Tiree	3 883	4 056	3 953	4 403	4 221	3 900	3 979	4 011	4 329	4 187	4 335	4 053	2 942	2 847	3 083	-9.8	8.3
+ Wick	23 311	23 714	23 303	24 049	29 697	27 912	28 429	30 379	30 361	31 688	33 140	32 816	28 604	26 069	28 754	-5.0	10.3
TOTAL (Incl. London Area)	15 337 377	17 587 646	19 887 644	22 516 381	23 936 581	24 831 915	27 821 608	31 396 885	34 759 608	38 943 074	42 981 735	40 011 555	41 845 788	44 665 768	45 927 227	2.4	2.8
Channel Islands Airports																	
Alderney	23 581	23 139	26 795	30 373	28 856	39 971	46 155	47 266	54 388	61 171	68 717	62 596	69 990	70 945	69 663	1.5	-1.8
Guernsey	279 014	307 515	327 078	379 180	388 603	379 701	395 758	390 324	400 101	435 587	488 929	470 390	525 254	510 203	500 143	1.3	-2.0
Jersey	829 325	889 742	939 102	1 050 389	1 088 045	1 042 497	1 077 682	1 122 587	1 196 398	1 311 809	1 439 412	1 428 528	1 417 543	1 368 936	1 387 532	-1.1	1.4
TOTAL (Channel Is. Airports)	1 131 920	1 220 396	1 292 975	1 459 942	1 505 504	1 462 169	1 519 595	1 560 177	1 650 887	1 808 567	1 997 058	1 961 514	2 012 787	1 950 084	1 957 338	-4.6	0.4

Note: Humberside commenced reporting from 1 April 1977

Cargo 1963 to 1977

Table 3.8

Tonnes																Mean percentage change to last 5 years	Percentage change on last 1 year
London Area Airports	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977		
+ Gatwick	10 180.4	12 014.9	12 679.6	16 995.5	17 275.1	20 783.6	26 301.4	30 831.1	35 539.6	41 858.4	46 314.3	54 750.3	73 909.5	79 728.2	95 158.3	19.9	19.4
+ Heathrow	123 603.9	153 102.8	191 182.7	231 041.4	249 813.5	291 477.7	343 349.8	335 670.1	328 909.0	402 153.8	453 769.0	466 104.3	402 075.8	414 606.4	437 700.5	-1.9	5.6
+ Luton	484.0	314.0	254.9	720.4	832.3	912.4	876.4	1 864.5	1 750.0	3 330.9	2 634.2	2 701.9	1 776.8	3 336.9	6 029.1	20.5	80.7
+ Southend	61 208.7	64 404.7	60 444.8	62 624.8	49 904.9	46 162.1	39 882.6	39 436.3	35 386.0	29 789.3	25 134.1	20 821.0	15 753.0	12 732.0	6 353.0	-27.7	-50.1
+ Stansted	64.2	156.3	231.8	205.9	595.4	2 511.6	5 759.3	9 961.3	8 433.0	14 141.3	12 862.0	16 558.8	19 691.5	20 806.7	27 424.1	19.0	31.8
TOTAL (London Area)	195 541.2	229 992.7	264 793.8	311 588.0	318 421.2	361 847.4	416 169.5	417 763.3	410 017.6	491 273.7	540 713.6	560 936.3	513 206.6	531 210.2	572 665.0	0.6	7.8
Westland Heliport (Battersea)	0.2	—	154.3	0.2	—	—	0.2	—	—	—	—	—	—	—	—		
Other UK Airports																	
+ Aberdeen	320.3	298.1	286.0	393.0	441.8	446.0	368.9	502.4	665.2	914.9	1 021.2	2 666.3	3 701.0	5 409.3	5 869.6	52.3	8.5
+ Belfast	6 383.2	8 259.9	11 709.0	26 377.2	20 413.4	24 766.7	24 970.4	22 593.8	17 178.2	22 193.4	17 410.9	17 620.8	11 159.4	12 349.3	12 289.0	-10.0	-0.5
Benbecula	152.4	193.0	165.5	125.6	130.9	163.1	117.7	121.7	146.6	206.8	218.3	291.5	249.8	228.1	177.9	-6.3	-22.0
+ Birmingham	1 988.2	2 293.2	2 718.1	4 061.4	4 175.8	4 928.6	5 067.6	5 563.2	4 915.0	4 301.5	3 511.2	3 212.7	2 800.7	2 629.3	3 220.6	-3.7	22.5
+ Blackpool	1 961.5	2 327.9	2 110.3	2 278.6	713.3	731.8	700.9	791.2	566.1	744.4	731.8	764.4	581.2	676.7	1 273.5	10.4	88.2
+ Bournemouth	19 990.5	16 123.3	14 645.9	2 112.4	185.4	428.7	439.2	599.3	783.6	4 151.4	2 730.4	5 100.3	4 559.6	6 098.6	8 876.8	28.9	45.6
+ Bristol	2 277.4	2 718.1	2 709.6	4 017.8	1 788.3	1 191.8	759.7	991.0	846.9	1 018.6	819.8	730.1	578.1	494.5	561.7	10.8	13.6
+ Cambridge	—	654.1	924.9	997.7	949.2	799.2	553.2	1 157.0	1 052.2	1 082.4	1 450.1	910.2	695.8	787.9	747.0	-13.7	-5.2
+ Coventry	—	—	—	1 466.2	131.2	154.7	73.3	102.3	283.5	2 306.2	1 421.4	68.3	61.2	111.1	82.6	-40.6	-25.7
+ East Midlands	—	—	389.0	1 763.7	2 061.0	2 584.0	1 743.4	2 044.5	1 493.7	4 823.9	6 533.4	8 016.4	7 213.7	7 653.2	5 057.1	-5.4	-33.9
+ Edinburgh	868.8	1 015.2	1 302.2	1 849.4	2 362.2	3 345.1	3 147.1	2 258.4	1 996.1	3 183.2	3 932.4	3 496.2	2 717.5	1 830.6	1 320.4	-24.6	-27.9
+ Exeter	—	—	—	—	—	—	—	—	—	—	215.7	541.8	385.0	390.4	412.2	—	5.6
+ Glamorgan	283.9	198.8	263.4	439.5	331.4	281.5	722.9	280.0	176.3	272.0	290.1	242.5	213.3	419.0	334.7	8.7	-20.1
+ Glasgow	4 589.1	6 062.2	7 740.9	11 033.0	11 497.3	13 409.5	16 767.8	16 045.8	15 253.6	16 924.5	21 973.9	24 202.2	15 468.5	17 220.3	16 964.3	-8.2	-1.5
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	3.5	0.1	0.7	—	—	—	—	—	—
Hawarden	3.0	15.3	169.2	203.1	186.8	195.2	4.2	1.5	—	—	—	—	—	—	—	—	—
Humberside	—	—	—	—	—	—	—	—	—	—	—	—	—	—	30.9	—	—
Inverness	120.1	210.4	224.5	242.5	213.3	252.9	341.7	455.7	451.3	437.7	465.0	329.8	247.0	324.4	384.0	-3.9	18.4
Islay	85.0	93.3	77.1	139.3	111.1	126.3	125.4	134.3	178.9	166.0	93.2	78.7	53.8	44.6	78.0	-8.8	74.9
+ Isle of Man	1 908.8	2 163.0	2 473.7	4 302.3	3 723.2	4 038.0	3 593.9	3 253.0	3 377.5	4 092.4	4 286.5	3 672.6	3 019.2	2 857.6	2 597.3	-11.8	-9.1
Isles of Scilly	43.6	35.4	55.2	50.5	130.0	166.6	135.7	206.5	190.3	197.9	217.6	161.3	110.8	97.4	90.4	-20.2	-7.2
+ Kirkwall	552.3	594.8	555.9	508.3	487.5	483.4	487.8	451.9	507.4	571.3	438.5	507.4	510.0	557.3	553.9	5.8	-0.6
+ Leeds/Bradford	730.2	971.8	1 179.3	1 709.0	1 921.1	2 294.1	2 123.1	1 480.6	1 099.1	1 055.7	846.9	815.3	619.4	519.5	371.2	-18.9	-28.5
+ Liverpool	6 716.3	8 028.1	8 599.8	16 681.1	14 521.1	16 496.0	15 462.9	17 785.9	14 225.0	15 547.3	16 309.2	14 746.0	11 306.6	12 521.2	9 251.2	-12.2	-26.1
+ Lydd	95 023.2	94 125.3	64 984.4	69 833.3	50 526.7	34 380.9	28 996.6	19 325.5	16.2	48.1	78.6	796.9	3 348.7	3 830.2	4 108.2	—	7.3
+ Manchester	14 254.7	15 990.5	20 665.5	29 976.3	30 517.5	34 482.3	38 011.0	42 308.6	36 855.2	42 227.0	42 477.7	43 441.9	34 527.2	32 823.9	34 200.5	-4.9	4.2
+ Manston	—	—	—	—	—	—	—	—	—	5 445.4	4 894.6	3 886.0	2 520.6	71.8	—	-87.7	—
+ Newcastle	1 125.4	1 412.9	1 615.2	1 838.9	1 976.1	2 121.8	2 195.8	2 152.7	1 478.0	2 489.6	1 973.3	1 721.8	1 068.2	874.8	831.2	-21.4	-5.0
+ Norwich	—	—	—	—	—	—	—	—	—	—	362.7	361.0	454.3	590.2	533.1	13.5	-9.7
Penzance Heliport	—	17.6	55.5	49.6	130.0	166.6	135.7	200.1	190.3	197.2	216.5	160.5	110.8	97.4	90.4	-20.1	-7.2
Prestwick	3 035.7	4 365.9	6 669.0	9 282.3	9 250.4	12 401.6	17 911.8	15 279.3	11 685.5	14 879.8	16 682.4	14 462.0	12 666.8	12 828.1	17 280.4	-0.5	34.7
+ Southampton	91.1	55.1	61.9	12 615.8	10 187.9	912.8	1 200.6	1 499.2	1 479.8	1 705.6	1 108.7	962.4	1 483.2	1 397.9	1 755.8	13.8	25.6
Stornoway	362.9	285.1	255.6	285.0	154.9	146.9	238.4	743.6	450.3	452.6	467.6	494.5	403.8	425.2	405.8	-4.3	-4.6
+ Sumburgh	178.9	202.8	185.4	232.7	212.1	243.3	261.6	303.2	440.0	517.8	464.0	1 054.0	1 210.1	1 588.7	1 870.5	37.7	17.7
Swansea	—	—	—	1.3	53.0	14.2	—	—	1.0	—	1.9	10.3	0.1	18.4	17.5	-48.0	-4.9
+ Teesside	—	7.9	248.9	623.2	411.7	376.7	215.5	236.6	148.4	375.8	477.5	419.5	351.4	281.0	458.9	-4.7	63.3
Tiree	10.6	11.0	9.2	12.4	11.0	9.6	11.6	12.4	12.6	15.9	19.8	17.0	11.2	12.5	12.8	-11.1	2.4
Wick	44.5	64.5	58.9	60.3	69.1	72.2	78.6	81.1	80.2	138.3	103.9	104.7	86.0	85.9	75.0	-8.1	-12.7
TOTAL (Incl. London Area)	358 643.0	398 787.2	418 057.1	517 150.9	488 396.9	524 459.5	583 133.7	576 725.6	528 245.1	643 958.4	694 961.0	717 003.6	637 700.6	659 356.5	704 849.4	-0.7	6.9
Channel Islands Airports																	
Alderney	79.2	99.8	88.3	86.1	116.3	146.1	181.7	136.7	197.6	294.6	284.9	222.8	264.4	260.5	281.7	1.3	8.1
Guernsey	4 814.8	5 535.6	6 118.4	6 830.4	5 588.5	4 400.4	4 372.7	4 226.8	4 419.0	11 934.7	10 071.3	9 598.2	9 016.9	9 011.9	8 882.0	-3.1	-1.4
Jersey	6 601.9	8 363.3	9 922.8	12 837.4	11 171.2	8 915.3	8 967.4	8 755.7	8 579.8	14 224.7	15 377.8	12 728.0	10 662.1	10 881.0	10 045.9	-9.6	-7.7
TOTAL (Channel Is. Airports)	11 495.9	13 998.7	16 129.5	19 753.9	16 876.0	13 461.8	13 521.8	13 119.2	13 196.4	26 454.0	25 734.0	22 549.0	19 943.4	20 153.4	19 209.6	-6.7	-4.7

Note:—The above figures represent the weight of cargo picked up and set down.

Table 3.9

UK Passenger Movement by Air^(a) for 1968-1977

Analysis by Countries of Landing and of Embarkation

European continent and Mediterranean Sea area													Soviet Union and Eastern Europe (d)	Spain	Sweden	Switzerland	Yugoslavia	Others (e)
Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East (b) (000)	Netherlands (000)	North Africa (c) (000)	Norway (000)	Portugal (000)	Europe (d) (000)	(000)	(000)	(000)	(000)	(000)	
1968	10 955	732	288	1 884	1 176	168	324	1 032	131	144	168	131	2 256	144	780	96	553	
1969	13 064	732	336	2 160	1 404	228	1 128	1 164	145	168	216	188	3 060	156	876	132	616	
1970	15 288	818	383	2 365	1 874	289	1 430	1 306	154	189	295	204	3 472	184	1 053	192	653	
1971	17 965	831	425	2 499	2 033	481	1 669	1 435	177	209	385	230	4 726	188	1 105	291	746	
1972	20 417	832	447	2 805	2 438	625	1 900	1 508	406	244	483	284	5 493	236	1 130	291	701	
1973	22 450	934	474	2 928	2 525	747	2 032	1 734	440	279	578	334	5 974	275	1 181	394	903	
1974	19 759	859	479	2 678	2 247	543	1 771	1 619	313	275	429	347	4 842	281	1 032	323	927	
1975	20 981	788	486	2 740	2 277	691	1 860	1 634	353	351	309	410	5 298	336	1 093	410	970	
1976	22 072	850	567	2 901	2 470	882	1 941	1 835	415	522	296	395	4 667	423	1 181	414	1 054	
1977	23 148	854	626	2 904	2 619	884	2 037	1 934	425	591	399	338	4 617	524	1 289	285	1 151	

Rest of World	Total (000)	Australia and New Zealand (000)	Canada (000)	Caribbean (f) (000)	Central Africa (g) (000)	East Africa (h) (000)	India, Pakistan, Bangladesh and Sri Lanka		Japan (000)	South Africa (k) (000)	South America (l) (000)	United States of America (000)	West Africa (m) (000)	Others (000)
							Far East (i) (000)	Sri Lanka (000)						
1968	3 256	70	641	133	28	120	105	152	19	104	37	1 639	66	142
1969	3 941	92	796	175	35	122	102	161	32	122	53	2 020	74	157
1970	4 721	113	904	160	40	144	129	162	45	155	50	2 511	87	221
1971	5 210	108	933	174	44	156	162	141	71	163	54	2 814	91	299
1972	6 157	146	1 102	222	49	190	302	169	80	179	67	3 203	94	354
1973	6 735	207	1 289	246	53	171	336	227	114	198	75	3 320	117	382
1974	6 628	257	1 303	259	59	162	344	278	126	248	62	2 926	135	469
1975	7 235	328	1 407	276	71	189	382	346	181	307	89	2 939	173	547
1976	8 271	374	1 448	297	69	218	465	388	171	342	89	3 518	221	671
1977	9 168	385	1 510	282	71	200	493	432	200	324	99	4 091	340	740

The above figures are derived from airport statistics.

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

The following countries are included in the groups below: —

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

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

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

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

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

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

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

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

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

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

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

Aircraft Movements 1977

Table 3.10

	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	109 876	84 402	—	7 925	—	2 379	249	—	14 337	—	584
+ Heathrow	265 002	242 882	—	687	1	1 000	3 420	—	15 224	193	1 595
+ Luton	61 586	20 735	732	3 302	439	1 630	342	12 955	21 245	—	206
+ Southend	63 769	14 630	234	2	—	2 741	—	27 333	18 633	196	—
+ Stansted	28 528	4 244	—	1 056	—	12 633	102	288	8 993	1 107	105
TOTAL (London Area)	528 761	366 893	966	12 972	440	20 383	4 113	40 576	78 432	1 496	2 490
Westland Heliport (Battersea)	8 659	2 368	32	2 338	8	—	—	—	2 437	—	1 476
Other UK Airports											
+ Aberdeen	92 771	51 027	—	6 815	—	10 201	169	17 849	6 390	38	282
+ Belfast	75 450	22 009	—	1 221	642	40	—	14 969	3 998	29	32 542
Benbecula	3 561	2 509	—	14	123	8	373	2	49	20	463
+ Birmingham	66 076	21 672	596	961	138	2 041	381	27 712	12 214	30	331
+ Blackpool	92 077	4 798	2 240	532	569	14 276	10	57 790	11 280	10	572
+ Bournemouth	47 645	7 538	399	2 017	17	10 570	—	12 086	14 246	53	719
+ Bristol	28 094	6 585	7	411	9	119	244	13 732	6 806	11	170
+ Cambridge	43 594	912	1	336	114	4 509	58	17 308	5 136	—	15 220
+ Coventry	58 414	254	252	139	638	6 241	320	40 312	10 147	33	78
+ East Midlands	52 121	11 445	80	2 178	139	5 247	435	20 596	11 168	99	734
+ Edinburgh	65 793	20 512	—	296	—	1 084	445	15 835	9 159	61	18 401
+ Exeter	30 807	2 669	168	105	1 958	281	19	13 603	6 882	35	5 087
+ Glamorgan	36 470	6 653	233	511	2	1 352	—	24 448	3 101	22	148
+ Glasgow	68 705	35 553	—	1 052	—	1 243	1 141	12 886	10 462	71	6 297
Gloucester/Cheltenham	40 895	871	144	—	1 101	9 308	—	22 468	6 507	—	496
Hawarden	15 876	56	—	—	—	644	—	13 061	1 925	—	190
Humberside	10 258	1 887	—	17	1 062	5 959	—	—	1 230	11	92
Inverness	24 059	7 849	—	148	4 017	5 838	—	4 984	1 085	34	104
Islay	2 007	1 334	—	20	389	12	—	7	221	2	22
+ Isle of Man	25 487	9 687	40	1 018	2 263	4 221	—	6 347	1 329	50	532
Isles of Scilly	5 425	4 865	—	11	60	10	—	—	413	—	68
+ Kirkwall	14 087	10 242	—	645	1 125	18	36	1 414	549	6	52
+ Leeds/Bradford	42 682	9 780	22	467	547	1 512	568	20 169	9 387	67	163
+ Liverpool	57 443	8 639	107	1 678	469	765	142	34 539	10 287	107	710
+ Lydd	34 807	4 368	—	15	6	309	7	16 039	13 292	—	771
+ Manchester	76 127	46 826	220	3 490	224	725	3 100	12 090	8 978	109	365
+ Manston	4 556	1 424	—	108	1 249	593	—	—	1 182	—	—
+ Newcastle	30 387	13 892	267	507	5 678	1 520	82	5 010	2 768	33	630
+ Norwich	23 407	9 780	250	494	1 026	3 248	4 481	—	4 018	10	100
Penzance Heliport	4 594	3 946	—	13	—	154	68	—	14	—	2
+ Prestwick	47 444	8 762	164	266	—	24 014	328	6 976	2 635	—	4 299
+ Southampton	45 270	10 853	—	739	474	25 482	170	1 508	5 829	16	199
Stornoway	4 790	3 303	—	234	160	23	53	244	115	44	614
+ Sumburgh	38 453	23 620	—	4 193	5 718	3 759	2	1 014	24	—	133
Swansea	10 672	500	12	198	689	64	19	5 963	3 033	—	194
+ Teesside	48 243	8 197	1 712	1 165	359	3 554	293	23 720	7 414	46	1 783
Tiree	715	656	—	6	2	2	—	20	25	—	4
Wick	5 584	4 377	—	124	17	2	14	857	49	8	136
TOTAL (Incl. London Area)	1 912 266	759 111	7 912	47 454	31 829	169 331	17 071	506 124	274 216	2 551	96 667
Channel Islands Airports											
Alderney	8 295	8 295	..	..	..	..	..	..	..	..	..
Guernsey	31 846	31 846	..	..	..	..	..	..	..	..	..
Jersey	54 058	..	..	..	..	..	..	..	..	..	..
TOTAL (Channel Is. Airports)	94 199	94 199	..	..	..	..	..	..	..	..	..

Note: Humberside commenced reporting from 1 April 1977

Table 3.11

Air Transport Movements by Type and Nationality of Operator 1977

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	84 402	816	36 130	3 953	3 764	32 901	6 838
+ Heathrow	242 882	109 280	8 608	120 808	1 956	195	2 035
+ Luton	20 735	11	426	46	7	17 309	2 936
+ Southend	14 630	—	9 950	—	—	4 476	204
+ Stansted	4 244	56	63	57	9	1 159	2 900
TOTAL (London Area)	366 893	110 163	55 177	124 864	5 736	56 040	14 913
Westland Heliport (Battersea)	2 368	—	—	—	10	2 356	2
Other UK Airports							
+ Aberdeen	51 027	9 278	5 620	—	7 172	27 579	1 378
+ Belfast	22 009	13 673	5 443	434	14	1 874	571
Benbecula	2 509	576	1 933	—	—	—	—
+ Birmingham	21 672	8 168	7 008	1 522	115	4 599	260
+ Blackpool	4 798	2	3 686	—	—	1 096	14
+ Bournemouth	7 538	129	5 614	23	1	1 728	43
Bristol	6 585	2 674	1 552	668	—	1 263	428
+ Cambridge	912	—	289	—	—	384	239
+ Coventry	254	—	37	—	—	183	34
+ East Midlands	11 445	14	7 049	30	2	3 934	416
+ Edinburgh	20 512	9 884	8 788	611	70	806	353
Exeter	2 669	—	2 525	—	1	14	129
Glamorgan	6 653	2 235	2 980	165	81	901	291
+ Glasgow	35 553	14 696	10 409	4 199	365	4 929	955
Gloucester/Cheltenham	871	—	548	—	—	323	—
Hawarden	56	—	56	—	—	—	—
Humberside	1 887	—	1 335	—	—	531	21
Inverness	7 849	3 541	2 227	—	613	1 316	152
Islay	1 334	136	926	—	—	272	—
+ Isle of Man	9 687	4 947	4 719	—	—	2	19
Isles of Scilly	4 865	3 944	900	—	2	19	—
+ Kirkwall	10 242	2 348	4 949	4	377	2 546	18
+ Leeds/Bradford	9 780	3 039	5 000	287	5	1 349	100
+ Liverpool	8 639	4 710	9	664	19	2 854	383
+ Lydd	4 368	—	4 362	—	—	6	—
+ Manchester	46 826	17 530	4 496	10 395	853	12 359	1 193
Manston	1 424	—	—	—	—	992	432
+ Newcastle	13 892	3 049	8 398	28	4	1 907	506
Norwich	9 780	—	7 369	—	7	2 039	365
Penzance Heliport	3 946	3 944	—	—	2	—	—
+ Prestwick	8 762	4 783	304	1 910	42	723	1 000
+ Southampton	10 853	2 020	8 009	—	—	622	202
Stornoway	3 303	1 213	1 600	2	1	469	18
+ Sumburgh	23 620	2848	510	—	6 911	12 971	380
Swansea	500	—	—	—	—	483	17
+ Teesside	8 197	6	6 018	—	96	1 936	141
Tiree	656	—	598	—	—	58	—
Wick	4 377	1 233	2 875	—	2	228	39
TOTAL (Incl. London Area)	759 111	230 783	183 318	145 806	22 501	151 691	25 012
Channel Islands Airports							
Alderney	8 295	—	7 837	—	—	458	—
Guernsey	31 846	2 418	25 434	938	—	2 973	83
Jersey	54 058	8 513	38 102	784	2	4 881	1 776
TOTAL (Channel Islands Airports)	94 199	10 931	71 373	1 722	2	8 312	1 859

Note: Humberside commenced reporting from 1 April 1977

Air Transport Movements 1977

Table 3-12

Total Compared with One Year Earlier

	International			Domestic			Total 1977			Total 1976			Percentage Change		
	Passenger	Scheduled Aircraft	Cargo	Passenger	Scheduled Aircraft	Cargo	Passenger	Scheduled Aircraft	Cargo	Passenger	Scheduled Aircraft	Cargo	Passenger	Scheduled Aircraft	Cargo
London Area Airports															
+ Gatwick	21 257	1 369	39 479	3 130	15 957	2 316	496	398	77 189	7 213	72 732	7 108	6.1		1.5
+ Heathrow	180 200	14 839	3 813	295	42 961	696	75	3	227 049	15 833	239 133	16 992	-5.1		-6.8
+ Luton	78	10	18 992	395	391	4	712	153	20 173	562	18 451	356	9.3		57.9
+ Southend	9 950	—	2 097	—	—	—	2 583	—	14 630	—	11 981	—		22.1	
+ Stansted	93	—	2 847	1 179	83	—	35	7	3 058	1 186	2 445	1 087	25.1		9.1
TOTAL (London Area)	211 578	16 218	67 228	4 999	59 392	3 016	3 901	561	342 099	24 794	370 285	—		-0.9	
Westland Heliport (Battersea)	—	—	—	—	—	—	2 368	—	2 368	—	2 228	—	6.3		—
Other UK Airports															
+ Aberdeen	2 618	3	22 664	457	12 265	12	12 668	340	50 215	812	42 766	644	17.4		26.1
+ Belfast	500	12	673	50	17 741	1 297	716	1 020	19 630	2 379	19 247	2 041	2.0		16.6
+ Benbecula	—	—	—	—	2 481	28	—	—	2 481	28	2 650	18	-6.4		55.6
+ Birmingham	5 308	31	4 337	15	11 353	6	618	4	21 616	56	21 856	19	-1.1		—
+ Blackpool	567	—	190	2	2 568	553	685	233	4 010	788	4 606	—		4.2	—
+ Bournemouth	184	—	1 209	10	3 734	1 848	529	24	5 656	1 882	4 640	1 635	21.9		15.1
+ Bristol	1 786	6	1 380	2	3 098	4	308	1	6 572	13	6 618	4	-0.7		—
+ Cambridge	5	—	374	2	284	—	247	—	910	2	801	—		13.9	—
+ Coventry	—	—	95	25	37	—	90	7	222	32	71	—		257.7	—
+ East Midlands	2 702	146	2 581	240	3 979	266	1 256	275	10 518	927	10 757	1 173	-2.2		-21.0
+ Edinburgh	3 027	1	1 011	7	15 789	466	211	—	20 038	474	19 467	480	2.9		-1.2
+ Exeter	337	—	124	8	2 186	2	12	—	2 659	10	2 909	—		-8.3	—
+ Glamorgan	1 630	—	1 154	14	3 750	—	102	3	6 636	17	6 048	45	9.7		-62.2
+ Glasgow	4 991	1 143	3 355	21	22 231	939	2 826	47	33 403	2 150	35 696	1 942	-6.4		10.7
+ Gloucester/Cheltenham	—	—	—	—	548	—	323	—	871	—	641	—	35.9		—
+ Hawarden	56	—	—	—	—	—	—	—	56	—	—	—	—		—
+ Humberside	259	—	186	9	1 075	1	355	2	1 875	12	—	—	—		—
+ Inverness	—	—	328	—	5 767	1	1 753	—	7 848	1	7 021	—	11.8		—
+ Islay	—	—	—	—	1 062	—	272	—	1 334	—	864	—		54.4	—
+ Isle of Man	570	—	19	—	8 664	432	2	—	9 255	432	9 950	455	-7.0		-5.1
+ Isles of Scilly	—	—	—	—	4 844	—	21	—	4 865	—	4 610	—	5.5		—
+ Kirkwall	—	—	193	13	7 241	60	2 720	15	10 154	88	8 924	—		14.8	—
+ Leeds/Bradford	1 810	1	624	3	6 511	4	821	6	9 766	14	10 070	30	-3.0		-53.3
+ Liverpool	1 289	3	608	288	3 796	295	1 608	752	7 301	1 338	9 170	1 915	-20.4		-30.1
+ Lydd	2 288	2 074	2	2	—	—	2	—	2 292	2 076	2 286	2 007	0.3		3.4
+ Manchester	13 871	3 748	12 478	102	14 748	54	1 376	449	42 473	4 353	42 265	4 450	0.5		-2.2
+ Manston	—	—	1 424	—	—	—	—	—	1 424	—	1 111	—	28.2		—
+ Newcastle	3 497	2	2 175	3	7 975	1	238	1	13 885	7	13 374	10	3.8		-30.0
+ Norwich	2 884	—	1 318	30	4 481	4	1 056	7	9 739	41	6 839	—		43.0	—
+ Penzance Heliport	—	—	—	—	3 944	—	2	—	3 946	—	3 704	—	6.5		—
+ Prestwick	2 358	1 103	1 309	74	3 065	471	379	3	7 111	1 651	8 309	1 793	-14.4		-7.9
+ Southampton	761	10	273	96	9 220	38	445	10	10 699	154	10 967	—		-1.0	—
+ Stornoway	—	—	13	9	2 787	28	455	11	3 255	48	3 289	50	-1.0		-4.0
+ Sumburgh	—	—	11 820	221	3 353	5	7 954	267	23 127	493	15 740	—		50.1	—
+ Swansea	—	—	29	—	—	—	469	2	498	2	665	—		-24.8	—
+ Teesside	705	1	672	9	5 318	—	1 489	3	8 184	13	6 151	6	33.1		—
+ Tiree	—	—	—	—	585	13	57	1	642	14	750	—	-12.5		—
+ Wick	—	—	7	28	4 088	20	230	4	4 325	52	3 859	—	13.4		—
TOTAL (Incl. London Area)	265 581	24 502	139 853	6 739	259 960	9 864	48 564	4 048	713 958	45 153	739 921	—		2.6	—
Channel Islands Airports															
+ Alderney	..	..	..	..	..	..	..	..	8 295	..	8 928	..	-7.1		..
+ Guernsey	..	..	..	..	..	..	..	..	31 846	..	31 607	..	0.8		..
+ Jersey	..	..	..	..	..	..	..	..	54 058	..	54 326	..	-0.5		..
TOTAL (Channel Is. Airports)	..	..	..	..	..	..	..	..	94 199	..	94 861	..	-0.7		..

Note: Humberside commenced reporting from 1 April 1977

Table 3.13.1

Air Transport Landings Diverted from/ to United Kingdom Reporting Airports 1977

Classified by Airport of Intended Landing and Actual Landing

Intended Landing	Aberdeen	Belfast	Benbecula	Birmingham	Blackpool	Bournemouth	Bristol	Cambridge	Coventry	East Midlands	Edinburgh	Exeter	Gatwick	Glamorgan	Glasgow	Gloucester/Cheltenham	Heathrow	Humberside	Inverness	Islay	Isle of Man	Isles of Scilly	Kirkwall	Leeds	Liverpool	Luton	Lydd	Manchester	Manston	Newcastle	Norwich	Prestwick	Southampton	Southend	Stansted	Stornoway	Sumburgh	Swansea	Teesside	Tiree	Wick	Other Internal	Overseas	All Airports			
Aberdeen	1									1	24				3				10							1			2		1	1	2												47		
Belfast					3					8					1																															16	
Benbecula																																															1
Birmingham						1			2	17			2	1			2								4	7	15		1																		52
Blackpool																																															1
Bournemouth													1																																		1
Bristol													1	17				1																												20	
Cambridge																																															
Coventry																																															
East Midlands																																															2
Edinburgh															1	9		1	1							1	5		5		5	2	14							1						23	
Exeter																																															31
Gatwick										9																1																					
Glamorgan														8																																	280
Glasgow																																															14
Gloucester/Cheltenham																																															238
Heathrow																																															2
Humberside																																															617
Inverness	1																																														4
Islay																																															2
Isle of Man																																															
Isles of Scilly																																															5
Kirkwall																																															
Leeds																																															
Liverpool																																															
Luton																																															

Note: Humberside commenced reporting 1 April 1977

Table 3.13.2

Number and Rate^(a) of Diversions by Airport of Intended Landing 1977

Airport of Intended Landing	Total No. of Diversions	Annual rate of Diversions	January		February		March		April		May		June		July		August		September		October		November		December	
			No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate
London Area Airports																										
Gatwick	280	68	15	56	19	77	22	77	18	47	11	31	3	7	2	4	16	38	2	5	135	378	1	3	36	124
Heathrow	617	50	51	53	30	34	9	9	220	261	—	—	8	7	6	5	115	104	1	1	72	77	5	5	100	104
Luton	168	161	27	436	19	362	12	191	1	11	4	46	20	192	4	32	15	124	3	27	46	483	5	80	12	176
Southend	6	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	2	26	—	—	2	30	—	—	2	38
Stansted	17	90	5	350	—	—	—	—	—	—	—	—	—	—	—	—	4	247	—	—	6	298	1	80	1	80
TOTAL (London Area)	1 088	60	98	72	68	54	43	30	239	171	15	9	31	18	12	6	152	87	6	4	261	177	12	9	151	109
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports																										
Aberdeen	47	19	9	50	5	28	—	—	1	5	12	63	—	—	1	4	1	4	5	20	6	29	6	26	1	5
Belfast	16	14	5	65	4	55	2	23	2	25	—	—	1	9	—	—	1	8	—	—	—	—	—	—	1	11
Benbecula	1	8	1	102	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Birmingham	52	48	11	155	3	43	1	12	—	—	—	—	—	—	—	—	1	9	10	98	18	193	1	11	7	92
Blackpool	1	4	—	—	—	—	1	100	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bournemouth	1	3	—	—	1	43	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bristol	20	60	—	—	1	52	4	160	2	80	—	—	5	143	2	52	4	99	—	—	2	95	—	—	—	—
Cambridge	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Coventry	2	172	1	435	—	—	—	—	—	—	—	—	1	1 667	—	—	—	—	—	—	—	—	—	—	—	—
East Midlands	23	41	1	33	—	—	—	—	1	21	—	—	—	—	—	—	2	35	—	—	17	311	—	—	2	63
Edinburgh	31	30	2	26	1	13	—	—	—	—	—	—	—	—	1	9	—	—	1	12	6	80	16	185	4	52
Exeter	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Glamorgan	14	42	3	129	1	46	—	—	—	—	—	—	—	—	7	209	—	—	1	31	—	—	2	83	—	—
Glasgow	238	132	41	316	27	276	10	68	—	—	—	—	—	—	1	5	2	11	2	12	4	26	122	836	29	208
Gloucester/Cheltenham	2	46	—	—	—	—	1	286	—	—	—	—	—	—	1	222	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Humberside	4	43	—	—	—	—	—	—	—	—	—	—	—	—	2	125	—	—	—	—	2	129	—	—	—	—
Inverness	2	5	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	29	—	—	1	31
Islay	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isle of Man	5	10	—	—	—	—	—	—	1	32	—	—	—	—	3	43	—	—	—	—	1	28	—	—	—	—
Isles of Scilly	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kirkwall	4	8	2	54	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	22	—	—	1	24
Leeds/Bradford	184	363	38	1 041	53	1 460	9	205	1	29	1	21	—	—	3	54	5	101	—	—	49	1 503	—	—	25	718
Liverpool	1	2	1	28	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lydd	6	27	1	70	—	—	1	60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	161	1	60
Manchester	67	29	19	119	—	—	4	23	11	71	1	5	2	9	1	4	3	12	2	9	13	62	8	49	3	18
Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Newcastle	18	26	3	59	1	20	1	19	—	—	—	—	—	—	2	27	—	—	—	—	3	61	3	52	5	97
Norwich	18	37	4	136	3	102	—	—	—	—	—	—	—	—	2	43	4	87	2	48	1	24	—	—	2	48
Penzance Heliport	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Prestwick	1	2	—	—	—	—	1	39	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Southampton	10	18	2	78	5	222	—	—	—	—	—	—	1	18	—	—	1	13	1	18	—	—	—	—	—	—
Stornaway	1	6	1	82	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Sumburgh	55	47	2	28	—	—	1	14	—	—	3	30	11	102	3	29	6	52	14	108	7	68	1	8	7	66
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Teesside	18	44	4	172	—	—	—	—	1	39	1	28	2	54	1	25	1	24	—	—	—	—	—	—	8	213
Tiree	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wick	2	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	50	1	51	—	—	—	—	—	—
TOTAL (Incl. London Area)	1 932	51	249	94	173	70	79	28	259	91	33	10	54	15	42	11	184	49	45	13	392	126	174	59	248	88

(a) The rate of diversions is expressed as the number of diversions per 10,000 intended landings.

Note: Humberside commenced reporting from 1 April 1977

Air Passengers by Type and Nationality of Operator — 1977

Table 3.14

	Total			Scheduled Services				Overseas operators		Charter Flights				Overseas operators	
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Others		Terminal	Transit	United Kingdom operators		Terminal	Transit	Terminal	Transit
				British Airways						British Airways					
London Area Airports															
+ Gatwick	6 652 077	6 588 087	63 990	32 784	413	1 714 582	995	64 815	992	610 809	715	3 170 864	19 921	994 233	40 954
+ Heathrow	23 779 035	23 390 055	388 980	10 435 636	1 168	265 229	187	12 139 183	381 310	284 830	99	3 775	31	261 402	6 185
+ Luton	1 952 048	1 947 398	4 650	608	150	20 866	503	2 322	5	743	—	1 674 062	3 520	248 797	472
+ Southend	242 181	242 181	—	—	—	230 862	—	—	—	—	—	7 718	—	3 601	—
+ Stansted	303 299	298 739	4 560	873	2 008	1 584	321	5 799	132	72	322	6 360	888	284 051	889
TOTAL (London Area)	32 928 640	32 466 460	462 180	10 469 901	3 739	2 233 123	2 006	12 212 119	382 439	896 454	1 136	4 862 779	24 360	1 792 084	48 500
Westland Heliport (Battersea)	6 082	6 082	—	—	—	—	—	—	—	30	—	6 049	—	3	—
Other UK Airports															
+ Aberdeen	959 021	946 410	12 611	362 205	9 885	149 804	31	—	—	81 812	—	322 796	2 321	29 793	374
+ Belfast	1 039 387	1 037 713	1 674	766 009	198	182 551	126	16 287	—	830	238	16 581	1 085	55 455	29
+ Benbecula	24 443	23 797	646	14 894	—	8 903	646	—	—	—	—	—	—	—	—
+ Birmingham	1 112 491	1 064 516	47 975	373 935	8 057	161 245	30 914	93 818	4 189	7 548	107	414 079	4 461	13 891	247
+ Blackpool	104 246	104 044	202	—	61	98 481	141	—	—	—	—	5 261	—	302	—
+ Bournemouth	143 746	131 787	11 959	5 125	1 026	100 825	8 532	892	75	1	—	23 918	2 274	1 026	52
+ Bristol	254 348	218 841	35 507	40 298	24 852	24 873	5 092	35 715	1 369	—	—	83 341	4 142	34 614	52
+ Cambridge	20 502	20 502	—	—	—	15 426	—	—	—	—	—	2005	—	3 071	—
+ Coventry	1 526	1 073	453	—	—	344	446	—	—	—	—	570	7	159	—
+ East Midlands	477 719	473 449	4 270	858	—	229 916	1 086	1 998	53	202	—	208 098	2 865	32 377	266
+ Edinburgh	1 052 459	1 021 017	31 442	634 033	11 670	255 085	18 267	35 193	418	4 346	47	68 770	66	25 590	974
+ Exeter	69 751	61 140	8 611	—	—	54 783	8 080	—	—	65	—	510	—	5 782	531
+ Glamorgan	234 742	208 450	26 292	60 663	1 908	30 502	20 919	3 201	2 469	7 381	—	81 758	709	24 945	287
+ Glasgow	1 780 939	1 752 042	28 897	855 047	1 706	329 384	148	167 783	22 980	22 639	32	290 324	2 066	88 865	1 965
+ Gloucester/Cheltenham	15 282	15 282	—	—	—	14 261	—	—	—	—	—	1 021	—	—	—
+ Hawarden	175	171	4	—	—	171	4	—	—	—	—	—	—	—	—
+ Humberside	20 544	20 544	—	—	—	18 556	—	—	—	—	—	1 869	—	—	—
+ Inverness	146 083	133 579	12 504	105 191	12 432	13 893	—	—	—	2 701	38	5 695	34	6 099	—
+ Islay	10 466	10 451	15	2 053	7	7 899	8	—	—	—	—	499	—	—	—
+ Isle of Man	340 912	327 571	13 341	177 789	7 918	147 561	5 423	—	—	—	—	72	—	2 149	—
+ Isles of Scilly	92 612	92 612	—	87 567	—	4 987	—	—	—	14	—	44	—	—	—
+ Kirkwall	112 277	99 854	12 423	50 039	11 594	24 025	—	8	26	12 389	241	13 382	534	11	28
+ Leeds/Bradford	309 647	282 412	27 235	131 703	136	84 630	26 843	14 605	103	173	—	50 126	145	1 175	8
+ Liverpool	276 216	272 760	3 456	192 111	1 607	153	47	33 164	1 078	1 252	32	37 553	382	8 527	310
+ Lydd	85 449	85 449	—	—	—	85 430	—	—	—	—	—	19	—	—	—
+ Manchester	2 901 910	2 791 394	110 516	1 016 510	9 458	94 286	19 901	371 851	29 686	105 134	339	1 081 166	36 404	122 447	14 728
+ Manston	3 634	3 634	—	—	—	—	—	—	—	—	—	2 229	—	1 405	—
+ Newcastle	675 505	629 540	45 965	197 065	84	209 493	45 196	1 840	168	267	—	172 285	212	48 590	305
+ Norwich	167 942	167 928	14	—	—	151 540	—	—	—	63	—	10 494	—	5 831	14
+ Penzance Heliport	87 081	87 081	—	87 067	—	—	—	—	—	14	—	—	—	—	—
+ Prestwick	601 053	385 969	215 084	170 016	97 396	9 645	192	53 462	44 938	1 812	1 188	70 788	29 247	80 248	42 113
+ Southampton	292 456	291 217	1 239	83 261	704	203 742	400	—	—	—	—	2 635	135	1 579	—
+ Stornoway	46 669	46 669	—	36 790	—	7 849	—	54	—	1	—	1 784	—	191	—
+ Sumburgh	397 496	393 871	3 625	80 909	88	1 903	—	—	—	95 215	29	210 939	3 504	4 905	4
+ Swansea	5 809	5 769	40	—	—	—	—	—	—	—	—	5 662	40	107	—
+ Teesside	232 436	214 310	18 126	350	—	184 832	17 405	—	—	842	34	23 118	173	5 168	514
+ Tiree	3 579	3 083	496	—	—	2 898	489	—	—	—	—	185	7	—	—
+ Wick	42 853	28 754	14 099	14 105	14 060	13 619	15	—	—	30	—	940	24	60	—
TOTAL (Incl. London Area)	47 078 128	45 927 227	1 150 901	16 015 494	218 586	5 156 618	212 357	13 041 990	489 991	1 241 215	3 489	8 077 342	115 197	2 394 568	111 301
Channel Islands Airports															
+ Alderney	69 697	69 663	34	—	—	68 367	34	—	—	—	—	1 296	—	—	—
+ Guernsey	527 638	500 143	27 495	109 091	70	386 473	23 141	4 477	7	—	—	17 664	3 963	2 438	314
+ Jersey	1 402 199	1 387 532	14 667	456 780	515	851 801	13 452	28 289	7	40	—	14 173	594	36 449	99
TOTAL (Channel Is. Airports)	1 999 534	1 957 338	42 196	565 871	585	1 288 641	36 627	32 766	14	40	—	33 133	4 557	38 887	413

Note: Humberside commenced reporting from 1 April 1977

Table 3.15

International and Domestic Passenger Traffic 1977

Terminal Passengers

Comparison with a year earlier

	Total	International			Domestic		
	1977	1977	1976	Per- centage change	1977	1976	Per- centage change
London Area Airports							
+ Gatwick	6 588 087	5 785 833	5 067 137	14	802 254	646 748	24
+ Heathrow	23 390 055	20 567 613	19 757 714	4	2 822 442	3 484 799	-19
+ Luton	1 947 398	1 921 211	1 782 482	8	26 187	24 516	7
+ Southend	242 181(a)	239 712(a)	214 818(a)	12	2 469	3 609	-32
+ Stansted	298 739	296 874	266 286	11	1 865	1 321	41
TOTAL (London Area)	32 466 460	28 811 243	27 088 437	6	3 655 217	4 160 993	-12
Westland Heliport (Battersea)	6 082	21	6	—	6 061	5 638	8
Other UK Airports							
+ Aberdeen	946 410	326 286	267 111	22	620 124	555 490	12
+ Belfast	1 037 713	83 156	83 096	—	954 557	998 555	-4
Benbecula	23 797	—	—	—	23 797	23 594	1
+ Birmingham	1 064 516	700 449	745 802	-6	364 067	367 249	-1
+ Blackpool	104 044	7 634	6 097	25	96 410	97 200	-1
+ Bournemouth	131 787	30 910	28 855	7	100 877	78 023	29
+ Bristol	218 841	179 049	163 207	10	39 792	42 161	-6
+ Cambridge	20 502	4 299	2 877	49	16 203	7 687	—
+ Coventry	1 073	439	367	20	634	486	30
+ East Midlands	473 449	305 862	312 674	-2	167 587	169 724	-1
+ Edinburgh	1 021 017	167 997	126 934	32	853 020	863 859	-1
+ Exeter	61 140	12 929	13 268	-3	48 211	51 329	-6
+ Glamorgan	208 450	141 418	126 995	11	67 032	65 274	3
+ Glasgow	1 752 042	546 703	562 633	-3	1 205 339	1 413 084	-15
Gloucester/Cheltenham	15 282	—	—	—	15 282	7 337	—
Hawarden	171	171	—	—	—	—	—
Humberside	20 544	8 048	—	—	12 496	—	—
Inverness	133 579	7 858	4 342	81	125 721	131 717	-5
Islay	10 451	—	—	—	10 451	11 367	-8
+ Isle of Man	327 571	17 216	14 644	18	310 355	330 151	-6
Isles of Scilly	92 612	—	—	—	92 612	91 762	1
+ Kirkwall	99 854	2 039	813	—	97 815	95 510	2
+ Leeds/Bradford	282 412	104 425	58 444	79	177 987	228 081	-22
+ Liverpool	272 760	100 877	115 136	-12	171 883	240 066	-28
+ Lydd	85 449	85 437	68 802	24	12	117	-90
+ Manchester	2 791 394	2 054 238	1 928 552	7	737 106	831 139	-11
+ Manston	3 634	3 634	2 616	39	—	—	—
+ Newcastle	629 540	317 803	277 210	15	311 737	368 778	-15
+ Norwich	167 928	84 575	70 862	19	83 353	65 004	28
Penzance	87 081	—	—	—	87 081	86 865	—
+ Prestwick	385 969	340 044	347 624	-2	45 925	50 241	-9
+ Southampton	291 217	12 695	5 199	—	278 522	277 975	—
Stornoway	46 669	243	204	19	46 426	48 494	-4
+ Sumburgh	393 871	157 478	81 013	94	236 393	162 217	46
Swansea	5 769	241	514	-53	5 528	4 015	38
+ Teesside	214 310	32 708	41 288	-21	181 602	160 048	13
Tiree	3 083	—	—	—	3 083	2 847	8
Wick	28 754	22	25	-12	28 732	26 044	10
TOTAL (Incl. London Area)	45 927 227	34 648 197	32 545 647	6	11 279 030	12 120 121	-7

(a) Includes Channel Islands Traffic.

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

Note: Humberside commenced reporting from 1 April 1977

International Air Passenger Traffic to and from Airports 1977

Table 3.16

Comparison with a year earlier

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
EUROPE							
Austria	228 611	134 108	94 503	200 019	123 875	76 144	14
London — Vienna	179 733	124 333	55 400	163 623	117 282	46 341	10
Other Routes	48 878	9 775	39 103	36 396	6 593	29 803	34
Belgium	854 012	827 861	26 151	849 555	809 476	40 079	1
London — Brussels	571 092	568 261	2 831	572 921	561 879	11 042	—
Other S. E. England — Belgium	203 413	190 426	12 987	204 489	192 564	11 925	-1
Other Routes	79 507	69 174	10 333	72 145	55 033	17 112	10
Denmark	626 465	433 594	192 871	566 828	416 983	149 845	11
London — Copenhagen	461 226	361 895	99 331	461 901	354 549	107 352	—
Other Routes	165 239	71 699	93 540	104 927	62 434	42 493	57
Finland	132 596	113 821	18 775	120 429	100 815	19 614	10
France	2 903 627	2 659 499	244 128	2 900 829	2 565 720	335 109	—
London — Nice	167 447	160 421	7 026	169 577	148 937	20 640	-1
— Paris	1 926 245	1 863 320	62 925	1 907 318	1 831 959	75 359	1
— N. France (a)	105 729	96 657	9 072	120 725	101 718	19 007	-12
— Other France	285 776	225 756	60 020	282 697	220 106	62 591	1
Manchester — Paris	82 975	82 074	901	75 712	74 497	1 215	10
Other U. K. — Paris	126 318	97 474	28 844	124 864	87 348	37 516	1
Luton — Other France	19 693	10	19 683	25 191	6	25 185	-22
Other S. E. England — France	118 133	117 669	464	91 584	91 069	515	29
Other Routes	71 311	16 118	55 193	103 161	10 080	93 081	-31
Germany (Fed. Republic)	2 450 737	1 804 348	646 389	2 297 087	1 692 655	604 432	7
London — Dusseldorf	354 828	302 571	52 257	335 095	298 143	36 952	6
— Frankfurt	660 814	581 852	78 962	590 223	521 421	68 802	12
— Hamburg	276 328	228 712	47 616	264 385	238 501	25 884	5
— Munich	331 061	182 796	148 265	344 787	169 020	175 767	-4
— Other Germany	435 798	384 062	51 736	400 810	363 260	37 550	9
Luton — Germany	187 628	465	187 163	171 908	97	171 811	9
Manchester — Germany	120 873	87 474	33 399	107 058	71 633	35 425	13
Other Routes	83 407	36 416	46 991	82 821	30 580	52 241	1
Gibraltar	69 606	53 585	16 021	77 214	70 745	6 469	-10
Greece	883 746	370 550	513 196	882 489	347 755	534 734	—
Iceland	47 172	44 810	2 362	38 037	37 292	745	24
London — Reykjavik	27 374	27 046	328	22 515	21 808	707	22
Glasgow — Reykjavik	17 750	17 638	112	15 484	15 484	—	15
Other Routes	2 048	126	1 922	38	—	38	—

Table 3.16 (contd.)

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched	Charter	
Irish Republic	1 726 971	1 704 667	22 304	1 721 742	1 693 192	28 550	—
London — Cork	146 276	145 760	516	142 889	142 346	543	2
— Dublin	798 508	793 375	5 133	832 499	822 034	10 465	-4
— Shannon	115 806	115 529	277	119 682	115 606	4 076	-3
Manchester — Dublin	146 588	145 982	606	142 892	142 614	278	3
Birmingham — Dublin	126 438	125 487	951	123 825	122 560	1 265	2
Glasgow — Dublin	93 864	93 648	216	87 402	86 778	624	7
Liverpool — Dublin	60 722	60 248	474	69 143	68 330	813	-12
Leeds/Bradford — Dublin	30 579	30 511	68	30 764	30 566	198	-1
Edinburgh — Dublin	38 791	35 076	3 715	30 959	30 365	594	25
Bristol — Dublin	36 274	35 884	390	28 418	27 980	438	28
Other Routes	133 125	123 167	9 958	113 269	104 013	9 256	18
Italy	2 037 490	883 117	1 154 373	1 940 976	798 398	1 142 578	5
London — Genoa (g)	12 038	—	12 038	16 068	—	16 068	-25
— Milan	471 979	304 898	167 081	454 999	277 178	177 821	4
— Rimini (g)	37 092	—	37 092	49 560	—	49 560	-25
— Rome	460 085	351 457	108 628	418 410	303 023	115 387	10
— Venice	126 877	44 927	81 950	114 962	44 281	70 681	10
— Other Italy	328 555	150 393	178 162	331 808	150 982	180 826	-1
Luton — Rimini	31 258	—	31 258	35 250	136	35 114	-11
— Other Italy	353 040	450	352 590	326 159	90	326 069	8
Other S. E. England — Italy	—	—	—	—	—	—	—
N. England — Italy (h)	103 399	—	103 399	88 201	—	88 201	17
Other Routes	113 167	30 992	82 175	105 559	22 708	82 851	7
Luxembourg	61 665	59 764	1 901	60 109	57 875	2 234	3
London — Luxembourg	60 791	59 434	1 357	58 065	57 714	351	5
Other Routes	874	330	544	2 044	161	1 883	-57
Netherlands	1 934 061	1 883 212	50 849	1 835 731	1 793 124	42 607	5
London — Amsterdam	1 136 901	1 118 152	18 749	1 119 126	1 103 164	15 962	2
— Rotterdam	193 888	193 312	576	225 760	221 413	4 347	-14
Other S. E. England — Netherlands	110 080	100 496	9 584	89 578	79 941	9 637	23
Manchester — Amsterdam	123 694	122 801	893	112 444	111 197	1 247	10
Other Routes	369 498	348 451	21 047	288 823	277 409	11 414	28
Norway	590 968	392 772	198 196	521 780	371 696	150 084	13
London — Oslo	278 097	199 596	78 501	280 398	190 936	89 462	-1
Other Routes	312 871	193 176	119 695	241 382	180 760	60 622	30
Portugal	398 679	219 312	179 367	295 685	187 562	108 123	35
London — Lisbon	170 602	139 655	30 947	147 217	113 539	33 678	16
Other Routes	228 077	79 657	148 420	148 468	74 023	74 445	54
Soviet Union and Eastern Europe (b)	334 933	248 527	86 406	397 169	233 942	163 227	-16
London — Moscow	90 188	79 882	10 306	84 847	72 609	12 238	6
— Prague	27 751	27 523	228	28 394	28 394	—	-2
Other Routes	216 994	141 122	75 872	283 928	132 939	150 989	-24

Table 3.16 (contd.)

	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
Spain	4 617 324	1 042 621	3 574 703	4 666 821	1 004 413	3 662 408	-1
London — Barcelona	236 968	163 405	73 563	204 345	155 435	48 910	16
— Ibiza	88 815	13 156	75 659	106 158	15 298	90 860	-16
— Madrid	419 258	350 529	68 729	379 559	312 189	67 370	10
— Malaga	298 061	150 509	147 552	268 658	147 583	121 075	11
— Palma	517 669	138 903	378 766	562 664	148 390	414 274	-8
— Other Spain	587 610	211 781	375 829	617 551	213 432	404 119	-5
Luton — Alicante	90 398	—	90 398	91 428	—	91 428	-1
— Barcelona	29 438	—	29 438	10 763	—	10 763	—
— Gerona	60 826	—	60 826	70 585	—	70 585	-14
— Ibiza	52 208	—	52 208	81 744	—	81 744	-36
— Palma	161 587	144	161 443	189 693	—	189 693	-15
— Other Spain	151 489	121	151 368	150 374	305	150 069	1
Other S. E. England — Spain	3 340	1 519	1 821	1 308	—	1 308	—
Manchester — Barcelona	40 910	—	40 910	36 684	—	36 684	12
— Palma	246 257	—	246 257	261 027	51	260 976	-6
Other N. England — Spain	670 132	6 992	663 140	583 567	7 175	576 392	15
Scotland — Spain	296 249	2 805	293 444	295 585	1 710	293 875	—
Other Routes	666 109	2 757	663 352	755 128	2 845	752 283	-12
Sweden	524 274	239 579	284 695	422 920	213 496	209 424	24
London — Stockholm	276 221	171 011	105 210	245 587	144 136	101 451	12
Other Routes	248 053	68 568	179 485	177 333	69 360	107 973	40
Switzerland	1 289 016	886 341	402 675	1 180 936	866 796	314 140	9
London — Basle	80 645	64 429	16 216	79 634	71 486	8 148	1
— Geneva	480 660	339 743	140 917	450 595	343 447	107 148	7
— Zurich	591 550	401 755	189 795	534 703	389 079	145 624	11
Luton — Switzerland	49 113	433	48 680	43 887	123	43 764	12
Other Routes	87 048	79 981	7 067	72 117	62 661	9 456	21
Yugoslavia	285 242	147 567	137 675	414 367	160 377	253 990	-31
London — Dubrovnic	31 455	7 106	24 349	70 985	10 853	60 132	-56
— Ljubljana	25 014	19 273	5 741	33 360	24 056	9 304	-25
Luton — Yugoslavia	19 931	—	19 931	35 459	—	35 459	-44
Other Routes	208 842	121 188	87 654	274 563	125 468	149 095	-24
Other Europe	917 369	597 527	319 842	849 525	526 687	322 838	8
WESTERN HEMISPHERE							
Canada	1 510 460	911 283	599 177	1 448 345	865 901	582 444	4
London — Montreal	202 779	183 971	18 808	189 155	166 168	22 987	7
— Toronto	528 699	320 615	208 084	532 290	319 653	212 637	-1
— Other Canada	406 266	235 214	171 052	376 814	202 445	174 369	8
Other U. K. — Montreal	35 089	31 997	3 092	32 997	31 256	1 741	6
— Toronto	270 484	109 720	160 764	260 728	118 935	141 793	4
Other Routes	67 143	29 766	37 377	56 361	27 444	28 917	19

Table 3.16 (contd.)	1977			1976			Percentage change
	Total	Sched.	Charter	Total	Sched.	Charter	
United States	4 099 546	3 091 906	1 007 640	3 521 929	2 804 316	717 613	16
London — New York	1 621 644	1 246 191	375 453	1 332 595	1 061 700	270 895	22
— Other East Coast U. S. A.	943 003	839 888	103 115	891 911	799 067	92 844	6
— Chicago and Detroit	474 095	331 705	142 390	416 586	322 527	94 059	14
— West Coast U. S. A.	777 842	549 799	228 043	638 407	503 788	134 619	22
— Other U. S. A.	97 411	25 643	71 768	75 711	28 348	47 363	29
Other U. K. — New York	138 987	95 035	43 952	129 118	83 674	45 444	8
Other Routes	46 564	3 645	42 919	37 601	5 212	32 389	24
West Atlantic and Caribbean Islands	282 843	270 774	12 069	297 219	292 295	4 924	-5
Central and South America	117 910	114 220	3 690	112 555	105 045	7 510	5
REST OF THE WORLD							
Canary Islands	563 466	51 987	511 479	528 880	52 962	475 918	7
North Africa (c)	298 854	184 537	114 317	305 284	145 045	160 239	-2
East Africa (d)	146 578	129 793	16 785	162 200	141 763	20 437	-10
Central Africa (e)	83 142	83 132	10	75 516	74 433	1 083	10
West Africa (d)	321 166	307 740	13 426	206 039	187 652	18 387	56
South Africa	311 275	309 369	1 906	329 954	327 128	2 826	-6
Middle East (f)	1 703 702	1 688 091	15 611	1 288 809	1 266 594	22 215	32
India	256 141	256 133	8	228 760	227 797	963	12
Pakistan	117 938	117 938	—	103 592	101 721	1 871	14
Far East	753 764	714 498	39 266	694 319	651 511	42 808	9
Australia and New Zealand	384 757	383 949	808	373 914	373 564	350	3
Other Routes n.e.i.	550 015	114 574	435 441	396 490	112 599	283 891	39
ALL ROUTES	34 416 121	23 477 106	10 939 015	32 314 053	21 803 200	10 510 853	7

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 Teesside).

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 the 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.

Passengers at UK Airports and Seaports 1976 to 1977

Table 3.17

Airport or Seaport	1977 (000)	1976 (000)	Percentage Change
Heathrow	23 779	23 654	+1
Port of Dover	7 835	7 091	+10
Gatwick	6 652	5 753	+16
Manchester	2 902	2 871	+1
Luton	1 952	1 818	+7
Glasgow	1 781	2 008	-11
Port of Felixstowe	637	512	+24
Port of Folkestone	1 516	1 497	+1
Port of Harwich	1 760	1 568	+12
Belfast	1 039	1 082	-4
Port of Southampton	869	995	-13
Birmingham	1 112	1 156	-4
Edinburgh	1 052	1 024	+3
Port of Holyhead	939	723	+30
Aberdeen	959	837	+15
Newcastle	676	687	-2
Prestwick	601	643	-7
Port of Newhaven	550	570	-4
East Midlands	478	485	-1
Port of Liverpool	447	393	+14
Isle of Man	341	362	-6

International passengers only are shown for seaports.
Terminal and transit passengers are shown for airports.

International Passengers at UK Airports and Seaports 1976 to 1977

Table 3.18

Airport or Seaport	1977 (000)	1976 (000)	Percentage Change
Heathrow	20 568	19 758	+4
Port of Dover	7 835	7 091	+10
Gatwick	5 786	5 067	+14
Luton	1 921	1 782	+8
Manchester	2 054	1 929	+6
Port of Felixstowe	637	512	+24
Port of Folkestone	1 516	1 497	+1
Port of Harwich	1 760	1 568	+12
Port of Southampton	869	995	-13
Port of Holyhead	939	723	+30
Birmingham	700	746	-6
Port of Newhaven	550	570	-4
Glasgow	547	563	-3
Port of Liverpool	447	393	+14
East Midlands	306	313	-2
Prestwick	340	348	-2
Newcastle	318	277	+15
Stansted	297	266	+12
Aberdeen	326	267	+22
Southend	240	215	+12

Terminal passengers are shown for airports.

Passengers Departing from UK Airports on Inclusive Tour Charter Flights

Table 3.19

WINTER (NOVEMBER TO MARCH) 1976/77

	Spain incl Canaries and Balearics	Italy incl Sicily	Germany	Greece	Switzerland	North Africa	Yugoslavia	Portugal incl. Madeira	France	Other Countries	Total
All Airlines	457 544	115 539	115 802	16 431	63 029	21 962	7 374	25 607	30 555	186 187	1 040 030
of which UK Airlines	437 528	115 539	103 637	16 431	52 678	21 962	2 311	20 099	25 737	89 408	885 330
Foreign Airlines	20 016	—	12 165	—	10 351	—	5 063	5 508	4 818	96 779	154 700
UK Originating Traffic	439 259	97 695	58 694	16 431	38 822	21 962	2 416	18 273	18 806	48 761	761 119
of which UK Airlines	424 119	97 695	58 694	16 431	38 822	21 962	2 273	17 196	18 806	45 419	741 417
Foreign Airlines	15 140	—	—	—	—	—	143	1 077	—	3 342	19 702
Non-UK Originating Traffic	18 285	17 844	57 108	—	24 207	—	4 958	7 334	11 749	137 426	278 911
of which UK Airlines	13 409	17 844	44 943	—	13 856	—	38	2 903	6 931	43 989	143 913
Foreign Airlines	4 876	—	12 165	—	10 351	—	4 920	4 431	4 818	93 437	134 998

SUMMER (APRIL TO OCTOBER) 1977

All Airlines	1 552 136	361 919	197 289	233 299	121 542	36 380	59 741	79 702	59 858	434 822	3 136 688
of which UK Airlines	1 392 833	342 462	177 448	233 299	69 187	36 169	26 523	63 850	50 032	165 267	2 557 070
Foreign Airlines	159 303	19 457	19 841	—	52 355	211	33 218	15 852	9 826	269 555	579 618
UK Originating Traffic	1 516 521	306 025	86 340	232 527	36 799	35 137	56 001	65 392	44 996	145 681	2 525 419
of which UK Airlines	1 377 452	304 395	86 340	232 527	36 357	34 926	26 523	57 646	42 675	111 391	2 310 232
Foreign Airlines	139 069	1 630	—	—	442	211	29 478	7 746	2 321	34 290	215 187
Non-UK Originating Traffic	35 615	55 894	110 949	772	84 743	1 243	3 740	14 310	14 862	289 141	611 269
of which UK Airlines	15 381	38 067	91 108	772	32 830	1 243	—	6 204	7 357	53 876	246 838
Foreign Airlines	20 234	17 827	19 841	—	51 913	—	3 740	8 106	7 505	235 265	364 431

Cargo by Type and Nationality of Operator

Table 3.20

	Total	Scheduled Services								Charter Flights				Tonnes	
		UK operators				Overseas operators				UK operators				Overseas operators	
		British Airways	Others			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	Set down	Picked up
London Area Airports															
+ Gatwick	95 158.3	1.5	1.6	6 499.9	16 890.0	307.4	576.7	35.0	12.1	19 719.9	48 603.8	539.5	1 970.9		
+ Heathrow	437 700.5	64 855.6	72 550.1	734.8	3 478.4	117 857.0	171 100.6	1 193.8	182.8	979.4	1 820.0	1 095.1	1 852.9		
+ Luton	6 029.1	0.1	—	2.9	29.3	94.7	5.8	—	7.5	985.7	1 572.7	1 580.9	1 749.5		
+ Southend	6 353.0	—	—	2 853.0	2 565.0	—	—	—	—	152.0	626.0	40.0	117.0		
+ Stansted	27 424.1	—	—	—	—	0.4	2.5	—	—	3 066.7	17 341.7	1 590.2	5 422.6		
TOTAL (London Area)	572 665.0	64 857.2	72 551.7	10 090.6	22 962.7	118 259.5	171 685.6	1 228.8	202.4	24 903.7	69 964.2	4 845.7	11 112.9		
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—		
Other UK Airports															
+ Aberdeen	5 869.6	573.1	1 171.4	284.1	331.2	—	—	168.9	422.0	824.8	2 024.8	40.1	29.2		
+ Belfast	12 289.0	957.3	2 224.5	1 513.0	430.0	84.9	68.8	3.0	—	6 644.6	349.8	1.8	11.3		
+ Benbecula	177.9	120.2	43.1	13.1	1.5	—	—	—	—	—	—	—	—		
+ Birmingham	3 220.6	880.2	699.0	214.7	53.0	570.7	737.7	—	—	28.2	13.9	18.4	4.8		
+ Blackpool	1 273.5	0.2	0.2	55.6	443.9	—	—	—	—	8.7	764.9	—	—		
+ Bournemouth	8 876.8	—	1.2	4 465.3	4 238.1	0.5	—	—	4.7	103.4	38.2	—	25.4		
+ Bristol	561.7	129.5	60.9	42.9	12.7	173.1	138.6	—	—	3.7	0.3	—	—		
+ Cambridge	747.0	—	—	—	4.8	—	—	—	—	34.7	34.5	380.3	292.7		
+ Coventry	82.6	—	—	—	—	—	—	—	—	—	49.9	16.0	16.7		
+ East Midlands	5 057.1	—	—	878.7	1 167.2	12.2	2.1	—	—	267.2	2 288.4	67.3	374.0		
+ Edinburgh	1 320.4	278.6	298.3	322.7	320.0	38.3	31.3	—	—	0.1	3.9	22.3	4.9		
+ Exeter	412.2	—	—	78.1	281.7	—	—	—	—	—	15.3	—	37.1		
+ Glamorgan	334.7	34.5	140.8	36.7	16.5	3.6	31.5	—	0.4	0.8	50.0	—	19.9		
+ Glasgow	16 964.3	6 366.1	2 829.8	600.1	371.4	2 643.0	3 827.5	1.3	5.0	161.3	77.1	52.6	29.1		
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Humberside	30.9	—	—	—	—	—	—	—	—	—	—	—	—		
+ Inverness	384.0	59.3	324.3	—	—	—	—	—	0.3	1.0	29.9	0.1	—		
+ Islay	78.0	5.1	4.8	37.1	31.0	—	—	—	—	—	—	—	—		
+ Isle of Man	2 597.3	1 583.4	327.5	618.7	67.7	—	—	—	—	—	—	—	—		
+ Isles of Scilly	90.4	75.7	14.7	—	—	—	—	—	—	—	—	—	—		
+ Kirkwall	553.9	377.2	130.9	7.8	15.1	—	—	4.4	1.5	2.5	8.0	—	6.5		
+ Leeds/Bradford	371.2	75.0	105.1	70.8	48.3	41.2	19.0	0.1	—	7.6	3.0	0.7	0.4		
+ Liverpool	9 251.2	240.7	1 508.9	—	—	273.0	142.7	—	4.4	81.6	4 589.4	146.8	2 263.7		
+ Lydd	4 108.2	—	—	1 497.7	2 610.1	—	—	—	—	—	0.4	—	—		
+ Manchester	34 200.5	3 503.8	3 334.4	144.4	172.0	9 406.3	15 522.4	15.3	3.5	101.8	1 317.7	132.8	546.1		
+ Manston	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Newcastle	831.2	85.0	151.6	294.4	284.2	0.2	3.2	—	—	7.0	4.0	0.7	0.9		
+ Norwich	533.1	—	—	195.6	298.2	—	—	—	—	5.8	29.1	2.2	2.2		
+ Penzance Heliport	90.4	14.7	75.7	—	—	—	—	—	—	—	—	—	—		
+ Prestwick	17 280.4	6 381.3	3 073.2	6.1	2.3	4 751.8	2 336.1	0.2	0.7	102.9	111.1	148.3	366.4		
+ Southampton	1 755.8	27.4	187.7	255.3	809.0	—	—	—	—	9.9	361.7	17.8	87.0		
+ Stornoway	405.8	320.4	66.1	1.7	12.9	—	—	—	—	1.9	1.9	0.1	0.8		
+ Sumburgh	1 870.5	655.2	111.1	1.1	0.8	—	—	111.8	251.2	392.1	341.9	4.1	1.2		
+ Swansea	17.5	—	—	—	—	—	—	—	—	4.4	13.1	—	—		
+ Tees-side	458.9	—	—	124.5	184.0	—	—	—	—	12.2	45.2	4.3	88.7		
+ Tiree	12.8	—	—	11.6	1.1	—	—	—	—	0.1	—	—	—		
+ Wick	75.0	46.7	10.2	3.5	4.1	—	—	—	—	0.8	1.1	0.2	8.4		
TOTAL (Incl London Area)	704 849.4	87 647.8	89 447.1	21 865.9	35 175.5	136 258.3	194 546.5	1 533.8	896.1	33 712.8	82 532.7	5 902.6	15 330.3		
Channel Islands Airports															
+ Alderney	281.7	—	—	232.9	39.0	—	—	—	—	6.1	3.7	—	—		
+ Guernsey	8 882.0	91.6	50.8	1 799.9	920.2	1.1	0.4	—	—	2 244.3	3 773.1	—	0.6		
+ Jersey	10 045.9	619.3	477.1	5 491.1	3 211.1	50.1	24.1	—	—	72.4	93.5	1.4	5.8		
TOTAL (Channel Islands Airports)	19 209.6	710.9	527.9	7 523.9	4 170.3	51.2	24.5	—	—	2 322.8	3 870.3	1.4	6.4		

Note. Humberside commenced reporting from 1 April 1977.

Cargo for 1977

Total compared with one year earlier

Table 3.21

	International				Domestic				1977		1976		Percentage change on 1976	
	Scheduled		Charter		Scheduled		Charter		Total		Total		Percentage change on 1976	
	Passenger	Cargo only	Passenger	Cargo only	Passenger	Cargo only	Passenger	Cargo only	Passenger	Cargo only	Passenger	Cargo only	Passenger	Cargo only
	(tonnes)	(tonnes)	(tonnes)	(tonnes)	(tonnes)	(tonnes)	(tonnes)	(tonnes)	(tonnes)	(tonnes)	(tonnes)	(tonnes)	(tonnes)	(tonnes)
London Area Airports														
+ Gatwick	9 383	8 130	882	68 260	3 091	3 672	4	1 735	13 360	81 797	11 528	68 201	15.9	19.9
+ Heathrow	240 210	179 933	733	6 383	4 095	6 339	8	8	245 038	192 663	221 344	193 265	10.7	- 0.3
+ Luton	8	109	1 782	3 680	1	15	46	388	1 837	4 192	1 073	2 263	71.2	85.2
+ Southend	5 418	—	908	—	—	—	27	—	6 353	—	12 732	—	- 50.1	—
+ Stansted	3	—	5 017	22 290	—	—	23	89	5 043	22 379	1973	18 834	—	18.8
TOTAL (London Area)	255 022	188 172	9 322	100 613	7 187	10 026	100	2 220	271 631	301 031	531 213	—	7.8	—
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports														
+ Aberdeen	465	—	2 324	257	1 888	6	764	166	5 441	429	4 592	818	18.5	- 47.6
+ Belfast	157	7	2	312	4 361	753	33	6 664	4 553	7 736	4 892	7 455	- 6.9	3.8
+ Benbecula	—	—	—	—	177	—	—	—	177	—	228	—	- 22.4	—
+ Birmingham	2 203	312	12	46	636	4	—	7	2 851	369	2 588	41	10.2	—
+ Blackpool	85	—	—	10	376	39	—	763	461	812	677	—	88.0	—
+ Bournemouth	1	—	16	53	38	8 668	10	93	65	8814	382	5 718	- 83.0	54.1
+ Bristol	415	3	—	2	139	—	—	1	554	6	490	5	13.1	20.0
+ Cambridge	4	—	715	27	1	—	—	—	720	27	788	—	- 5.2	—
+ Coventry	—	—	22	46	—	—	—	15	22	61	111	—	- 25.2	—
+ East Midlands	505	130	38	2 642	624	801	6	310	1 173	3 883	1 011	6 643	16.0	- 41.5
+ Edinburgh	229	—	4	28	1 037	24	—	—	1 270	52	1 448	38	- 12.3	- 86.4
+ Exeter	37	—	—	52	320	2	—	—	357	54	390	—	5.4	—
+ Glamorgan	171	—	2	66	93	—	—	3	266	69	215	204	23.7	- 66.2
+ Glasgow	2 172	5 266	13	102	2 840	6 360	30	182	5 055	11 910	5 964	11 256	- 15.2	5.8
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Humberside	—	—	—	30	—	—	—	1	—	31	—	—	—	—
+ Inverness	—	—	—	—	383	1	—	—	383	1	325	—	17.8	—
+ Islay	—	—	—	—	78	—	—	—	78	—	45	—	73.3	—
+ Isle of Man	10	—	—	—	1 141	1 447	—	—	1 151	1 447	1 304	1 553	- 11.7	- 6.8
+ Isles of Scilly	—	—	—	—	90	—	—	—	90	—	97	—	- 7.2	—
+ Kirkwall	—	—	—	9	531	—	13	—	544	9	557	—	- 0.7	—
+ Leeds/Bradford	179	—	10	1	180	1	—	1	369	3	454	66	- 18.7	- 95.5
+ Liverpool	421	12	30	2 513	576	1 156	16	4 526	1 043	8 207	1 891	10 632	- 44.8	- 22.8
+ Lydd	6	4 102	—	—	—	—	—	—	6	4 102	12	3 818	- 50.0	7.4
+ Manchester	6 794	23 387	34	988	1 806	97	8	1 088	8 642	25 560	6 826	25 996	26.6	- 1.7
+ Manston	—	—	—	—	—	—	—	—	—	—	72	—	—	—
+ Newcastle	453	22	2	4	342	2	—	6	797	34	806	69	- 1.1	- 50.7
+ Norwich	310	—	7	29	183	—	1	2	501	31	590	—	- 9.8	—
+ Penzance Heliport	—	—	—	—	90	—	—	—	90	—	97	—	- 7.2	—
+ Prestwick	1 811	12 028	48	665	70	2 643	—	18	1 929	15 354	1 273	11 554	51.5	32.9
+ Southampton	24	42	—	447	1 166	48	3	26	1 193	563	1 398	—	25.6	—
+ Stornoway	—	—	—	1	399	2	1	2	400	5	415	10	- 3.6	- 50.0
+ Sumburgh	—	—	538	87	765	2	392	87	1 695	176	1 589	—	17.7	—
+ Swansea	—	—	—	—	—	—	17	—	17	—	18	—	- 5.6	—
+ Tees-side	37	—	14	125	271	—	—	10	322	135	270	12	19.3	—
+ Tiree	—	—	—	—	12	—	—	—	12	—	13	—	- 7.7	—
+ Wick	—	—	—	8	64	—	2	1	66	9	86	—	- 12.8	—
TOTAL (incl. London Area)	271 511	233 483	13 153	109 163	27 864	32 082	1 396	16 192	313 924	390 920	—	659 359	6.9	—
Channel Islands Airports														
+ Alderney	—	—	—	—	—	—	—	—	282	—	261	—	8.0	—
+ Guernsey	—	—	—	—	—	—	—	—	8 882	—	9 012	—	- 1.4	—
+ Jersey	—	—	—	—	—	—	—	—	10 046	—	10 881	—	- 7.7	—
TOTAL (Channel Islands Airports)	—	—	—	—	—	—	—	—	19 210	—	20 154	—	- 4.7	—

Note: Humberside commenced reporting from 1 April 1977

1977 Passenger Movements (000) between Planning Regions and Airports

Table 3.22

PLANNING REGION																	S.E. (G.L.C. and London Metropolitan)		S.E. (Remainder)		Northern Ireland		Total			
Airport	Scotland		Northern		Yorkshire/Humberside		North West		West Midlands		East Midlands		East Anglia		Wales *		South West									
Glasgow	1651.1	(45)	7.5	(1)	1.2	(-)	2.2	(-)	0.4	(-)	0.9	(-)	—	(-)	0.2	(-)	0.3	(-)	2.6	(-)	0.9	(-)	0.5	(-)	1 667.7	(4)
Edinburgh	988.1	(27)	4.4	(-)	0.2	(-)	0.6	(-)	0.6	(-)	0.8	(-)	—	(-)	—	(-)	—	(-)	—	(-)	—	(-)	0.2	(-)	994.9	(3)
Prestwick ¹	244.2	(7)	9.7	(1)	0.4	(-)	1.3	(-)	0.4	(-)	0.2	(-)	0.1	(-)	0.1	(-)	—	(-)	1.0	(-)	0.4	(-)	1.9	(-)	259.6	(1)
Aberdeen ²	539.5	(15)	4.4	(-)	1.2	(-)	2.3	(-)	0.7	(-)	1.6	(-)	1.5	(-)	0.6	(-)	1.2	(-)	5.0	(-)	1.0	(-)	0.1	(-)	559.2	(1)
Newcastle	17.9	(-)	540.4	(51)	8.7	(1)	1.6	(-)	0.9	(-)	0.4	(-)	—	(-)	0.1	(-)	0.2	(-)	0.8	(-)	0.1	(-)	—	(-)	571.2	(2)
Teesside	0.9	(-)	188.5	(18)	22.6	(2)	0.1	(-)	—	(-)	0.1	(-)	—	(-)	—	(-)	—	(-)	0.1	(-)	—	(-)	—	(-)	212.2	(1)
Leeds/Bradford	0.4	(-)	8.6	(1)	257.3	(18)	10.0	(-)	0.4	(-)	1.9	(-)	0.3	(-)	—	(-)	—	(-)	0.2	(-)	0.1	(-)	—	(-)	279.0	(1)
Manchester	36.3	(1)	87.2	(8)	404.8	(29)	1 963.1	(77)	111.0	(3)	46.5	(5)	1.2	(-)	69.3	(11)	4.9	(-)	13.2	(-)	3.6	(-)	—	(-)	2 741.1	(7)
Liverpool	0.8	(-)	3.9	(-)	5.3	(-)	200.3	(8)	5.9	(-)	1.8	(-)	0.3	(-)	7.1	(1)	2.1	(-)	9.5	(-)	1.3	(-)	0.2	(-)	238.6	(1)
Birmingham	4.4	(-)	7.8	(1)	53.7	(4)	24.2	(1)	785.0	(49)	98.5	(10)	3.9	(1)	15.2	(3)	25.5	(2)	10.6	(-)	17.0	(-)	—	(-)	1 046.0	(3)
East Midlands	2.2	(-)	7.0	(1)	112.6	(8)	9.3	(-)	58.2	(4)	271.2	(27)	2.4	(-)	0.6	(-)	3.0	(-)	3.5	(-)	2.0	(-)	0.3	(-)	472.3	(1)
Cardiff	0.1	(-)	—	(-)	0.3	(-)	0.9	(-)	1.6	(-)	0.1	(-)	0.1	(-)	191.7	(31)	11.7	(1)	0.5	(-)	0.2	(-)	0.1	(-)	207.2	(1)
Bristol	0.2	(-)	0.2	(-)	0.6	(-)	0.5	(-)	2.6	(-)	0.3	(-)	0.3	(-)	37.0	(6)	165.2	(15)	1.5	(-)	1.5	(-)	—	(-)	209.8	(1)
Heathrow	64.9	(2)	52.4	(5)	181.3	(13)	138.6	(5)	331.7	(21)	308.7	(30)	287.9	(58)	156.3	(26)	564.9	(51)	14 852.6	(72)	1 103.6	(51)	208.6	(16)	18 251.5	(48)
Gatwick	54.6	(1)	66.8	(6)	148.1	(11)	118.5	(5)	145.6	(9)	117.6	(12)	116.0	(23)	80.7	(13)	210.5	(19)	4 374.9	(21)	690.3	(32)	51.6	(4)	6 195.1	(16)
Luton	29.2	(1)	55.5	(5)	180.6	(13)	77.5	(3)	140.8	(9)	157.3	(15)	69.0	(14)	44.8	(7)	85.6	(8)	891.3	(4)	168.9	(8)	8.3	(1)	1 908.8	(5)
Southend	0.8	(-)	1.1	(-)	3.7	(-)	3.4	(-)	3.3	(-)	2.8	(-)	7.4	(1)	1.4	(-)	4.4	(-)	159.3	(1)	17.5	(1)	1.1	(-)	206.2	(1)
Stansted	3.8	(-)	5.0	(-)	8.9	(1)	4.9	(-)	8.5	(1)	7.7	(1)	7.3	(1)	1.9	(-)	4.7	(-)	225.3	(1)	16.0	(1)	2.0	(-)	295.9	(1)
Southampton	2.9	(-)	2.2	(-)	5.7	(-)	6.5	(-)	6.6	(-)	3.6	(-)	1.9	(-)	2.3	(-)	30.0	(3)	78.8	(-)	141.5	(7)	0.1	(-)	282.2	(1)
Belfast	—	(-)	—	(-)	—	(-)	—	(-)	—	(-)	—	(-)	—	(-)	—	(-)	—	(-)	—	(-)	—	(-)	1 037.7	(79)	1 037.7	(3)
All Airports	3 642.1	(100)	1 052.5	(100)	1 397.1	(100)	2 565.9	(100)	1 604.4	(100)	1 021.9	(100)	499.5	(100)	609.3	(100)	1 114.1	(100)	20 650.7	(100)	2 165.9	(100)	1 312.9	(100)	37 636.1	(100)

¹ Prestwick Airport—Includes International Passengers Only.

² Aberdeen Airport—Excludes All Helicopter Passengers

³ Southampton Airport—Includes Domestic Passengers Only.

Percentage figures shown in brackets.

The table above shows a national picture of air passenger movements between planning regions and twenty major UK airports. The information is drawn from origin/destination surveys run by the Authority in 1972, 1975 and 1976. All these percentages have been applied to 1977 levels of traffic. Only terminating passengers are included in the table i.e. those passengers who arrive at or depart from an airport by surface modes of transport. Further information on origins/destinations is available as follows.

1972—London Area Airports CAP363

1975—Scottish & Central England Airports CAP394

1976—Other English Provincial Airports To be published in Autumn 1978

Part 4

International Civil Aviation Statistics

World Airlines—Scheduled Services 1976

Table 4.1

	Aircraft movements		Passengers carried		Average passenger load		Passenger load factors		Cargo tonne km		Average cargo load		Capacity tonne km		Load tonne km		Weight load factor %	
	Percentage change		Percentage change		Percentage change				Percentage change		Percentage change		Percentage change		Percentage change			
	000s	on 1975	millions	on 1975	millions	on 1975	1976	1975	millions	on 1975	tonnes	on 1975	millions	on 1975	millions	on 1975	1976	1975
North American airlines																		
International services	644	- 1.4	21.8	6.8	78	- 17.0	55	51	2 929	7.7	5.10	9.2	18 024	3.4	8 933	8.4	50	47
Domestic services	9 706	3.9	219.0	8.3	104	48.6	56	55	5 079	5.2	1.47	1.4	60 336	4.6	29 324	8.4	49	47
TOTAL	10 350	3.1	240.8	8.2	74	1.4	56	54	8 008	6.3	1.99	3.1	78 360	4.3	38 257	8.4	49	47
European airlines†																		
International services	2 094	2.5	56.6	7.9	94	4.4	57	56	5 515	15.9	4.14	11.0	31 470	9.1	17 208	11.7	55	53
Domestic services	2 114	5.8	48.5	9.4	62	1.6	62	62	261	4.7	0.69	—	4 234	5.9	2 374	6.2	56	56
TOTAL	4 208	4.1	105.1	8.6	87	4.8	58	57	5 776	15.4	3.38	10.5	35 704	8.7	19 582	11.0	55	54
United Kingdom airlines (included in European)																		
International services	418	1.5	11.3	6.6	113	8.7	60	60	761	7.0	2.99	2.4	6 215	10.2	3 513	12.7	57	55
Domestic services	312	7.2	6.1	7.0	50	—	61	64	14	—	0.29	- 12.1	388	12.8	212	6.5	55	58
TOTAL	730	3.8	17.5	7.4	103	7.6	60	60	775	6.9	2.57	1.6	6 602	10.3	3 726	12.3	57	55
Other airlines*																		
International services	1 332	9.2	37.7	17.1	88	- 3.3	57	58	4 637	21.4	3.74	0.3	27 190	2.00	14 923	19.1	55	55
Domestic services	4 004	3.4	91.5	10.4	61	—	65	62	807	9.5	0.81	—	10 552	9.6	5 903	10.0	56	56
TOTAL	5 336	4.8	129.2	12.3	76	- 1.3	59	59	5 444	19.5	2.62	11.5	37 741	16.9	20 826	16.3	55	55
Total world airlines*																		
International services	4 070	3.6	116.1	10.0	96	5.5	57	56	13 081	14.1	4.29	9.4	76 684	9.4	41 064	12.5	54	52
Domestic services	15 824	2.7	359.0	8.7	71	4.4	57	56	6 147	6.1	1.28	1.6	75 122	5.3	37 601	8.4	50	49
TOTAL	19 894	2.8	475.1	9.0	81	5.2	57	56	19 228	11.4	2.45	7.5	151 805	7.3	78 665	10.5	52	50
TOTAL including USSR		—	576.0	7.9	—	—	60	59	21 444	10.7	—	—	169 317	7.0	93 110	9.8	55	54
United Kingdom airlines percentage share of international services																		
	10.3		9.7						5.8				8.1		8.6			

†Excluding USSR

*Excluding USSR, also China and other non-ICAO States

Source: International Civil Aviation Organisation.

Traffic at Major World Airports 1976

(Airports which handled about 6 million or more terminal passengers* shown in descending order)

Table 4.2

Location	Airport	Country	Total Aircraft Movements		Air Transport Movements		Terminal Passengers*		Total Cargo†	
			(000s)	Percentage change on 1975	(000s)	Percentage change on 1975	(000s)	Percentage change on 1975	Tonnes (000s)	Percentage change on 1975
Chicago	O'Hare	USA	718.1	7.7	611.9	4.7	41 376	8.0	748.2	7.5
Atlanta	Hartsfield	USA	490.0	4.5	440.9	4.6	27 299	11.8	229.5	13.4
Los Angeles	International	USA	482.6	6.4	356.5	4.8	25 983	9.5	598.1	1.7
London	Heathrow	United Kingdom	278.1	0.7	256.3	0.8	23 242	9.1	415.6	2.6
New York	J. F. Kennedy	USA	305.1	1.4	287.1	1.6	21 033	8.0	1 029.5	6.6
Tokyo	Haneda	Japan	168.4	2.4	165.8	10.2	19 437	9.4	425.8	17.1
San Francisco	International	USA	342.5	4.8	293.5	2.9	17 564	7.3	390.6	4.7
New York	La Guardia	USA	313.3	4.7	263.7	5.4	14 089	6.8	49.7	2.1
Denver	Stapleton	USA	418.4	8.3	264.6	13.9	13 699	13.9	101.7	8.2
Frankfurt	Rhein-Main	West Germany	212.2	2.0	196.7	1.6	13 170	10.0	494.0	22.2
Miami	International	USA	300.7	4.6	220.0	4.1	12 884	6.8	397.5	8.4
Osaka	International	Japan	131.3	-1.7	131.2	2.4	11 893	4.9	118.1	2.4
Washington	National	USA	326.1	6.4	206.7	4.4	11 735	8.6	37.8	8.6
Boston	Logan	USA	265.6	2.7	231.9	2.9	11 396	8.4	147.7	3.8
Honolulu	International	USA	320.6	0.3	108.4	—	11 366	9.3	162.2	26.6
Dallas — Fort Worth	Regional	USA	359.0	5.0	293.7	3.9	11 365	1.6	74.0	15.4
Toronto	International	Canada	244.8	2.8	176.7	2.8	11 322	8.8	147.0	13.1
Paris	Orly	France	152.0	1.2	144.5	1.0	10 671	0.5	139.4	16.2
Rome	Leonardo da Vinci	Italy	171.9	1.6	162.8	0.8	9 370	1.8	152.8	9.3
Madrid	Barajas	Spain	121.9	3.0	118.1	2.3	8 423	5.7	125.2	15.0
Philadelphia	International	USA	310.6	-1.2	219.5	3.5	8 120	8.1	109.3	-0.3
Detroit	Metropolitan	USA	247.3	5.2	159.7	-0.7	8 071	7.8	146.4	18.0
Copenhagen	Kastrup	Denmark	163.7	0.4	147.7	-0.4	8 053	6.3	144.5	11.4
Amsterdam	Schipol	Netherlands	176.4	1.8	132.2	2.1	7 902	4.9	256.5	13.3
Las Vegas	McCarran International	USA	300.0	5.3	138.8	13.7	7 685	18.2	12.3	11.2
Paris	Charles de Gaulle	France	95.7	11.3	92.5	10.8	7 517	25.0	247.1	12.1
Minneapolis	International	USA	251.9	5.0	131.5	3.9	7 383	9.0	79.8	3.0
Houston	International	USA	207.5	7.5	130.2	10.4	6 834	19.4	41.5	0.8
Seattle/Tacoma	International	USA	173.7	6.1	146.8	4.2	6 790	14.0	162.8	6.7
New York	Newark	USA	172.8	4.0	145.0	3.3	6 753	7.8	49.7	7.7
St. Louis	Lambert	USA	321.1	2.1	175.4	0.7	6 678	4.4	49.4	7.0
Sydney	Kingsford-Smith	Australia	156.1	0.4	134.0	1.3	6 495	-1.4	75.4	-22.1
Zurich	Kloten	Switzerland	139.8	1.3	105.1	0.8	6 435	7.9	126.0	10.7
Palma de Mallorca	Son San Juan	Spain	70.2	-5.6	68.9	-6.2	6 335	-6.8	24.6	7.1

ø Estimated Data

*Terminal Passengers carried on air transport flights (includes passengers in connecting transit)

†Cargo carried on air transport flights.

Sources: International Civil Aviation Organisation.

Aéroport du Paris

British Airports Authority

Size Structure of Airports in the Western World 1976

Table 4.3

Total Air Transport Movements (000s)						Terminal Passengers* on International Flights (000s)					
Location	Airport	Country or State	1976	1975	Percentage Change	Location	Airport	Country or State	1976	1975	Percentage Change
Chicago	O'Hare	Illinois, USA	611.9	627.0	- 2.4	London	Heathrow	UK	19 726	18 090	9.0
Atlanta	Hartsfield	Georgia, USA	440.9	414.0	6.5	New York	J. F. Kennedy	New York, USA	10 722	9 799	9.4
Los Angeles	International	California, USA	356.5	340.1	4.8	Frankfurt	Rhein-Main	West Germany	8 977	8 182	9.7
Dallas - Fort Worth	Regional	Texas, USA	293.7	282.2	4.1	Amsterdam	Schiphol	Netherlands	7 743	7 384	4.9
San Francisco	International	California, USA	293.5	285.3	2.9	Paris	Charles de Gaulle	France	6 751	5 511	22.5
New York	J. F. Kennedy	New York, USA	287.1	282.6	1.6	Copenhagen	Kastrup	Denmark	6 471	6 180	4.7
Denver	Stapleton	Colorado, USA	264.6	232.2	14.0	Paris	Orly	France	6 016	6 166	- 2.4
New York	La Guardia	New York, USA	263.7	250.1	5.4	Zurich	Kloten	Switzerland	5 855	5 417	8.1
London	Heathrow	UK	256.3	253.9	0.9	Palma de Mallorca	Son San Juan	Spain	4 765	5 342	- 10.8
Boston	Logan	Massachusetts, USA	231.9	225.5	2.8	Rome	Fiumicino	Italy	...	5 119	—
Miami	International	Florida, USA	220.0	211.4	4.1	Tokyo	Haneda	Japan	5 686	5 013	13.4
Philadelphia	International	Pennsylvania, USA	219.5	212.0	3.5	London	Gatwick	UK	5 038	4 707	7.0
International Air Transport Movements (000s)						Cargo† (tonnes 000s)					
London	Heathrow	UK	206.4	206.7	- 0.1	New York	J. F. Kennedy	New York, USA	1 029	877	17.3
Frankfurt	Rhein-Main	West Germany	129.4	126.4	2.4	Chicago	O'Hare	Illinois, USA	748	598	25.1
Amsterdam	Schiphol	Netherlands	125.8	123.2	2.1	Los Angeles	International	California, USA	598	558	7.2
Copenhagen	Kastrup	Denmark	115.9	116.0	- 0.1	Frankfurt	Rhein-Main	West Germany	494	403	22.6
Zurich	Kloten	Switzerland	101.4	100.4	1.0	Tokyo	Haneda	Japan	426	364	17.0
San Juan	Puerto Rico Intl.	Puerto Rico, USA	95.9	—	—	London	Heathrow	UK	416	402	3.5
New York	J. F. Kennedy	New York, USA	95.1	87.5	8.7	Miami	International	Florida, USA	398	373	6.7
Rome	Fiumicino	Italy	...	84.6	—	San Francisco	International	California, USA	391	295	0.3
Paris	Charles de Gaulle	France	82.0	76.0	7.9	Amsterdam	Schiphol	Netherlands	257	226	13.7
Paris	Orly	France	76.4	76.6	- 0.3	Paris	Charles de Gaulle	France	247	220	12.3
Brussels	National	Belgium	74.3	7.05	5.4	Atlanta	Hartsfield	Georgia, USA	230	202	13.9
Toronto	International	Canada	64.1	61.0	5.1	Hong Kong	Kai Tak	Hong Kong	163	142	14.8
Terminal Passengers* (000s)											
Chicago	O'Hare	Illinois, USA	41 376	37 296	10.9						
Atlanta	Hartsfield	Georgia, USA	27 299	25 269	8.0						
Los Angeles	International	California, USA	25 983	23 719	9.5						
London	Heathrow	UK	23 242	21 295	9.1						
New York	J. F. Kennedy	New York, USA	21 033	19 476	8.0						
Tokyo	Haneda	Japan	19 437	17 759	9.4						
San Francisco	International	California, USA	17 564	17 504	0.3						
New York	La Guardia	New York, USA	14 089	13 186	6.8						
Denver	Stapleton	Colorado, USA	13 699	12 026	13.9						
Frankfurt	Rhein-Main	West Germany	13 170	11 939	10.3						
Miami	International	Florida, USA	12 884	12 068	6.8						
Osaka	International	Japan	11 893	10 899	9.1						

*Terminal Passengers carried on air transport flights (includes passengers in connecting transit)

†Cargo carried on air transport flights.

Sources: International Civil Aviation Organisation

Aéroport de Paris.

British Airports Authority

Major Western European Airports — Aircraft Movements, Passengers and Cargo 1976

Table 4.4

Location	Airport	Country	Total Aircraft Movements		Air Transport Movements		Total Passengers		Terminal Passengers		International Terminal Passengers		Total Cargo	
			(000)	Percentage change on 1975	(000)	Percentage change on 1975	(000)	Percentage change on 1975	(000)	Percentage change on 1975	(000)	Percentage change on 1975	(000) tonnes	Percentage change on 1975
Alicante	Alicante	Spain	23.6	- 3.2	20.3	- 2.4	1 817	- 10.4	1 812	- 10.7	1 330	- 17.9	11.0	- 11.8
Amsterdam	Schipol	Netherlands	176.4	1.8	132.2	2.1	8 256	4.5	7 903	4.9	7 742	4.8	256.5	13.3
Athens	Hellinikon	Greece	113.2	16.6	93.6	10.2	7 451	21.4	6 379	3.9	3 967	31.0	44.9	37.7
Barcelona	Barcelona	Spain	75.7	- 1.4	72.1	0.2	4 775	6.5	4 678	6.7	1 297	92.2	45.7	12.2
Belgrade	Surcin	Yugoslavia	45.8	- 9.5	41.9	- 9.9	2 103	1.3	2 047	1.3	756	10.7	17.3	8.8
West Berlin*	Tempelhof/Tegel	West Germany	53.5	3.9	51.6	- 5.0	..	—	3 976	0.4	807	2.4	13.7	0.7
Brussels	National	Belgium	102.2	5.2	74.4	5.2	4 403	5.4	4 302	5.0	4 300	5.0	140.1	24.0
Cologne-Bonn	Wahn	West Germany	69.0	0.4	33.9	0.5	1 965	7.7	1 768	3.3	826	1.2	28.0	69.7
Copenhagen	Kastrup	Denmark	163.7	0.4	147.7	- 0.5	8 485	5.9	8 053	6.3	6 471	4.7	144.4	11.4
Dublin	Dublin	Ireland	81.1	2.1	35.8	0.8	2 209	0.5	2 208	0.6	1 966	- 0.3	42.8	1.1
Dusseldorf	Lohansen	West Germany	108.2	- 3.7	74.4	4.4	5 280	1.2	5 182	1.4	3 557	1.2	34.8	28.4
Frankfurt	Rhein-Main	West Germany	208.2	0.8	193.2	1.0	14 144	10.9	13 123	9.9	8 977	1.1	491.6	22.1
Geneva	Coimtrin	Switzerland	127.0	5.0	65.0	0.9	3 975	7.2	3 449	7.4	2 839	7.3	36.7	4.6
Glasgow	Abbotsinch	United Kingdom	76.0	1.9	37.9	8.9	2 009	12.2	1 976	12.1	607	20.0	17.5	12.9
Hamburg	Fuhlsbuttel	West Germany	94.7	- 0.9	60.9	- 1.5	3 812	4.5	3 646	4.1	1 609	—	28.9	16.5
Hanover	Langenhagen	West Germany	69.0	0.9	32.5	0.9	1 900	2.3	1 747	0.7	743	2.2	11.9	35.2
Helsinki	Helsinki	Finland	83.8	2.7	52.4	- 0.3	2 481	- 11.8	2 481	13.7	1 698	2.7	16.5	1.1
Istanbul	Yesilkoy	Turkey	50.6	1.6	46.0	3.8	3 331	12.4	3 206	14.2	1 932	3.3	20.6	21.9
Las Palmas	Las Palmas	Spain	49.5	- 3.4	49.0	- 1.8	3 974	2.2	3 815	2.6	1 865	6.6	28.6	- 15.9
Lisbon	Portela de Sacavem	Portugal	43.5	- 3.3	35.8	- 6.0	2 653	- 5.0	2 239	- 5.7	1 586	9.8	36.8	2.2
London	Gatwick	United Kingdom	108.7	3.5	79.8	8.4	5 753	6.3	5 714	7.0	5 039	7.0	79.7	7.8
London	Heathrow	United Kingdom	278.1	0.7	256.1	0.9	23 654	9.3	23 243	9.1	19 726	9.0	414.6	3.1
Luton	Luton	United Kingdom	58.8	12.0	18.8	1.1	1 818	- 3.2	1 807	3.3	1 782	- 3.3	3.3	- 16.7
Madrid	Barajas	Spain	122.0	3.2	117.9	2.6	8 703	6.1	8 417	5.7	3 144	- 1.3	124.0	14.0
Malaga	Malaga	Spain	39.2	- 3.4	34.3	- 3.7	2 564	- 6.7	2 502	- 6.7	1 678	- 12.9	6.3	14.5
Manchester	Ringway	United Kingdom	74.1	8.2	46.7	1.5	2 871	7.1	2 760	7.0	1 886	4.9	32.8	- 4.9
Marseille	Marignane	France	86.2	2.9	44.5	6.0	2 734	12.6	2 391	9.3	1 115	10.3	18.2	15.9
Milan	Linate	Italy	96.2	7.6	78.2	6.8	..	—	4 227	4.8	..	—	49.6	- 4.6
Munich	Riem	West Germany	119.4	1.7	72.9	- 1.6	4 922	8.4	4 607	8.3	2 582	6.7	29.1	14.1
Nice	Cote d'Azur	France	..	—	..	—	3 736	66.7	3 472	68.3	1 262	44.4	10.0	5.3
Oslo	Fornebu	Norway	83.3	3.2	52.5	4.0	2 934	9.0	2 925	9.2	1 321	9.4	24.2	3.0
Palma de Mallorca	Son San Juan	Spain	70.3	- 5.1	69.0	- 5.3	6 355	- 6.6	6 328	- 6.5	4 765	- 10.8	24.5	10.4
Paris	Charles de Gaulle	France	95.6	11.4	92.5	10.8	7 701	25.2	7 517	25.1	6 751	22.5	247.1	12.2
Paris	Le Bourget	France	51.3	- 39.2	50.2	25.5	1 763	18.1	1 736	18.6	200	- 84.4	14.5	- 11.0
Paris	Orly	France	151.9	1.2	144.5	1.0	10 971	0.9	10 671	0.6	6 016	- 2.4	139.4	16.3
Rome	Leonardo da Vinci	Italy	171.9	—	162.8	14.0	..	—	9 370	13.2	..	—	152.8	- 11.5
Stockholm	Arlanda	Sweden	83.8	- 1.3	66.1	4.6	3 942	5.3	3 844	4.9	2 928	5.1	34.7	7.8
Stuttgart	Echterdingen	West Germany	88.8	- 6.5	46.4	- 3.1	2 534	8.7	2 414	9.6	1 337	7.0	21.0	19.3
Vienna	Schwechat	Austria	66.3	5.7	46.3	6.4	2 441	11.7	2 279	12.7	2 276	12.6	28.5	20.8
Zurich	Kloten	Switzerland	139.8	0.6	105.1	0.9	6 808	7.6	6 435	7.9	5 855	7.9	126.0	10.7

*Data for two airports serving the city are combined.

Sources International Civil Aviation Organisation.

British Airports Authority.

ø Estimated data.

Indicators of the Changing Structure of Scheduled Air Traffic of ICAO Contracting States* 1966-1976

Table 4.5

Year	Stage Distance km			AVERAGES PER AIRCRAFT						Weight Load Factor %		
	Speed km/hr			Payload Capacity tonnes								
	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic
1966	574	1 231	443	482	593	436	11.6	14.1	10.3	52.9	53.8	52.2
1967	614	1 314	486	518	613	479	12.2	14.6	10.9	50.7	51.7	50.0
1968	663	1 360	527	550	638	514	13.0	15.2	11.9	48.6	51.0	47.0
1969	705	1 376	560	568	650	533	13.6	15.9	12.3	47.6	51.5	44.9
1970	737	1 406	581	583	649	545	14.4	17.2	12.7	47.5	51.0	44.9
1971	742	1 422	577	588	656	556	15.5	18.9	13.6	46.1	48.9	44.0
1972	751	1 478	583	591	665	555	16.3	20.4	14.0	48.7	51.0	46.8
1973	760	1 474	590	592	651	555	17.3	21.7	14.6	49.8	52.7	47.1
1974	769	1 474	595	590	651	559	18.1	23.1	15.0	51.3	53.1	49.5
1975	779	1 440	597	598	655	561	18.8	23.9	15.5	50.5	52.5	48.6
1976	789	1 498	607	603	662	570	19.3	25.2	15.6	51.8	53.5	50.1

*Excluding USSR, also China and other States that were not members of ICAO at 31 December 1974.

Source: International Civil Aviation Organisation.

Indicators of the Changing Structure of Scheduled Air Traffic of UK Airlines 1966-1977

Year	Stage Distance km			AVERAGES PER AIRCRAFT						Weight Load Factor %		
	Speed km/hr			Payload Capacity tonnes								
	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic
1966	658	910	282	473	536	303	12.9	14.1	7.3	53.3	52.6	59.7
1967	691	972	287	496	562	316	12.8	13.9	7.3	53.4	52.7	59.5
1968	722	1 024	287	504	566	321	13.2	14.3	7.5	52.7	52.0	59.4
1969	753	1 112	259	529	595	320	13.9	14.9	7.5	54.0	53.4	62.1
1970	816	1 218	264	545	613	317	14.1	15.1	7.8	51.2	50.6	59.3
1971	841	1 239	273	550	615	327	15.0	16.1	7.8	49.4	48.8	57.2
1972	839	1 260	281	548	616	329	17.4	19.0	7.7	50.6	50.0	59.1
1973	858	1 310	284	548	617	330	17.7	19.4	7.8	53.9	53.6	58.8
1974	816	1 175	300	529	594	328	18.5	20.4	7.9	55.1	54.9	57.8
1975	816	1 183	296	535	606	321	20.9	23.2	8.0	55.4	55.3	57.8
1976	825	1 218	299	545	615	336	21.9	24.4	8.3	56.4	56.5	54.7
1977	827	1 215	287	547	613	335	22.8	25.3	7.5	57.5	57.4	58.3

Part 5

Miscellaneous UK Statistics

Table 5.1.1

Operating Statistics and Accident Data: Public Transport Passenger Carrying Services of UK Operators (Aircraft over 2 300 kg)

This table does not include statistics relating to British-registered aircraft operated by foreign companies or accidents involving only a third party.

A. Scheduled Passenger Services 1968-1977

	Stage Flights (000)	Revenue Aircraft km (000 000)	Revenue Hours (000)	Revenue Passenger km (000 000)	Revenue Passengers Carried (000)	Notifiable Accidents		Passengers Killed	Crew Killed
						Total	Fatal		
1968	334.5	238.3	470.5	14 092	12 184	5	2	48	5
1969	349.0	257.0	484.9	16 235	13 222	5	—	—	—
1970	349.3	279.2	513.6	17 429	13 874	9	—	—	—
1971	352.7	290.6	531.0	18 661	14 462	5	1	55	8
1972	358.1	295.3	539.3	22 166	15 768	6	1	112	6
1973	378.1	319.8	583.5	26 187	17 364	8	—	—	—
1974	356.5	290.0	532.1	25 397	16 396	5	—	—	—
1975	332.1	268.5	507.2	27 544	16 322	8	—	—	—
1976	347.1	283.0	520.2	31 078	17 470	3	1	54	9
1977	362.8	320.9	520.2	32 140	17 011	1	—	—	—

B. Non-Scheduled Passenger Services 1968-1977

1968	67.9	82.2	159.4	6 832	3 962	1	—	—	—
1969	80.6	97.2	172.0	8 941	5 383	2	—	—	—
1970	97.8	111.7	203.7	11 430	6 625	2	1	105	7
1971	120.5	159.0	258.3	16 299	8 937	2	—	—	—
1972	131.7	177.6	289.8	19 117	10 074	3	—	—	—
1973	143.5	181.1	302.7	19 654	10 910	3	1	100	4
1974	157.5	155.0	294.9	15 245	8 584	7	—	—	—
1975	167.3	164.0	291.2	16 664	9 590	1	—	—	—
1976	181.7	168.2	314.7	17 429	9 745	7	1	1	—
1977	206.7	190.0	330.1	20 521	10 498	6	—	—	—

C. All Passenger Services 1968-1977 (This table is the total of Tables A and B)

1967	405.5	316.0	642.6	20 235	15 765	17	3	211	15
1968	402.4	320.5	629.9	20 924	16 146	6	2	48	5
1969	429.6	354.2	656.9	25 176	18 605	7	—	—	—
1970	447.1	390.9	717.3	28 859	20 499	11	1	105	7
1971	473.2	449.6	789.3	34 960	23 399	7	1	55	8
1972	489.8	472.9	829.1	41 283	25 842	9	1	112	6
1973	521.6	500.9	886.2	45 841	28 274	11	1	100	4
1974	514.0	445.0	818.0	40 642	24 980	12	—	—	—
1975	499.4	432.5	798.4	44 208	25 912	9	—	—	—
1976	528.8	451.2	834.9	48 507	27 215	10	2	55	9
1977	569.5	510.9	850.3	52 661	27 509	7	—	—	—

Operating Statistics and Accident Data: All Public Transport Services (Passenger and Freight) of UK Operators 1968-77 (Aircraft over 2 300 kg)

Table 5.1.2

This table does not include statistics relating to British-registered aircraft operated by foreign companies or accidents involving only a third party.

A. Scheduled Services

	Stage Flights (000)	Revenue Aircraft km (000 000)	Revenue Hours (000)	Notifiable Total	Accidents Fatal
1968	342.8	247.5	491.5	6	2
1969	359.0	270.3	510.9	5	—
1970	359.4	293.0	538.2	9	—
1971	363.9	306.0	556.5	5	1
1972	369.3	309.9	565.8	6	1
1973	391.4	335.8	613.2	8	—
1974	380.2	310.3	586.1	5	—
1975	350.9	286.4	535.7	8	—
1976	364.8	301.0	552.2	3	1
1977	351.2	292.4	533.7	1	—

B. Non-Scheduled Services

1968	81.8	92.8	189.0	2	1
1969	96.6	110.5	206.0	3	—
1970	115.2	128.9	243.2	2	1
1971	140.9	181.0	308.5	2	—
1972	157.0	194.7	344.8	4	—
1973	169.3	210.9	365.9	4	1
1974	171.6	177.4	328.5	9	—
1975	185.8	195.4	360.1	1	—
1976	206.8	204.2	392.5	8	1
1977	253.3	218.4	416.6	9	2

C. All Services

1968	424.6	340.3	680.5	8	3
1969	455.6	380.8	716.9	8	—
1970	474.6	421.9	781.4	11	1
1971	504.8	487.0	865.0	7	1
1972	526.3	504.6	910.6	10	1
1973	560.7	546.7	979.2	12	1
1974	551.8	487.7	914.6	14	—
1975	536.7	481.8	895.8	9	—
1976	571.6	505.2	944.7	11	2
1977	604.5	510.8	950.3	10	2

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. At present licences are issued in the following categories

Class 1 authorises scheduled service flights;

Class 2 authorises advance booking charter flights;

Class 3 authorises inclusive tour charter flights;

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

Class 5 authorises substitute flights;

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

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

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

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

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

Appendix C Quarterly and Annual Returns of Airline Financial Statistics

NOTES ON COMPILATION

Annual returns on CAA Forms No Stats 250, 251 and 252^{*} should relate to the airline's own financial year, and should be dispatched as soon as possible and not later than three months after the end of that year. If based on audited accounts, they should be accompanied by those accounts. If Audited Accounts are not available within the above timescale, these three returns should be based on Draft Accounts followed by the Audited version as soon as this is available, accompanied by revised forms if the figures differ materially from those in the Draft Accounts.

The returns should be dispatched to the Civil Aviation Authority at the address shown at the foot of the form which also shows the relevant number for telephone enquiries.

General Instructions

The 'Page Header' and 'Cols' boxes at the head of each table are for official use and should be left blank.

Revenues and expenses are to be reported in £ (000).

Negative figures should be indicated by placing a minus sign immediately before the number.

NOTES ON INDIVIDUAL FORMS

CAA FORM NO STATS 250 – QUARTERLY AIRLINE PROFIT AND LOSS STATEMENT

QUARTERLY REVENUES

Operating revenues are those arising from the operation of air transport services. Some special arrangements that affect the classification of operating revenues are listed below. The advice of CAA should be sought when additional explanation is needed.

Pooled Services Each airline participating in pooled services should report the revenues accruing to it under the pool in the appropriate revenue items, and the expenses it incurs for its own operations under the pool in the appropriate expense items of this Form. Revenues from capacity equalisation payments should be included in item 7, 'Incidental Revenues'. Payments made for capacity equalisation of pooled services should be entered in item 13, 'Rental of flight equipment'.

Leased, Chartered and Interchanged Aircraft Revenues from aircraft leased, chartered or interchanged to another airline should be reported in item 7, Incidental Revenues, when the aircraft are not operated under the control of the reporting carrier. Revenues from the charter sale of the whole capacity of an aircraft to other parties when the transportation responsibility is that of the reporting carrier should be reported in item 6(d), Non-scheduled Flights – Cargo where only cargo is carried otherwise it should be reported under item 6(e) – Non-scheduled Flights – Other.

^{*} Copies appear at the end of this Appendix.

The expenditure involved in obtaining aircraft from other carriers or parties by lease, charter or interchange agreement should be reported in item 13, Rental of flight equipment.

Blocked-Off Charters A blocked-off charter arises from the blocking-off for charter sale of the whole capacity of a flight published as a scheduled flight and carried out as a charter flight on the same or similar routing and operating time. Revenues obtained from blocking-off charters should be reported in item 6, Non-scheduled Flights, in the appropriate category.

Blocked-Space The gross revenues obtained from selling part of the capacity of an aircraft for re-sale by a carrier or other party should be reported in item 7, Incidental Revenues. The expenses incurred in the purchase of blocked-space by the reporting airline should be entered in item 13, Rental of flight equipment. Such revenues and expenses should be identified separately by footnote.

- 1 *Scheduled passenger* (individually booked seats direct to passenger) Report under this heading revenues earned in services scheduled and performed according to a published timetable (or from services so regular or frequent as to constitute a recognisably systematic series), which are open to use by members of the public, including revenue earned from extra flights occasioned by overflow traffic from such scheduled services. Exclude from this heading the fares of passengers carried on scheduled services under part-charter arrangements, and other block-booked seats.
- 2 *Scheduled passenger* (all block-booked seats including part-charter) Only the fares of passengers carried on scheduled services whose seats have not been booked individually are to be shown under this heading.

NOTE TO COVER HEADINGS 1 AND 2

Passenger revenue shall include the revenue from the transportation of passengers on scheduled flights, after the deduction of applicable discounts and rebates. It shall not include the value of passenger tickets sold in advance; the value of such tickets shall be carried forward until such time as the flight takes place or the value is refunded. Cancellation fees shall be included under item 7 'Incidental revenues'.

Passenger revenue shall be credited with revenue upon the basis of published tariffs, excursion, other special fares and agreed inter-line pro-rates of through fares; and revenue from berth, compartment or other special accommodation furnished on the basis of fares or contracts for space occupied. It shall not include taxes on sales of passenger transportation.

Revenues from the sale of food and drinks not included in the price of the ticket shall be excluded and reported under item 7 'Incidental revenues'.

Revenues from nominal service charges for persons travelling on a non-revenue basis (such as staff members) shall be excluded and reported under item 7 'Incidental revenues'.

Passenger revenue shall not be charged with payments made for ground transportation, commission on sales or other expenses connected with passenger handling or interrupted flights. Such expenses shall be charged to appropriate expenditure accounts.

- 3 *Scheduled excess baggage* shall include revenue arising from the transportation of passenger baggage in excess of the fixed free weight and fixed valuation allowance; excess baggage arising from passengers carried under heading 2 should be included.

- 4 ***Scheduled cargo, and diplomatic bags*** Cargo shall include revenue, after deduction of applicable discounts and rebates, on the basis of published tariffs and agreed inter-line pro-rates of through-tariffs.

Cargo revenue shall also include revenue from the carriage of diplomatic bags.

Where the airline's staff has the privilege of sending personal consignments at reduced rates, such revenue shall be taken as normal cargo revenue.

Revenue from cargo carried on non-scheduled services shall be included under heading 6.

- 5 ***Scheduled mail*** Mail shall include: payments received from the carriage of all domestic and foreign mail at prevailing rates, irrespective of the fact that such rates may be fixed in advance or in arrears. Adjustments to mail revenue for previous years shall be included under item 4 of CAA Form No Stats 251 Annual Airline Appropriation Account.
- 6 ***Non-scheduled flights*** Shall include revenue derived from all flights performed for remuneration, including empty flights related thereto, other than those reported as scheduled services in heads 1 and 2. Item 6 (b) shall include TGC sales and item 6 (e) shall include revenues from sales of the whole capacity of an aircraft when the responsibility for the performance of transportation is that of the reporting carrier.
- 7 ***Incidental revenues*** Shall include *net* revenues (ie gross revenues less related direct expenses) from such sources as surface transport; food services; service and maintenance sales; property and other incidental net operating revenues which accrued to the airline from sources other than air transportation. This item shall also include *gross* revenues from passengers paying less than 25% of the normal applicable fare; commissions received on sales of transportation on other carriers; 'no-show' and cancellation fees; providing aircraft to other airlines or parties for operations under their control, such as in leasing, chartering or interchange agreements; revenues from capacity equalisation payments arising from pooled services; from the sale of blocked-space to other carriers on aircraft operated by the reporting carrier (such revenues should be identified separately by footnote); and any other operating revenues not classifiable in headings 1 to 6.
- 8 ***Total operating revenues*** The sum of headings 1 to 7.

EXPENSES

- 9 ***Flight crew salaries and expenses*** Shall include pay and allowances, pensions, insurance, travelling and other similar expenses, including crew equipment costs. Pay, allowances and other related expenses of purses, cabin attendants and passenger service personnel shall not be charged under this account, but included under 'Passenger services' (item 23 (a)). Training costs shall not be included in this item (see 14 and 20).
- 10 ***Aircraft fuel and oil*** Shall include non-refundable duties and taxes.
- 11 ***Flight equipment insurance*** Shall include: insurance against accidental damage to flight equipment while in flight and on the ground and insurance against liability occurring from operation of aircraft.

- 12 *Uninsured losses* Shall include the expenses incurred but not covered by insurance for which the airline is liable in respect of accidental damage to flight equipment while in flight and on the ground, and liability which has occurred from the operation of aircraft.
- 13 *Rental of flight equipment* Shall include expenses incurred for the rental of aircraft and crews from other carriers such as in leasing, chartering and interchange agreements and payments made for capacity equalisation arising from pooled services. This item shall also include payments for the purchase of blocked-space on aircraft operated by other carriers, identifying the total amount of such payments separately by footnote.
- 14 *Flight crew training (when not amortised)* Shall include the cost of training flight crew, when separately identifiable, if this cost is not to be amortised over two or more years (see also item 20).
- 15 *Flight expenses other than items 9 to 14* Shall include expenses pertaining to inflight operation and related standby time of aircraft, which are not classifiable under items 9 to 14 inclusive.
- 16 *Maintenance and overhaul* Shall include not only the cost of current maintenance of aircraft, engines, components and spares in an operative condition, but also the cost of repair and overhaul, including certificate of airworthiness overhaul where such is carried out under Government mandatory requirements. Expenditure grouped under this account refers to the cost of engineering labour, not only hourly rated or costed labour, but engineering supervision, planning, inspection, etc., which can be determined as relating solely to engineering work in the particular type of aircraft, or to the particular unit within the airline's organisation. It shall include also the cost of materials used in maintaining the flight equipment in an operative condition. The cost can be determined according to the airline's internal methods.

Indirect expenditure arising under the above heading shall also be charged, whether by direct allocation or by pro-rating or apportionment. This will include items such as: pay of supervisory personnel at maintenance and overhaul shops; pay of engineers and other employees at the maintenance and overhaul shops, including stores and supplies personnel, accounting personnel, timekeepers, etc; travel, training and other expenses of maintenance and overhaul employees; maintenance and insurance of equipment used at the maintenance and overhaul shops, where separately assessed; accommodation costs; office supplies and expenses, telephone and cable costs, transportation costs.

The cost of repair, overhaul and maintenance of the flight equipment by outside contractors and manufacturers, or by specialist units within the airline's organisation, shall also be included.

If the airline's organisation permits the separate cost of engineering staff at out-stations to be ascertained, then such costs should normally be included under this account. When this is not possible, such costs should be included in item 22 with a note to this effect.

Where direct and related indirect maintenance of ground facilities cannot be segregated for inclusion under 'Station and other ground expenses' it shall be included under item 16.

- 17 ***Depreciation of aircraft fleet including spares*** The historic cost depreciation appropriate to the quarter included in heading 1 of CAA Form No Stats 253 Airline Balance Sheet.
- 18 ***Depreciation of ground property and equipment*** The historic cost depreciation appropriate to the quarter included in heading 1 of CAA Form No Stats 252 Airline Balance Sheet.

Note: Normal depreciation of an asset shall be the proportion of the historical cost of the asset which is charged against the operating expenses in a particular year. The accrued normal depreciation of an asset shall never exceed the historical cost of that asset.

- 19 ***Amortisation of development and pre-operating costs*** This item shall include charges for the amortisation of capitalised development and pre-operating costs and other intangible assets applicable to air transport.
- 20 ***Flight crew training (when amortised)*** Shall include charges for the training of flight crew, when separately identifiable, and amortised over two or more years (see also item 14).
- 21 (a) ***Landing and departure fees*** Shall include, exclusively, fees levied against the airline for landings and departures of its aircraft.
- (b) ***Aerodrome en route and other navigation service charges***
- 22 ***Station and ground expenses other than heading 21*** Shall include such items as: housing, mooring, parking and picketing charges at all airports; pay; allowances and expenses of all station staff engaged in handling and servicing aircraft and load, including flight supervisors, dispatchers and ground radio operators; station accommodation costs; maintenance and insurance of airport facilities, where separately assessed; representation and traffic handling fees charged by third parties for handling the air services of the airline; station stores charges, including local duties on equipment, transport, packing and materials, rental of stores, storekeepers' pay, allowances and expenses, etc.

The cost of providing services to third parties shall be credited to this account.

When the cost of maintenance expenditures at outstations cannot be segregated for reporting in item 16, it should be reported in item 22 and identified separately with a footnote.

- 23 ***Passenger services*** Shall include:
- (a) Pay, allowances and expenses of cabin attendants and passenger service personnel, including pensions, uniforms, insurance, etc; premiums for passenger liability insurance and passenger accident insurance paid by the airline; meals and accommodation, including costs of supplies and personal services furnished to passengers.
- (b) Expenses of handling passengers incurred because of interrupted flights, including hotels, meals, taxi fares and other expenses items; costs of other services provided for passengers, such as pay, allowances and expenses of room reservation personnel, and all other services provided for the comfort of passengers in transit.

- 24 *Ticketing, sales and promotion* Shall include items such as: pay, allowances and related expenses of all staff engaged in ticketing, sales and promotion activities; accommodation costs; commissions on tickets sales; agency fees for outside services; advertising and publicity through various media and expenses related thereto.
- 25 *General and administrative* Shall include expenses incurred in performing the general and administrative functions of the airline and those expenses relating to matters of a general corporate nature, whether separately assessed or apportioned in conformity with the airline's accounting practices.

Note: Overhead costs directly related to operating expense items 9 to 16, 21, 22, 23 and 24 should be included in the expense items to which they are related and not in this item 25.
- 26 *Other operating expenses* Shall include operating expenses which cannot be assigned to headings 9 to 25.
- 27 *Total operating expenses* The sum of items 9 to 26.
- 28 *Operating result* The difference between heading 8 and 27.
- 29 *Profits/losses* On disposal of fixed assets.
- 30 *Interest payable less receivable (net)* Should include all such interest whether on long or short-term borrowings or lendings/advances, including transactions with other companies within the same group.
- 31 *Direct subsidies* From public funds.
- 32 *Other payments* From public funds: other payments made by Government bodies, not accounted for elsewhere.
- 33 *Dividends receivable* Should include dividends from all sources, ie, other Companies in the same group, associated companies, trade or other investments.
- 34 *Other non-operating items* Should include any items not appropriate for inclusion elsewhere.
- 35 *Non-operating items balance* The net balance of items 29 to 34.
- 36 *Profit and loss before taxation* The difference between item 28 and item 35.

CAA FORM NO STATS 251 – ANNUAL AIRLINE APPROPRIATION ACCOUNT

This return has been designed to accord with the accounting practices of United Kingdom airlines; significant departures from these practices, that might impair the comparison of figures provided under some heads with those of other airlines, should be explained in the 'remarks' section.

- 1 The opening item is the Profit (or Loss) before Taxation for the year as shown in the airlines' annual accounts.

- 5 All movements on reserves (other than movements on capital reserves not available for
and distribution, eg share premium account and self-insurance notional premiums charged to
8 operating costs) should be included in this account. Accumulated balances of profit
should be treated as reserves and only the movement (increase or decrease) in the year
included in this account.

CAA FORM NO STATS 252 – AIRLINE BALANCE SHEET

This return has been designed to accord with the accounting practices of UK airlines; significant departures from these practices, that might impair comparison of figures provided under some heads with those of other airlines, should be explained in the 'remarks' section.

- 1 Spare engines and other spares having a service life relative to that of the aircraft fleet should be included here together with the amounts provided for their amortisation and depreciation (including consumption provisions where appropriate).
- 2 'Group Companies' embraces parent, subsidiary and fellow subsidiary companies.

Civil Aviation Authority

COMMERCIAL IN CONFIDENCE
(when wholly or partly completed)

QUARTERLY/ANNUAL AIRLINE PROFIT AND LOSS STATEMENT

PAGE HEADER

AIRLINE	YY	Q
S		

COLS 1-5 ALL CARDS

AIRLINE
S

CAA Form No. Stat 250

Airline _____

Quarter/Year ended _____ 197_____

Description	Amount (£000)
REVENUES	
1 Scheduled Passenger (individually booked seats direct to passenger)	
2 Scheduled Passenger (all block-booked seats, including part-charter)	
3 Scheduled Excess baggage	
4 Scheduled Freight and diplomatic bags	
5 Scheduled Mail	
6 Non-scheduled flights (a) Inclusive tours	
(b) ABC other than part-charter	
(c) Affinity groups	
(d) Cargo	
(e) Other	
7 Incidental revenue	
8 TOTAL OPERATING REVENUES	
EXPENSES	
9 Flight crew salaries and expenses	
10 Aircraft fuel and oil	
11 Flight equipment insurance	
12 Uninsured losses	
13 Rental of flight equipment	
14 Flight crew training (when not amortised)	
15 Flight expenses other than Items 9 to 14	
16 Maintenance and overhaul	
17 Depreciation of aircraft fleet (including spares)	
18 Depreciation of ground property and equipment	
19 Amortisation of development and pre-operating costs	
20 Flight crew training (when amortised)	
21a Landing and departure fees	
21b Aerodrome, En route, and other Navigation service charges	
22 Station and ground expenses other than item 21	
23a Passenger services — cabin staff and other flight expenses	
23b Passenger services — other passenger service costs	
24 Ticketing, sales and promotion	
25 General and administrative	
26 Other operating expenses	
27 TOTAL OPERATING EXPENSES	
27a (of which services bought in under 16, 24 and 25 above)	
28 OPERATING PROFIT (OR LOSS)	
29 Profit or loss on disposal of fixed assets	
30 Interest payable less receivable (Net)	
31 Direct subsidies from public funds	
32 Other payments from public funds	
33 Dividends receivable	
34 Other non-operating items	
35 NON-OPERATING ITEMS (balance)	
36 PROFIT OR LOSS (-) BEFORE TAXATION	

REMARKS

Address the completed return to: Civil Aviation Authority
Ec/S Division, Room T423
Space House, 43-69 Kingsway
London WC2B 6TE

For enquiries telephone: 01-379 7311, ext. 2677

Signature of compiler _____

Compiler's name (CAPS) _____

Full address _____

Telephone Number _____ Ext _____

Civil Aviation Authority

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ANNUAL AIRLINE APPROPRIATION ACCOUNT

Airline _____

PAGE HEADER

	AIRLINE NO	YY	
A			

CAA Form No. Sars 251

COLS 1-5 ALL CARDS

	AIRLINE NO
A	

Year ended _____ 197_____

DESCRIPTION	AMOUNT (£000)	AMOUNT (£000)
1 Profit (or Loss) before Taxation		1
2 Taxation		
3 Profit (or Loss) after Taxation		
4 Exceptional items and prior year adjustments (SPECIFY) _____		

5 Transfers from reserves (SPECIFY) _____		

6 Available for appropriation		
7 Dividends		
8 Transfers to reserves (SPECIFY) _____		

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PAGE HEADER

AIRLINE	YY
B	0

CAA Form No. Stats 252

COLS 1-5 ALL CARDS

AIRLINE
B

AIRLINE BALANCE SHEET

AIRLINE _____

As at _____ 197 _____

Parent Company _____

Based on Audited/Draft Accounts (delete as appropriate)

Ultimate holding company (where applicable) _____

	£000		£000
ASSETS EMPLOYED			
1 OPERATING EQUIPMENT AND PROPERTY		6 UNAMORTISED COSTS	
Aircraft fleet (including spares)	1	Pre-operational training and development	4
Less: provision for amortisation and depreciation		Other items (specify) _____	(£000)
Aircraft fleet after depreciation			
Property and other equipment			
Less: provisions for amortisation and depreciation			
Property and other equipment after depreciation		7 OTHER ASSETS (specify) _____	(£000)
Payments on account of aircraft under construction.			
2 INTERESTS IN GROUP COMPANIES		TOTAL ASSETS	
Shares		FINANCED BY:-	
Advances and debts not currently receivable		8 SHAREHOLDERS FUND	
3 TRADE INVESTMENTS		Share capital	5
Shares		Share premium account	
Advances and debts not currently receivable.		Reserves: Capital	
4 CURRENT ASSETS		Self-insurance	
Stores and work in progress	2	Revenue	
Debtors and prepayments		Other	
Short term loans and deposits		9 BORROWINGS ETC. (repayable more than one year ahead)	
Bank balance and cash		Advances from other Group companies	6
Group companies' advances and debts currently receivable	(£000)	Bank loans	
Other items (specify) _____		Other loans	
		Hire purchase liabilities	
TOTAL CURRENT ASSETS		10 DEFERRED LIABILITIES	(£000)
5 LESS: CURRENT LIABILITIES		Taxation	
Creditors and accruals	3	Other (specify) _____	
Traffic revenue received in advance			
Taxation		TOTAL LIABILITIES	
Dividends			
Bank overdrafts			
Instalments of borrowings and hire purchase liabilities repayable within one year			
Group companies advances and debts currently payable			
Other items (specify) _____	(£000)		
TOTAL CURRENT LIABILITIES			
TOTAL NET CURRENT ASSETS			

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