

Civil Aviation Authority



CAA Monthly Statistics
(up to and including June 1975)

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Foreword

1 CONTENT

- 1.1 *CAA Monthly Statistics* is prepared by the Civil Aviation Authority with the co-operation of the United Kingdom airport and airline operators; some of this information is required by the Civil Aviation Act, 1971. Statistics for the Channel Islands airports are provided by the Commandant for Jersey Airport and the Office of the Lieutenant Governor for Guernsey and Alderney Airports. The assistance from all these authorities is gratefully acknowledged.
- 1.2 Some of the figures included in *CAA Monthly Statistics* are provisional only and may be revised in later issues. Figures contained in monthly and quarterly tables have not been seasonally adjusted, but figures are given, in the tables covering past years, for the most recent six months and the corresponding six months one year earlier.

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

- 3.1 **Statistics** Enquiries concerning the information in *CAA Monthly Statistics* should be addressed, according to the subject, as follows:

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Passenger Statistics: Civil Aviation Authority
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Airline Statistics: Civil Aviation Authority
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3.2 **Distribution** Enquiries concerning orders and subscriptions should be addressed to:

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

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

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

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

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CAA MONTHLY STATISTICS (up to and including June 1975) – ERRATA

The 'passengers carried' figures should be amended as follows:

Table 31.1

Boeing 707–120/120B	14 873
Boeing 707–320C/336	90 385
Boeing 707–420	144 515
Boeing 747	164 606
DC 10	51 579
Total	2 511 988

Table 31.2

BAOD	Boeing 707–420	32 734
	Boeing 747	164 606
	Total	295 920
British Airtours	Boeing 707–420	111 781
BCAL	Boeing 707–320C/336	28 117
	Total	164 555
BMA	Boeing 707–320C/336	20 553
	Total	89 072
Dan Air Services	Boeing 707–320C/336	10 516
	Total	276 568
Laker Airways	DC 10	42 150
	Boeing 707-120/120B	14 873
	Total	102 184
Grand Total		2 511 988

July 1976

Civil Aviation Statistics—June 1975

Activity at UK Airports

During June 1975 UK air transport movements declined by 5.6 per cent against June 1974 to a level of over 65 000. Movements in the London area declined by 8.3 per cent, whilst those over the rest of the UK fell by 2.8 per cent. Over the three month period April to June 1975 an aggregate decline of 4.1 per cent was reported and this comprised a 7.0 per cent decline over the London area and a decline of 0.8 per cent over the rest of the UK. Stansted once more reported growth (26.2 per cent growth; 72 additional movements) whilst each of the remaining London area airports recorded a decline in movements (Heathrow 7.7 per cent decline; 1 804 less movements per month; Gatwick 1.4 per cent decline; 88 less movements; Luton 20.9 per cent decline; 470 less movements and Southend 7.3 per cent decline; 85 less movements). The greatest increase in actual movements over this period occurred at Aberdeen (841 additional movements; 51.6 per cent growth). Lydd which also achieved the highest growth rate of over 26 fold its 1974 level followed with 331 additional movements and Edinburgh came third with an increase of 267 movements (19.0 per cent growth). Gloucester reported a 60.3 per cent fall in movements – the heaviest over this period, and Glasgow the largest decline in actual movements (636 less movements per month; 16.3 per cent decline). Total charter movements between April and June experienced a 7.2 per cent growth against a 6.9 per cent decline in scheduled operations. During this period the UK operators' share of scheduled, charter and total movements each declined marginally against 1974 to stand at 73.6 per cent of scheduled, 86.9 per cent of charter and 76.6 per cent of total UK movements.

The month of June saw the number of terminal passengers travelling through UK airports increase to 4.1 million, an increase of 4.5 per cent on June 1974. Over the three months April to June 1975 an aggregate 2.8 per cent growth in passengers was reported, and this comprised a 1.2 per cent in scheduled service passengers and a 7.9 per cent growth in those flying by charter services. The UK operators' share of each, however, declined to stand at 65.7 per cent of total scheduled service passengers (a drop of 1.8 percentage points). The five London area airports reported an aggregate 1.4 per cent growth on the corresponding period during 1974. Gatwick, Heathrow and Stansted each reported growth in passengers handled (1.9 per cent growth; 8 885 additional passengers; 3.9 per cent growth; 66 389 additional passengers and 27.8 per cent growth; 5 298 additional passengers respectively). The number of passengers at Luton and Southend fell compared with 1974, the former by 18.2 per cent (38 855 less pas-

sengers per month) the latter by 27.3 per cent (7 350 less passengers). Outside the London area an aggregate 6.1 per cent growth was reported. The greatest increase in passengers over this period occurred at Manchester airport (15.6 per cent growth; 31 276 additional passengers per month) followed by Aberdeen (44.0 per cent growth; 15 506 additional passengers per month). The heaviest actual decline in passengers occurred at the Isle of Man (3 416 less passengers; 8.2 per cent decline) whilst the heaviest rate of decline was reported by Gloucester (608 less passengers; 58.8 per cent decline). Lydd continued to record the heaviest growth rate of over 100 fold its April-June 1974 level.

Between April and June a monthly average of 3.6 million terminal passengers used UK airports; 2.6 million travelled by international services (4.9 per cent growth) and 1.0 million by domestic services (2.0 per cent decline). International scheduled services carried 3.2 per cent more passengers than a year earlier, and charter services 8.7 per cent more. The most heavily used scheduled services were again those to France which carried 13.1 per cent of the total (4.4 per cent growth), 12.6 per cent travelled to the USA (3.1 per cent decline) and 8.3 per cent to the Netherlands (a marginal growth). Services to Spain again carried almost half the total number of charter service passengers (44.8 per cent of charter passengers; 22.3 per cent growth). Services to Italy carried 9.5 per cent (10.6 per cent decline) and those to Canada 6.2 per cent (37.1 per cent growth). Of the six main route groupings on table 19 only those services operating to Belfast and Edinburgh carried more passengers than a year earlier (marginal growth and 21.9 per cent growth respectively). London routes reported a marginal fall in passengers, those to the Channel Islands a decline of 5.9 per cent, those to Glasgow a decline of 20.7 per cent and those connecting the Isle of Man a fall of 9.1 per cent.

During June 1975 the level of air freight handled at UK airports recovered slightly from the unusually low figures of the previous month to over 53 000 tonnes; 16.6 per cent less than in June 1974. London area tonnage fell by 13.7 per cent and that over the rest of the UK by 26.9 per cent. Over the three month period April to June 1975 an overall decline of 13.5 per cent was reported; 20.2 per cent on that carried by scheduled services against a 34.9 per cent growth on that by charter services. Again the UK operators benefited more from this growth in charter cargo, and their share grew by 14.6 percentage points to stand at 78.6 per cent. Their share of scheduled cargo, however, fell 2.0 percentage points to 46.0 per cent. Cargo carried through the London area airports over this

period fell by 11.2 per cent. Gatwick increased its previous rate of growth to 43.4 per cent against 1974 and reported handling 1887 additional tonnes of cargo per month. Each of the remaining London airports experienced a fall in the level of air freight (Heathrow 16.3 per cent decline; 6 584 fewer tonnes; Luton 24.6 per cent decline; 48 fewer tonnes; Southend 32.1 per cent decline; 606 fewer tonnes and Stansted 4.1 per cent decline; 70 fewer tonnes). Outside the London area an overall fall in cargo carried of 22.0 per cent occurred. Lydd continued to record both the greatest increase in actual tonnage and the highest rate of growth over the whole of the UK (248 additional tonnes; 20 fold growth). Aberdeen reported the second highest increase in tonnage outside the London area (73 additional tonnes; 32.5 per cent growth) followed by Southampton with 59 additional tonnes; 63.8 per cent growth. Manchester suffered the heaviest actual decline in tonnage (1 011 less tonnes; 26.4 per cent decline) and Coventry the highest rate of decline (93.7 per cent).

Output of UK Airlines

The output of UK airlines for all services in June 1975 was 870 million available tonne-kilometres, an increase of 2 per cent in June 1974.

The scheduled service output of 593 million available tonne-kilometres was almost exactly the same as in June 1974. The overall load factor of 52.8 per cent compared with 51.7 per cent a year earlier. Seat kilometres used were 56.9 per cent of those available compared with 53.5 per cent in June 1974. Seat factors on domestic and international scheduled services were 65.2 and 56.3 per cent respectively compared with 62.1 and 52.8 per cent a year earlier.

The non-scheduled output of 277 million available tonne-kilometres was 7.3 per cent higher than in June 1974. Advance Booking Charters and Inclusive Tour Charters accounted for 55.5 and 114.1 million available tonnes-kilometres respectively compared with 40.5 and 118.0 million a year earlier.

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

Size Structure of UK

Table 1

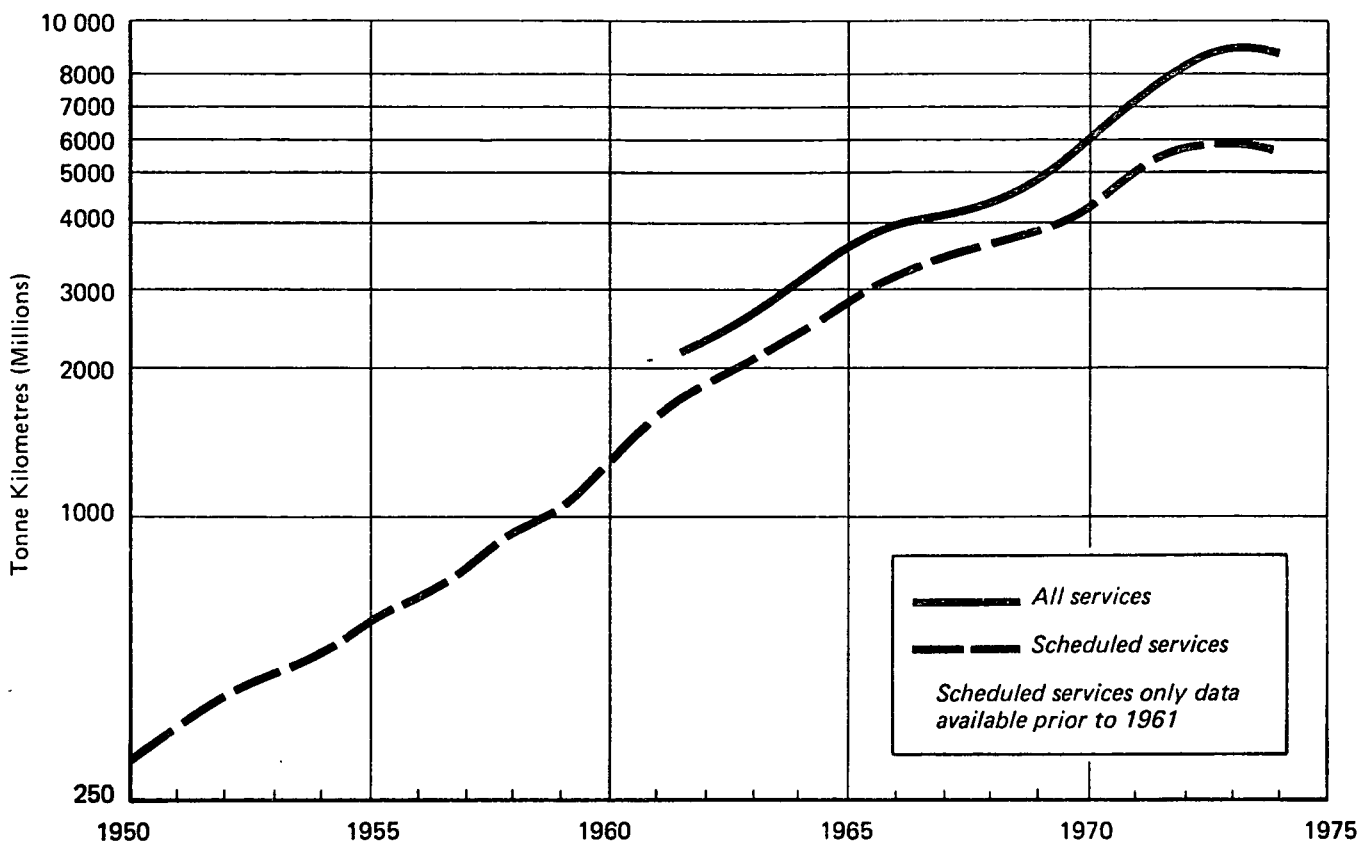
Airports and Airlines Year ended 30 June 1975

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	20 537	50.82	100	100.00
Gatwick	5 140	12.72	98	49.18
Manchester	2 362	5.84	95	36.46
Luton	1 796	4.44	93	30.61
Glasgow	1 715	4.24	91	26.17
Belfast	1 202	2.97	89	21.92
Birmingham	1 055	2.61	86	18.95
Edinburgh	837	2.07	84	16.34
Newcastle	587	1.45	82	14.27
Aberdeen	536	1.33	80	12.82
East Midlands	489	1.21	77	11.49
Liverpool	486	1.20	75	10.28
Isle of Man	424	1.05	73	9.08
Prestwick	386	0.96	70	8.03
Southampton	317	0.78	68	7.07
Leeds/Bradford	279	0.69	66	6.29
Glamorgan	231	0.57	64	5.60
Southend	226	0.56	61	5.03
Stansted	224	0.55	59	4.47
Teesside	182	0.45	57	3.91
Bristol	178	0.44	55	3.46
Sumburgh	165	0.41	52	3.02
Others (22 reporting airports)	1 057	2.62	50	2.62

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of a.t – km of UK airlines this size and smaller
British Airways Overseas Division	4 402	51.47	100	100.00
British Airways European Division	1 101	12.87	98	48.53
British Caledonian Airways	818	9.57	96	35.66
Laker Airways	338	3.95	94	26.09
Dan-Air Services	332	3.88	92	22.14
Britannia Airways	302	3.53	90	18.26
Trans-Meridian Air Cargo	219	2.56	88	14.73
British Airtours	161	1.88	86	12.17
Tradewinds Airways	147	1.72	84	10.29
Monarch Airlines	139	1.63	82	8.57
International Aviation Services	102	1.19	80	6.94
British Midland Airways	92	1.08	78	5.75
Invicta International Airlines	70	0.82	76	4.67
British Airways—Northeast Airlines	65	0.76	73	3.85
British Airways—Channel Islands Airways	51	0.60	71	3.09
British Airways—Cambrian Airways	49	0.57	69	2.49
Court Line Aviation	41	0.48	67	1.92
British Island Airways	31	0.36	65	1.44
British Airways—Scottish Airways	26	0.30	63	1.08
British Air Ferries	12	0.14	61	0.78
Others (29 airlines)	54	0.63	59	0.63

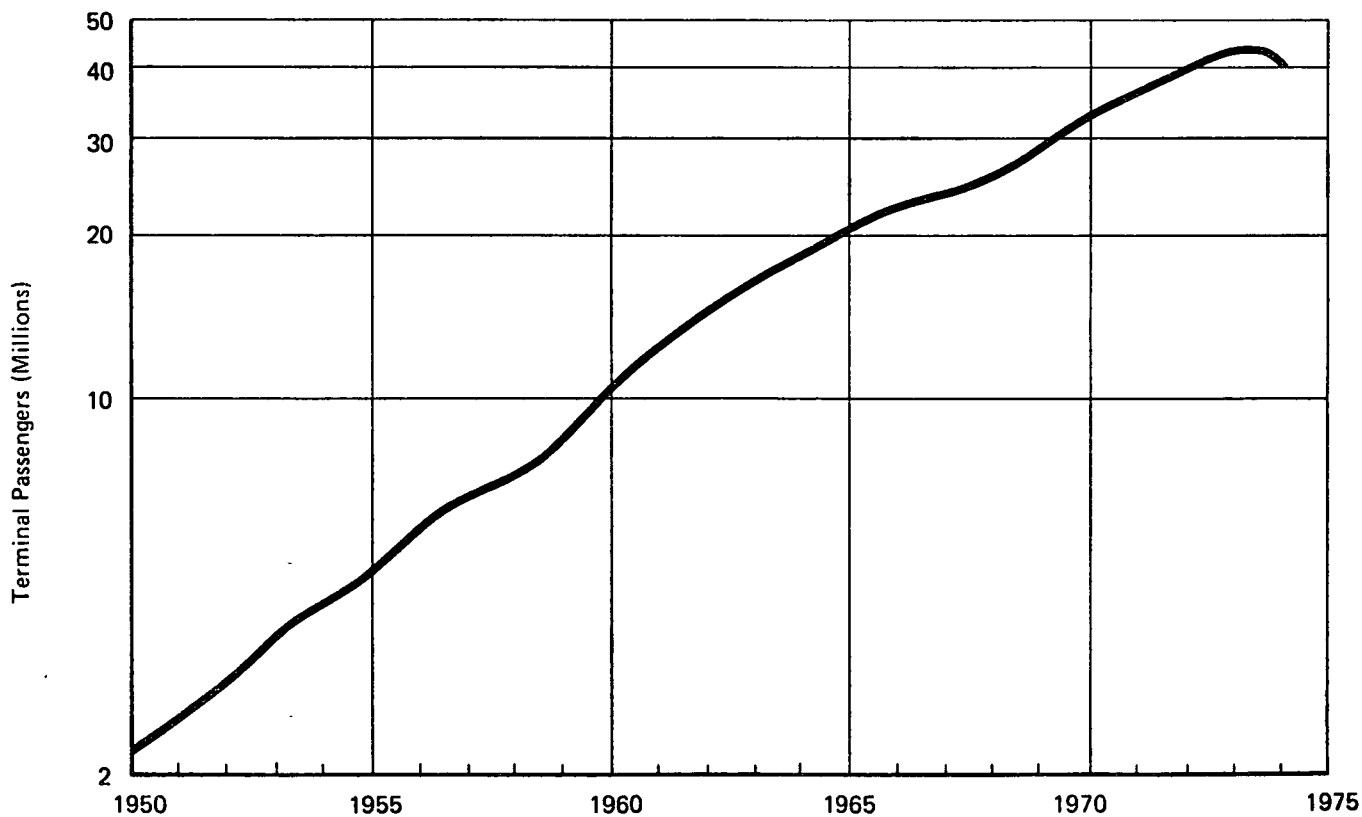
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1974

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Available tonne-km Total (000 000)	Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
Year ended						
June 1974	1 849	717	42 162	8 565	5 746	2 819
June 1975	1 894	707	40 409	8 553	5 937	2 616
Mean rates of growth (percentages) to 1974						
20 years	6.5	5.1	12.5	..	13.6	..
10 years	7.7	3.7	9.1	12.5	9.9	19.7
5 years	6.4	4.6	7.1	10.2	9.6	16.9
Latest year's growth (percentages)						
	2.4	-1.4	-4.2	-0.1	3.3	-7.2

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1974	59.2	3 340	35.1	1 699	10.2	666	12.4	844	1.5	131
1973 1st quarter	46.9	2 517	27.7	1 285	7.8	576	10.5	594	0.9	62
2nd quarter	65.0	3 838	38.3	1 884	11.9	913	12.8	870	2.1	171
3rd quarter	74.2	4 926	42.3	2 261	14.8	1 271	14.0	1 079	3.1	315
4th quarter	53.4	3 095	31.7	1 578	8.9	638	11.3	768	1.5	111
1974 1st quarter	47.0	2 523	27.7	1 351	8.0	473	10.5	640	0.8	59
2nd quarter	64.2	3 512	38.3	1 777	11.1	722	13.1	876	1.7	137
3rd quarter	71.7	4 482	42.2	2 168	13.2	1 011	13.9	1 066	2.4	237
4th quarter	53.7	2 844	32.1	1 502	8.5	459	12.0	794	1.1	89
1975 1st quarter	48.4	2 532	28.4	1 338	8.1	431	11.1	703	0.9	59
2nd quarter	61.6	3 611	35.3	1 763	11.9	763	12.6	920	1.8	165
1974 January	47.9	2 562	28.5	1 400	7.8	450	10.8	658	0.8	54
February	43.5	2 229	25.9	1 232	7.2	413	9.7	542	0.7	43
March	49.6	2 777	28.5	1 419	9.0	557	11.1	719	1.0	81
April	59.7	3 275	35.9	1 707	10.2	694	12.2	763	1.4	111
May	64.1	3 359	38.4	1 692	10.6	620	13.6	926	1.5	121
June	69.0	3 902	40.7	1 931	12.7	853	13.5	938	2.1	180
1975 January	51.0	2 506	30.9	1 375	7.8	369	11.5	706	0.8	56
February	44.3	2 186	26.5	1 178	7.0	352	10.3	617	0.6	38
March	50.0	2 904	27.8	1 460	9.6	572	11.4	787	1.2	84
April	56.5	3 099	33.4	1 624	9.8	577	12.0	814	1.3	84
May	63.2	3 658	36.5	1 811	12.1	769	12.7	912	1.8	166
June	65.1	4 076	35.9	1 854	13.8	943	13.1	1 035	2.3	244

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total	Total	Commercial Air transport	Other	Total	Non-commercial Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1974	154.1	66.0	59.2	6.9	88.1	65.2	15.0	7.9
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8	7.1
4th quarter	134.2	60.0	53.4	6.6	74.2	53.1	14.2	6.9
1974 1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
2nd quarter	174.4	71.7	64.3	7.5	102.7	76.4	16.6	9.6
3rd quarter	184.1	81.4	71.7	9.7	102.7	80.6	14.6	7.6
4th quarter	135.0	59.6	53.7	5.8	75.4	54.9	12.7	7.8
1975 1st quarter	134.2	53.5	48.4	5.0	80.7	55.1	17.9	7.7
2nd quarter	178.0	68.8	61.6	7.2	109.2	81.6	17.9	9.7
1974 January	112.3	51.9	47.9	4.0	60.4	40.8	13.6	6.0
February	118.1	47.5	43.5	4.1	70.5	49.1	15.2	6.2
March	138.3	54.6	49.6	5.0	83.6	57.0	19.0	7.6
April	165.1	66.2	59.7	6.5	98.9	71.5	19.0	8.4
May	181.6	72.0	64.1	7.9	109.6	80.3	18.1	11.2
June	176.5	77.0	69.0	8.1	99.5	77.4	12.8	9.4
1975 January	128.5	55.5	51.0	4.4	73.0	48.6	16.9	7.5
February	116.3	48.5	44.3	4.2	67.8	44.5	16.7	6.6
March	157.8	56.4	50.0	6.4	101.4	72.2	20.1	9.1
April	163.3	62.0	56.6	5.4	101.3	72.6	19.4	9.4
May	183.0	70.8	63.2	7.6	112.2	82.2	19.3	10.7
June	187.8	73.7	65.1	8.6	114.1	90.0	15.0	9.1

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	21 259	5 101	1 354	821	1 426	4 785	3 755	1 263	2 525	4 381
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1974	31 110	5 793	2 609	1 422	1 176	4 080	5 623	4 380	2 982	7 952
1973 1st quarter	26 294	5 075	2 035	1 027	984	2 227	4 797	2 143	2 331	5 645
2nd quarter	35 420	6 377	3 035	1 516	1 453	5 140	6 075	2 597	3 364	10 210
3rd quarter	39 664	7 247	3 521	1 751	1 673	5 956	7 294	2 926	4 198	12 436
4th quarter	29 164	5 420	2 508	1 273	1 075	3 483	5 351	2 520	2 590	6 798
1974 1st quarter	25 752	4 776	1 814	1 145	835	2 538	4 576	3 473	2 104	4 956
2nd quarter	33 689	6 168	2 876	1 516	1 355	4 880	6 025	4 483	3 238	9 053
3rd quarter	36 786	6 801	3 398	1 740	1 478	5 578	6 925	5 043	3 961	11 103
4th quarter	28 212	5 427	2 347	1 286	1 036	3 324	4 966	4 519	2 624	6 697
1975 1st quarter	26 019	4 738	1 951	1 195	1 011	2 919	3 860	4 570	2 200	5 880
2nd quarter	31 315	5 979	2 888	1 487	1 350	4 795	5 675	5 260	2 862	8 919
1974 January	26 735	4 817	1 773	1 205	778	2 353	4 658	3 420	2 200	4 647
February	23 666	4 469	1 650	1 079	768	2 290	4 307	3 315	1 959	4 517
March	26 854	5 043	2 020	1 152	959	2 972	4 762	3 684	2 153	5 704
April	32 544	5 537	2 546	1 275	1 253	4 360	5 507	3 822	2 817	8 518
May	33 169	6 263	2 912	1 593	1 326	4 934	6 001	4 783	3 088	9 373
June	35 355	6 703	3 169	1 681	1 486	5 347	6 567	4 845	3 809	9 268
1975 January	26 821	5 174	1 907	1 286	1 047	2 755	4 770	4 838	2 420	5 485
February	23 496	4 333	1 748	1 095	878	2 541	3 996	4 257	1 983	5 052
March	27 739	4 707	2 199	1 205	1 109	3 456	2 814	4 616	2 198	7 104
April	29 564	5 156	2 545	1 340	1 136	4 186	5 189	5 012	2 441	7 658
May	31 959	6 300	2 981	1 548	1 346	4 923	5 837	5 433	2 863	9 782
June	32 421	6 481	3 139	1 574	1 567	5 275	6 000	5 336	3 282	9 318

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1965	1 055	167	44	25	18	60	169	22	99	108
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1974	2 306	259	122	64	35	84	256	78	138	163
1973 1st quarter	1 748	202	91	45	37	39	215	42	98	66
2nd quarter	2 658	305	147	72	51	107	286	56	156	195
3rd quarter	3 356	395	197	94	66	138	386	73	221	287
4th quarter	2 167	236	117	58	38	61	249	52	117	117
1974 1st quarter	1 760	197	78	51	26	40	213	59	99	72
2nd quarter	2 435	271	128	67	37	98	259	75	141	198
3rd quarter	3 043	351	180	86	50	133	338	96	204	262
4th quarter	1 986	215	103	53	26	62	212	80	108	122
1975 1st quarter	1 810	180	85	50	24	49	165	76	94	89
2nd quarter	2 469	296	149	68	37	101	264	92	135	192
1974 January	1 808	196	69	52	25	32	219	58	103	61
February	1 530	186	67	49	24	35	193	55	90	61
March	1 940	210	96	52	30	53	227	64	104	93
April	2 332	232	110	56	34	85	225	67	134	165
May	2 324	263	122	67	33	99	250	77	123	199
June	2 648	318	152	79	45	111	303	81	166	231
1975 January	1 782	181	64	48	22	39	192	78	100	67
February	1 535	161	76	44	20	41	162	69	78	74
March	2 112	197	114	58	30	67	141	80	105	125
April	2 183	223	116	56	28	82	212	86	114	140
May	2 491	307	154	70	36	109	267	93	130	217
June	2 733	357	177	79	48	112	313	97	161	219

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months										Tonnes
	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	22 066	2 537	259	155	248	6 942	1 309	151	1 182	1 344
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967	26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968	30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969	34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970	34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971	34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972	40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973	45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1974	46 745	4 917	941	178	82	1 445	3 513	462	1 774	1 879
1973 1st quarter	42 467	5 078	959	203	72	1 469	3 299	254	1 934	2 293
2nd quarter	43 564	4 899	1 041	174	94	1 254	3 368	278	1 931	2 443
3rd quarter	45 736	4 585	921	178	102	1 289	3 229	285	1 718	2 042
4th quarter	48 471	5 316	901	262	103	1 472	4 300	280	1 650	1 801
1974 1st quarter	46 527	5 038	794	286	72	1 593	3 630	371	1 467	2 256
2nd quarter	48 460	5 128	980	151	90	1 587	3 511	453	1 618	1 906
3rd quarter	45 066	4 678	926	128	86	1 314	3 313	518	1 646	1 893
4th quarter	46 926	4 824	1 066	148	81	1 288	3 599	505	2 366	1 461
1975 1st quarter	45 025	4 197	783	138	67	1 284	2 327	429	1 227	1 825
2nd quarter	43 039	3 807	904	122	59	1 260	2 611	563	1 215	1 686
1974 January	43 967	5 050	700	472	57	1 390	3 635	386	1 432	1 823
February	45 222	4 888	863	238	85	1 744	3 657	339	1 406	2 444
March	50 391	5 175	821	149	73	1 645	3 597	389	1 563	2 503
April	46 284	4 829	882	144	76	1 473	3 360	413	1 394	2 097
May	49 236	5 412	1 053	180	108	1 613	3 595	496	1 759	1 910
June	49 861	5 144	1 004	130	86	1 674	3 577	451	1 702	1 710
1975 January	42 296	4 257	815	127	63	1 256	2 511	437	1 212	1 796
February	43 036	3 979	769	161	74	1 217	2 246	376	1 145	1 850
March	49 744	4 355	765	126	64	1 380	2 223	475	1 325	1 829
April	44 145	4 028	858	125	59	1 296	2 577	592	1 230	1 708
May	41 960	4 040	907	109	59	1 186	2 719	541	1 244	1 673
June	43 011	3 353	948	132	60	1 297	2 537	557	1 172	1 677

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965		221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966		249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967		262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968		271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969		312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970		344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971		382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972		449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973		496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1974		478.9	263.9	9.9	65.5	188.5	55.1	3 684.7	2 117.4	57.5
1973	1st quarter	420.9	217.9	9.0	62.3	146.7	51.7	3 138.5	1 667.8	53.1
	2nd quarter	520.6	271.2	8.7	63.8	198.7	52.1	4 040.6	2 240.9	55.5
	3rd quarter	565.7	316.7	8.8	67.3	240.6	60.0	4 403.0	2 767.5	62.9
	4th quarter	477.1	264.3	10.6	71.8	181.9	55.4	3 601.7	2 052.9	57.0
1974	1st quarter	417.4	228.2	9.0	65.4	153.8	54.7	3 116.4	1 718.1	55.1
	2nd quarter	455.1	238.0	8.2	58.9	170.9	52.3	3 578.2	1 928.6	53.9
	3rd quarter	572.8	328.2	9.8	69.3	249.3	57.3	4 454.6	2 820.1	63.3
	4th quarter	470.2	261.0	12.5	68.4	180.1	55.5	3 589.5	2 002.9	55.8
1975	1st quarter	439.3	241.6	10.8	63.2	167.7	55.0	3 315.6	1 868.7	56.4
	2nd quarter	496.6	264.9	10.4	63.2	191.3	53.3	3 783.0	2 142.2	56.6
1974	January	392.8	214.4	7.6	51.3	155.0	54.6	2 985.4	1 740.9	58.3
	February	376.7	201.7	8.4	62.6	130.8	53.5	2 803.7	1 453.1	51.7
	March	482.8	268.5	11.0	81.8	175.7	55.6	3 553.2	1 960.3	55.1
	April	462.1	244.3	8.4	63.8	172.0	52.9	3 608.6	1 945.4	53.9
	May	308.1	162.4	5.3	36.3	120.7	52.7	2 508.7	1 368.1	54.5
	June	595.1	307.4	10.8	76.7	219.9	51.7	4 617.2	2 472.3	53.5
1975	January	422.5	226.6	9.2	50.8	166.7	53.6	3 253.4	1 863.7	57.3
	February	392.3	209.0	10.3	59.3	139.4	53.3	2 957.6	1 543.7	52.2
	March	503.2	289.2	12.9	79.4	196.9	57.5	3 735.7	2 198.6	58.9
	April	426.9	230.2	9.4	59.1	161.7	53.9	3 221.4	1 816.0	56.4
	May	469.5	251.5	10.2	59.6	181.7	53.6	3 591.9	2 030.5	56.5
	June	593.4	313.1	11.6	70.9	230.6	52.8	4 535.8	2 580.0	56.9

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965		20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
1966		24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967		25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968		25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969		24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970		25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971		26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972		28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973		32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1974		30.8	17.8	0.2	1.9	15.7	57.8	298.2	188.0	63.0
1973	1st quarter	25.4	13.7	0.3	2.0	11.4	54.2	240.9	148.2	61.3
	2nd quarter	34.7	20.3	0.2	2.2	17.9	58.5	341.6	215.9	63.2
	3rd quarter	39.2	24.2	0.3	2.0	21.9	61.7	385.0	264.7	68.8
	4th quarter	28.8	17.1	0.3	1.9	14.9	59.4	274.5	184.7	67.3
1974	1st quarter	24.3	14.8	0.2	1.8	12.7	60.9	228.1	152.2	66.7
	2nd quarter	34.6	19.1	0.2	1.9	17.0	55.2	337.9	204.1	60.4
	3rd quarter	37.6	22.5	0.2	1.9	20.4	59.8	374.2	243.4	65.0
	4th quarter	26.7	14.8	0.3	1.8	12.8	55.4	252.7	152.2	60.2
1975	1st quarter	21.7	11.7	0.2	1.2	10.2	53.9	202.8	121.4	59.9
	2nd quarter	29.4	16.9	0.2	1.2	15.4	57.5	292.2	183.6	62.8
1974	January	25.4	15.4	0.3	1.7	13.4	60.8	237.6	158.7	66.8
	February	23.1	14.0	0.2	1.8	11.9	60.6	215.6	142.1	65.9
	March	24.5	15.0	0.2	1.9	12.9	61.4	231.1	155.7	67.4
	April	31.9	17.5	0.2	1.8	15.4	54.7	308.8	186.0	60.2
	May	35.4	19.2	0.3	2.0	16.9	54.3	345.3	203.1	58.8
	June	36.4	20.7	0.2	1.8	18.6	56.8	359.7	223.3	62.1
1975	January	25.0	12.6	0.3	1.5	10.8	50.4	232.8	128.3	55.1
	February	21.0	10.6	0.2	1.1	9.3	50.7	195.8	110.5	56.4
	March	19.1	11.9	0.2	1.1	10.6	62.4	179.8	125.4	69.7
	April	27.5	15.0	0.2	1.3	13.5	54.6	264.8	160.2	60.5
	May	30.3	17.5	0.2	1.2	16.0	57.7	304.8	190.6	62.6
	June	30.5	18.3	0.2	1.2	16.8	59.8	306.9	200.1	65.2

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	201.7	102.8	4.5	24.1	74.2	51.0	1 472.1	894.8	60.8
1966	225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1974	448.1	246.1	9.6	63.7	172.8	54.9	3 386.5	1 929.4	57.0
1973 1st quarter	395.6	204.2	8.7	60.3	135.2	51.5	2 897.5	1 519.6	52.4
2nd quarter	485.8	250.8	8.5	61.6	180.8	51.6	3 699.1	2 024.9	54.7
3rd quarter	526.5	292.5	8.5	65.3	218.7	55.6	4 018.0	2 502.7	62.3
4th quarter	448.3	247.2	10.3	69.8	167.1	55.1	3 327.2	1 868.1	56.2
1974 1st quarter	393.2	213.4	8.8	63.5	141.0	54.3	2 888.2	1 565.8	54.2
2nd quarter	420.6	218.9	7.9	57.1	153.9	52.0	3 240.2	1 724.4	53.2
3rd quarter	535.2	305.8	9.5	67.4	228.9	57.1	4 080.5	2 576.6	63.1
4th quarter	443.5	246.2	12.3	66.6	167.3	55.5	3 336.9	1 850.7	55.5
1975 1st quarter	417.6	229.8	10.6	61.9	157.5	55.0	3 112.7	1 747.2	56.1
2nd quarter	467.2	248.0	10.1	62.0	175.9	53.1	3 490.9	1 958.5	56.1
1974 January	367.5	199.0	7.3	50.0	141.6	54.1	2 747.3	1 581.9	57.6
February	353.7	187.7	8.2	60.7	118.8	53.1	2 593.1	1 310.9	50.6
March	458.3	253.4	10.8	79.9	162.7	55.3	3 324.1	1 804.6	54.3
April	430.2	226.8	8.2	62.0	156.6	52.7	3 299.8	1 759.4	53.3
May	272.7	143.2	5.0	34.4	103.8	52.5	2 163.4	1 164.9	53.9
June	558.8	286.8	10.6	74.9	201.3	51.3	4 257.5	2 248.9	52.8
1975 January	397.4	214.0	9.0	49.3	155.8	53.9	3 020.6	1 735.4	57.5
February	371.3	198.3	10.1	58.1	130.2	53.4	2 761.8	1 433.2	51.9
March	484.1	277.2	12.6	78.2	186.4	57.3	3 555.8	2 073.1	58.3
April	399.4	215.2	9.1	57.8	148.3	53.9	2 956.6	1 655.8	56.0
May	439.3	234.0	10.0	58.4	165.7	53.3	3 287.2	1 839.8	56.0
June	562.8	294.8	11.3	69.7	213.8	52.4	4 228.9	2 380.0	56.3

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1965	55.0	19.8	11.9	4.3	7.4	2.6	35.7	12.9
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1974	211.7	30.4	86.3	12.4	44.5	6.1	81.1	15.0
1973 1st quarter	203.4	32.6	83.0	13.3	30.1	4.8	90.4	14.5
2nd quarter	265.9	33.8	120.7	15.3	63.0	8.0	82.2	10.5
3rd quarter	330.4	36.9	152.7	17.0	89.0	9.9	88.7	9.9
4th quarter	217.0	31.3	89.5	12.9	27.3	3.9	100.2	14.4
1974 1st quarter	174.5	29.5	69.4	11.7	20.5	3.5	54.6	14.3
2nd quarter	221.6	32.7	101.2	15.0	44.1	6.5	76.3	11.3
3rd quarter	281.0	32.9	116.9	13.7	85.2	10.0	78.8	9.2
4th quarter	169.7	26.5	57.7	9.0	27.4	4.2	84.6	13.3
1975 1st quarter	175.4	28.5	48.9	7.9	23.8	3.8	102.7	16.8
2nd quarter	245.7	33.1	95.8	12.9	48.7	6.6	101.3	13.6
1974 January	181.1	31.6	66.2	11.6	27.7	4.8	87.2	15.1
February	152.7	28.8	61.7	11.7	14.0	2.6	77.1	14.6
March	189.7	28.2	80.4	12.0	19.7	2.9	89.6	13.3
April	206.3	30.9	93.8	14.0	34.6	5.2	77.9	11.7
May	196.1	38.9	91.7	18.2	35.1	7.0	69.3	13.7
June	257.9	30.2	118.0	13.8	62.5	7.3	77.3	9.1
1975 January	183.4	30.3	41.5	6.9	27.8	4.6	114.1	18.8
February	146.8	27.2	41.1	7.6	13.8	2.6	91.9	17.1
March	196.1	28.0	64.1	9.2	29.8	4.3	102.2	14.6
April	211.2	33.1	70.7	11.1	29.5	4.6	111.0	17.4
May	248.9	34.6	102.5	14.3	43.2	6.0	103.2	14.4
June	277.2	31.8	114.1	13.1	73.5	8.4	89.6	10.3

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	137.3	115.9	84.4	99.4	1 569	1 580	1 007	1 166
1966	239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1974	991.5	794.9	80.1	519.5	5 124	7 493	1 462	1 530
1973 1st quarter	954.8	776.7	81.3	489.5	5 165	7 744	1 499	1 587
2nd quarter	1 411.0	1 065.7	75.5	752.2	7 787	10 805	1 388	1 417
3rd quarter	1 780.7	1 508.2	84.7	1 030.6	9 400	13 268	1 411	1 463
4th quarter	1 042.7	813.8	78.1	528.5	5 329	7 938	1 490	1 540
1974 1st quarter	787.6	600.0	76.2	380.7	4 023	6 007	1 493	1 576
2nd quarter	1 168.2	874.9	74.9	579.6	6 025	8 606	1 428	1 509
3rd quarter	1 346.4	1 152.9	85.6	764.0	6 996	10 161	1 453	1 509
4th quarter	663.8	551.7	83.0	353.8	3 450	5 199	1 507	1 559
1975 1st quarter	559.8	486.7	86.9	328.8	3 048	4 376	1 436	1 480
2nd quarter	1 088.5	908.8	83.5	622.4	5 809	8 367	1 440	1 460
1974 January	752.8	559.6	74.3	341.3	3 882	5 786	1 510	1 640
February	704.9	541.6	76.8	349.9	3 626	5 354	1 477	1 543
March	905.0	698.8	77.2	450.8	4 610	6 880	1 492	1 550
April	1 082.5	821.2	75.9	551.0	5 712	7 999	1 400	1 490
May	1 058.6	757.1	71.5	496.0	5 393	7 669	1 422	1 526
June	1 363.4	1 046.4	76.7	691.9	6 971	10 151	1 456	1 512
1975 January	475.3	390.0	82.0	259.4	2 539	3 742	1 474	1 504
February	469.9	423.1	90.1	285.8	2 616	3 711	1 419	1 480
March	734.2	647.0	88.1	441.4	3 990	5 676	1 423	1 466
April	807.9	675.7	83.6	453.6	4 362	6 216	1 425	1 489
May	1 148.1	935.0	81.4	636.3	6 113	8 766	1 434	1 469
June	1 309.6	1 115.8	85.2	777.2	6 952	10 118	1 455	1 436

Non-scheduled Services by UK Airlines

Table 9.3

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

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965		72.7	61.1	84.1	21.9	562	722	1 285	2 790
1966		128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967		124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968		154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969		228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970		411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971		531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972		549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973		506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1974		436.1	352.7	80.9	104.8	1 523	2 483	1 630	3 366
1973	1st quarter	243.2	197.4	81.2	44.7	1 031	1 479	1 435	4 416
	2nd quarter	584.5	463.4	79.3	111.7	1 857	3 202	1 724	4 149
	3rd quarter	946.6	770.9	81.4	194.0	2 562	5 118	1 998	3 974
	4th quarter	251.7	200.7	79.7	59.9	1 153	1 511	1 310	3 351
1974	1st quarter	192.5	149.5	77.7	43.7	959	1 220	1 272	3 421
	2nd quarter	435.5	334.2	76.7	102.5	1 537	2 434	1 584	3 260
	3rd quarter	840.4	710.5	84.5	211.0	2 540	4 751	1 883	3 391
	4th quarter	276.0	216.6	78.5	61.8	1 055	1 525	1 446	3 505
1975	1st quarter	241.7	198.8	82.3	59.4	1 026	1 442	1 406	3 347
	2nd quarter	466.9	355.6	76.2	108.6	1 558	2 505	1 608	3 274
1974	January	249.7	201.1	80.5	49.6	1 023	1 525	1 491	4 054
	February	131.9	103.5	78.5	26.3	750	859	1 145	3 935
	March	196.0	144.0	73.5	55.3	1 103	1 277	1 158	2 605
	April	350.6	253.7	72.4	94.1	1 427	1 936	1 357	2 696
	May	348.0	265.4	76.3	84.1	1 396	2 015	1 443	3 156
	June	608.0	483.6	79.5	129.3	1 788	3 352	1 875	3 740
1975	January	275.2	227.9	82.8	64.0	1 062	1 653	1 556	3 561
	February	140.1	113.0	80.7	31.5	718	840	1 170	3 587
	March	309.9	255.5	82.5	82.8	1 297	1 832	1 413	3 086
	April	289.1	225.0	77.8	77.7	1 237	1 686	1 363	2 896
	May	415.0	292.0	70.4	98.4	1 532	2 252	1 470	2 968
	June	696.7	549.8	78.9	149.8	1 906	3 577	1 877	3 670

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages																		
European continent and Mediterranean Sea area(b)		Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968		914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969		1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970		1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971		1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972		1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973		1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1974		1 648	72	40	233	187	45	148	67	135	23	36	36	403	23	86	27	96
1973	3rd quarter	2 601	97	51	305	252	106	268	111	162	35	68	57	746	30	127	68	117
	4th quarter	1 575	68	36	219	179	47	114	46	133	17	44	34	426	20	74	19	89
1974	1st quarter	1 216	56	32	178	180	27	89	46	102	15	32	30	266	14	76	6	68
	2nd quarter	1 778	78	44	241	199	62	167	61	157	26	39	35	413	26	94	32	103
	3rd quarter	2 237	84	50	277	212	67	232	93	152	31	46	53	615	32	105	54	131
	4th quarter	1 361	68	34	196	157	24	103	67	129	20	26	27	320	21	70	16	84
1975	1st quarter	1 244	57	32	192	179	20	99	66	111	20	22	30	241	20	81	7	68
	2nd quarter	1 854	70	41	245	190	61	159	76	148	30	25	40	499	32	95	42	102
Rest of World		Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)						
1968		270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969		327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970		392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971		433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972		512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1973		560.3	—	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2						
1974		551.1	21.4	21.5	108.6	11.5	23.2	10.5	19.3	243.8	11.3	80.0						
1973	3rd quarter	808.7	19.3	26.1	200.5	17.3	36.0	11.9	16.1	401.1	14.3	66.0						
	4th quarter	483.3	19.5	18.1	70.9	11.3	23.6	9.5	16.9	227.1	9.8	76.7						
1974	1st quarter	384.2	18.4	17.9	47.1	11.5	21.0	8.5	17.9	157.2	8.8	75.9						
	2nd quarter	537.0	19.6	19.2	109.9	9.0	18.4	10.0	16.7	258.9	8.8	66.7						
	3rd quarter	794.3	24.5	28.4	200.5	15.0	24.8	12.2	21.8	355.7	17.0	94.5						
	4th quarter	488.9	23.2	20.7	76.9	10.4	28.5	11.5	20.9	203.4	10.5	82.9						
1975	1st quarter	425.0	21.0	19.4	56.1	11.7	27.7	14.4	21.4	158.9	10.0	84.4						
	2nd quarter	586.1	23.2	20.9	127.0	9.8	25.4	11.6	21.2	257.3	10.4	79.3						

The above figures are derived from airport statistics.

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

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

(c) Commonwealth countries only.

(d) Oil rigs not included.

Aircraft Movements June 1975

Table 11

	Total	Commercial Movements					Non-commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	10 468	7 256	—	559	—	367	113	—	2 067	—	106
+ Heathrow	23 798	21 645	—	99	—	106	297	—	1 520	22	109
+ Luton	5 821	1 992	187	376	107	68	52	1 665	1 354	—	20
+ Southend	6 401	1 143	12	—	—	230	—	2 787	2 217	12	—
+ Stansted	3 794	385	—	39	—	1 645	105	490	984	141	5
Total (London Area)	50 282	32 421	199	1 073	107	2 416	567	4 942	8 142	175	240
Westland Heliport (Battersea)	1 353	407	4	195	38	—	—	—	521	—	188
Other UK Airports											
+ Leeds/Bradford	5 269	963	6	41	74	102	17	3 147	865	12	42
+ Liverpool	6 432	1 005	—	175	116	54	12	3 863	1 075	44	88
+ Manchester	6 746	4 513	32	249	84	93	284	581	862	4	44
+ Birmingham	6 096	1 950	—	56	9	144	30	2 630	1 227	—	50
+ Coventry	6 201	8	174	8	264	899	97	3 138	1 603	2	8
+ East Midlands	4 738	1 181	—	230	17	286	41	1 823	1 066	8	86
+ Newcastle	2 966	1 131	—	25	607	170	—	656	329	5	43
+ Tees-side	3 178	443	482	23	—	53	—	1 340	482	12	343
+ Bristol	2 948	863	—	3	—	23	26	1 116	904	—	13
+ Glamorgan	5 204	610	2	68	—	452	—	3 702	329	6	35
Swansea	2 122	94	—	15	44	4	4	1 680	265	—	16
+ Blackpool	9 051	568	476	55	34	480	—	6 257	1 136	2	43
+ Bournemouth	6 578	641	—	169	—	1 756	—	1 767	2 091	20	134
+ Cambridge	4 261	45	2	18	54	142	5	1 850	725	—	1 420
+ Exeter	3 557	359	—	17	132	46	36	1 569	840	256	302
Gloucester/Cheltenham	4 402	64	12	—	60	1 142	—	2 187	895	—	42
Hawarden	1 326	—	—	—	—	112	—	770	403	—	41
Isles of Scilly	652	544	—	4	4	28	—	—	58	—	14
+ Lydd	6 068	347	180	—	—	44	—	3 563	1 874	—	60
+ Manston	364	102	—	10	98	62	—	—	92	—	—
+ Norwich	1 849	600	4	199	100	74	27	15	805	7	18
Penzance Heliport	424	378	—	—	—	2	44	—	—	—	—
+ Southampton	4 567	1 220	1	50	16	2 350	1	223	675	11	20
+ Edinburgh	6 552	1 664	—	22	—	1 173	24	2 409	1 047	2	211
+ Glasgow	6 835	3 382	—	18	—	61	118	2 283	925	—	48
+ Prestwick	3 617	954	147	56	—	1 147	21	520	290	—	482
+ Aberdeen	7 378	2 507	—	296	—	746	34	2 220	1 500	—	75
Benbecula	251	138	—	—	14	—	—	—	—	—	99
Inverness	2 477	519	—	6	529	314	—	959	130	—	20
Islay	160	88	—	16	20	—	—	2	34	—	—
+ Kirkwall	1 074	604	—	34	121	—	3	221	75	4	12
Stornoway	295	167	—	13	16	14	2	6	18	2	57
+ Sumburgh	2 417	1 055	—	163	550	260	—	389	—	—	—
Tiree	66	58	—	2	2	—	—	2	2	—	—
Wick	241	200	—	5	11	—	—	14	5	—	6
+ Belfast	6 519	1 936	—	93	27	—	—	1 286	473	18	2 686
+ Isle of Man	3 223	1 346	12	142	178	336	—	913	146	16	134
Total (Incl. London Area)	187 739	605 75	1 733	3 549	3 326	14 985	1 393	58 043	31 909	606	7 120
Channel Islands Airports											
Alderney	880	880	..	..	..	..	..	..	..	..	..
Guernsey	2 981	2 981	..	..	..	..	..	..	..	..	..
Jersey	5 457	5 457	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	9 318	9 318	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator June 1975

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	7 256	58	2 835	369	516	2 788	690
+ Heathrow	21 645	9 674	297	10 941	451	24	258
+ Luton	1 992	30	72	—	—	1 755	135
+ Southend	1 143	—	809	—	—	321	13
+ Stansted	385	20	14	—	9	67	275
TOTAL (London Area)	32 421	9 782	4 027	11 310	976	4 955	1 371
Westland Heliport (Battersea)	407	—	—	—	14	393	—
Other UK Airports							
+ Leeds/Bradford	963	428	409	26	5	91	4
+ Liverpool	1 005	581	—	76	80	242	26
+ Manchester	4 513	1 675	311	819	169	1 320	219
+ Birmingham	1 950	913	320	128	—	508	81
+ Coventry	8	—	7	—	—	1	—
+ East Midlands	1 181	2	680	—	—	462	37
+ Newcastle	1 131	342	568	3	14	186	18
+ Tees-side	443	—	415	—	—	28	—
Bristol	863	354	209	45	127	109	19
Glamorgan	610	254	165	29	99	43	20
Swansea	94	—	70	—	—	21	3
+ Blackpool	568	—	540	—	—	28	—
+ Bournemouth	641	4	452	—	—	183	2
+ Cambridge	45	—	18	—	—	21	6
Exeter	359	—	342	—	—	1	16
Gloucester/Cheltenham	64	—	26	—	—	38	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	544	378	166	—	—	—	—
+ Lydd	347	—	183	—	—	164	—
Manston	102	—	—	—	—	102	—
Norwich	600	—	410	—	—	180	10
Penzance Heliport	378	378	—	—	—	—	—
+ Southampton	1 220	291	879	—	1	25	24
+ Edinburgh	1 664	811	731	64	5	21	32
+ Glasgow	3 382	1 722	786	355	9	324	186
+ Prestwick	954	481	32	237	—	111	93
+ Aberdeen	2 507	750	336	2	322	1 052	45
Benbecula	138	138	—	—	—	—	—
Inverness	519	344	126	—	2	47	—
Islay	88	47	—	—	—	41	—
+ Kirkwall	604	209	—	18	9	367	1
Stornoway	167	150	—	—	—	16	1
+ Sumburgh	1 055	201	88	—	195	565	6
Tiree	58	—	52	—	—	6	—
Wick	200	198	—	—	—	2	—
+ Belfast	1 936	1 234	491	37	1	87	86
+ Isle of Man	1 346	561	754	—	—	28	3
TOTAL (Incl. London Area)	65 075	22 228	13 593	13 149	2 028	11 768	2 309
Channel Islands Airports							
Alderney	880	—	804	—	—	76	—
Guernsey	2 981	344	2 358	—	—	267	12
Jersey	5 457	1 165	3 639	59	6	504	84
TOTAL (Channel Islands Airports)	9 318	1 509	6 801	59	6	847	96

Air Transport Movements

Table 13

Comparison with a Year Earlier			
Monthly Averages	April 1975 —June 1975	April 1974 —June 1974	Percentage Change
London Area Airports			
+ Gatwick	6 409	6 497	-1.4
+ Heathrow	21 695	23 499	-7.7
+ Luton	1 779	2 249	-20.9
+ Southend	1 085	1 170	-7.3
+ Stansted	347	275	26.2
TOTAL (London Area)	31 315	33 689	-7.0
Westland Heliport (Battersea)	310	357	-13.2
Other UK Airports			
+ Leeds/Bradford	911	854	6.7
+ Liverpool	946	1 316	-28.1
+ Manchester	4 122	3 998	3.1
+ Birmingham	1 799	1 850	-2.8
+ Coventry	17	4	—
+ East Midlands	1 072	1 022	4.9
+ Newcastle	1 056	1 067	-1.0
+ Tees-side	432	450	-4.0
+ Bristol	713	657	8.5
+ Glamorgan	576	619	-6.9
Swansea	60	79	-24.1
+ Ashford	—	496	—
+ Blackpool	459	522	-12.1
+ Bournemouth	598	634	-5.7
+ Cambridge	38	44	-13.6
+ Exeter	305	335	-9.0
Gloucester/Cheltenham	50	126	-60.3
Hawarden	—	—	—
Isles of Scilly	506	449	12.7
+ Lydd	345	14	—
+ Manston	108	109	-0.9
+ Norwich	584	411	42.1
Penzance Heliport	367	356	3.1
+ Southampton	1 126	1 029	9.4
+ Edinburgh	1 612	1 355	19.0
+ Glasgow	3 272	3 908	-16.3
+ Prestwick	791	762	3.8
+ Aberdeen	2 472	1 631	51.6
Benbecula	144	154	-6.5
Inverness	525	534	-1.7
Islay	95	140	-32.1
+ Kirkwall	602	582	3.4
Stornoway	168	164	2.4
+ Sumburgh	981	1 011	-3.0
Tiree	61	59	3.4
Wick	213	210	1.4
+ Belfast	1 829	2 079	-12.0
+ Isle of Man	1 033	1 159	-10.9
TOTAL (Incl. London Area)	61 611	64 231	-4.1
Channel Islands Airports			
Alderney	883	852	3.6
Guernsey	2 928	3 003	-2.5
Jersey	5 108	5 199	-1.8
TOTAL (Channel Islands Airports)	8 919	9 053	-1.5

Ashford Airport closed with effect from 31/10/74.

Air Transport Landings Diverted to UK Reporting Airports June 1975

Table 14

Airport of intended landing	Total number of diversions	Date of diversions																														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Gatwick	1						1He																									
Heathrow	1	1Bo																														
Luton	2											1Bi																			1Bi	
Liverpool	1								1Im			1Em																				
Birmingham	3						1He 1Ma																									
Newcastle	3									1Ma														1Em 1Ma								
Glamorgan	2														2Bi																	
Southampton	1							1Bo																								
Benbecula	2					1Sw 1GI								1GI																		
Kirkwall	1																															
Sumburgh	2								1Ki																		1Ki					
Wick	1										1Ki																					
Belfast	1															1Em																
Isle of Man	1																			1Li												
Other UK	9						1Ma		1Ti			1Ga		1GI	3Bo 2Sh																	
Overseas	7					1He		1He	1He				1St													3He						
All Aerodromes	38	1	—	—	—	3	5	2	3	1	1	3	1	2	7	1	—	—	—	1	—	—	2	—	3	1	—	—	—	—	1	—

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator

June 1975

Table 15

Total				Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators					
				British Airways		Others		British Airways		Others					
				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit				
London Area Airports															
+ Gatwick	587 905	582 701	5 204	2 450	—	125 540	126	3 941	—	80 303	—	269 201	936	101 266	4 142
+ Heathrow	1 934 319	1 903 435	30 884	851 333	—	12 614	—	959 209	30 581	54 015	—	883	—	25 380	303
+ Luton	199 581	197 417	2 164	—	1 269	3 247	146	—	—	—	—	186 271	729	7 899	20
+ Southend	20 885	20 885	—	—	—	19 891	—	—	—	—	—	719	—	275	—
+ Stansted	29 007	28 865	142	1 907	133	221	7	—	—	1	—	178	—	26 558	2
TOTAL (London Area)	2 771 697	2 733 303	38 394	855 690	1 402	161 514	279	963 150	30 581	134 319	—	457 252	1 665	161 378	4 467
Westland Heliport (Battersea)	871	871	—	—	—	—	—	—	—	22	—	849	—	—	—
Other UK Airports															
+ Leeds/Bradford	30 825	28 619	2 206	20 592	—	5 899	2 194	1 185	—	302	—	634	4	7	8
+ Liverpool	42 122	42 032	90	27 789	62	—	—	3 738	—	5 268	—	5 235	28	2	—
+ Manchester	296 488	286 632	9 856	94 384	1 510	6 189	1 437	30 888	3 163	17 298	—	112 983	3 183	24 890	563
+ Birmingham	121 166	115 742	5 424	39 225	1 948	5 753	2 922	7 286	462	—	—	57 177	92	6 301	—
+ Coventry	361	361	—	—	—	305	—	—	—	—	—	56	—	—	—
+ East Midlands	60 808	60 414	394	—	85	25 266	93	—	—	—	—	32 840	216	2 308	—
+ Newcastle	66 161	62 554	3 607	23 883	—	15 290	3 607	280	—	1 351	—	19 889	—	1 861	—
+ Tees-side	17 975	16 670	1 305	—	—	13 829	1 305	—	—	—	—	2 841	—	—	—
+ Bristol	32 442	26 394	6 048	6 266	3 072	1 410	446	2 112	251	3 377	2 279	11 337	—	1 892	—
+ Glamorgan	23 688	20 618	3 070	7 513	109	1 630	1 237	670	532	4 784	588	4 105	604	1 916	—
Swansea	776	681	95	—	—	591	95	—	—	—	—	87	—	3	—
+ Blackpool	15 863	15 847	16	—	—	15 751	12	—	—	—	—	96	4	—	—
+ Bournemouth	12 441	11 936	505	173	84	7 964	421	—	—	—	—	3 793	—	6	—
+ Cambridge	538	538	—	—	—	452	—	—	—	—	—	60	—	26	—
+ Exeter	8 756	7 818	938	—	—	6 781	938	—	—	—	—	108	—	929	—
Gloucester/Cheltenham	653	653	—	—	—	571	—	—	—	—	—	82	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	10 727	10 727	—	9 777	—	950	—	—	—	—	—	—	—	—	—
+ Lydd	7 412	7 412	—	—	—	7 412	—	—	—	—	—	—	—	—	—
+ Manston	332	332	—	—	—	—	—	—	—	—	—	332	—	—	—
+ Norwich	11 500	11 500	—	—	—	9 684	—	—	—	—	—	1 050	—	766	—
Penzance Heliport	9 777	9 777	—	9 777	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	34 885	34 706	179	11 108	125	23 374	50	—	—	41	—	77	—	106	4
+ Edinburgh	84 941	82 492	2 449	53 199	553	22 141	1 860	3 555	—	47	22	1 136	14	2 414	—
+ Glasgow	185 620	183 893	1 727	92 593	—	28 737	—	15 094	1 726	314	—	27 977	—	19 178	1
+ Prestwick	66 682	46 452	20 230	20 317	7 301	916	—	5 922	6 387	—	—	10 216	4 343	9 081	2 199
+ Aberdeen	55 467	54 073	1 394	29 372	1 176	7 854	—	15	—	3 258	—	11 658	5	1 916	213
Benbecula	3 320	1 860	1 460	1 860	1 460	—	—	—	—	—	—	—	—	—	—
Inverness	12 638	10 939	1 699	9 924	1 697	691	2	—	—	50	—	274	—	—	—
Islay	1 086	1 061	25	939	25	—	—	—	—	—	—	122	—	—	—
+ Kirkwall	9 507	8 102	1 405	5 874	1 238	—	—	201	137	297	—	1 730	30	—	—
Stornoway	4 374	4 095	279	4 037	279	—	—	—	—	—	—	52	—	6	—
+ Sumburgh	15 228	14 172	1 056	7 099	—	257	—	—	—	2 241	—	4 403	1 056	172	—
Tiree	303	299	4	—	—	284	4	—	—	—	—	15	—	—	—
Wick	5 688	2 281	3 407	2 278	3 407	—	—	—	—	—	—	3	—	—	—
+ Belfast	105 832	105 612	220	80 653	—	14 476	2	1 254	68	31	—	516	—	8 682	150
+ Isle of Man	55 925	55 004	921	25 857	552	27 375	369	—	—	—	—	1 433	—	339	—
TOTAL (Incl. London Area)	4 184 875	4 076 472	108 403	1 440 179	26 085	413 346	17 273	1 035 350	43 307	173 000	2 889	770 418	11 244	244 179	7 605
Channel Islands Airports															
Alderney	7 397	7 395	2	—	—	7 189	—	—	—	—	—	206	2	—	—
Guernsey	59 930	57 340	2 590	16 850	59	38 214	2 456	—	—	—	—	1 983	12	293	63
Jersey	156 109	154 356	1 753	62 024	—	86 403	1 706	1 762	—	202	—	1 127	1	2 838	46
TOTAL (Channel Is. Airports)	223 436	219 091	4 345	78 874	59	131 806	4 162	1 762	—	202	—	3 316	15	3 131	109

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages	April 1975 —June 1975	April 1974 —June 1974	Percentage change
London Area Airports			
+ Gatwick	465 028	456 143	1.9
+ Heathrow	1 785 297	1 718 908	3.9
+ Luton	174 752	213 607	-18.2
+ Southend	19 578	26 928	-27.3
+ Stansted	24 329	19 034	27.8
TOTAL (London Area)	2 468 985	2 434 621	1.4
Westland Heliport (Battersea)	558	1 015	-45.0
Other UK Airports			
+ Leeds/Bradford	25 969	26 376	-1.5
+ Liverpool	37 511	43 492	-13.8
+ Manchester	232 336	201 060	15.6
+ Birmingham	96 192	86 545	11.1
+ Coventry	237	32	—
+ East Midlands	52 667	41 283	27.6
+ Newcastle	53 058	50 925	4.2
+ Tees-side	15 362	16 299	-5.7
+ Bristol	18 070	17 507	3.2
+ Glamorgan	18 929	18 988	-0.3
Swansea	361	771	-53.2
+ Ashford	—	8 422	—
+ Blackpool	11 595	13 161	-11.9
+ Bournemouth	11 746	12 587	-6.7
+ Cambridge	408	515	-20.8
+ Exeter	6 722	7 578	-11.3
Gloucester/Cheltenham	426	1 034	-58.8
Hawarden	—	—	—
Isles of Scilly	9 840	8 607	14.3
+ Lydd	8 208	80	—
+ Manston	350	375	-6.7
+ Norwich	10 648	7 996	33.2
Penzance Heliport	9 186	8 125	13.1
+ Southampton	31 369	29 122	7.7
+ Edinburgh	74 583	68 532	8.8
+ Glasgow	158 979	164 686	-3.5
+ Prestwick	30 394	26 354	15.3
+ Aberdeen	50 725	35 219	44.0
Benbecula	1 846	2 415	-23.6
Inverness	10 820	10 636	1.7
Islay	953	1 428	-33.3
+ Kirkwall	7 477	6 825	9.6
Stornoway	3 929	3 519	11.7
+ Sumburgh	13 731	12 023	14.2
Tiree	288	333	-13.5
Wick	2 234	2 629	-15.0
+ Belfast	96 230	98 750	-2.6
+ Isle of Man	38 582	41 998	-8.1
TOTAL (Incl. London Area)	3 611 504	3 511 864	2.8
Channel Islands Airports			
Alderney	6 364	5 950	7.0
Guernsey	49 292	48 046	2.6
Jersey	136 478	144 100	-5.3
TOTAL (Channel Islands Airports)	192 134	198 096	-3.0

Ashford Airport closed with effect from 31.10.74.

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
	April– June 75	April– June 75	April– June 74	Per- centage change	April– June 75	April– June 74	Per- centage change
London Area Airports							
+ Gatwick	465 028	405 899	395 299	3	59 129	60 844	–3
+ Heathrow	1 785 297	1 517 346	1 450 033	5	267 951	268 875	—
+ Luton	174 752	172 190	208 483	–17	2 562	5 124	–50
+ Southend	19 578	19 307(a)	26 496(a)	–27	271	432	–37
+ Stansted	24 329	24 096	18 762	28	233	272	–14
TOTAL (London Area)	2 468 985	2 138 838	2 099 073	2	330 147	335 547	–2
Westland Heliport (Battersea)	558	4	1	—	554	1 014	–45
Other UK Airports							
+ Leeds/Bradford	25 969	3 888	3 907	—	22 081	22 469	–2
+ Liverpool	37 511	12 948	12 929	—	24 563	30 563	–20
+ Manchester	232 336	165 558	134 186	23	66 778	66 874	—
+ Birmingham	96 192	68 892	58 564	18	27 300	27 981	–2
+ Coventry	237	6	32	–81	231	—	—
+ East Midlands	52 667	34 188	20 282	69	18 479	21 001	–12
+ Newcastle	53 058	22 652	20 245	12	30 405	30 680	–1
+ Tees-side	15 362	3 032	4 073	–26	12 330	12 226	1
+ Bristol	18 070	13 969	12 306	14	4 102	5 201	–21
+ Glamorgan	18 929	12 385	11 807	5	6 545	7 181	–9
Swansea	361	48	535	–91	312	236	32
+ Ashford	—	—	8 011	—	—	411	—
+ Blackpool	11 595	322	609	–47	11 273	12 552	–10
+ Bournemouth	11 746	3 582	2 919	23	8 164	9 668	–16
+ Cambridge	408	184	189	–3	223	326	–32
+ Exeter	6 722	1 166	1 827	–36	5 556	5 751	–3
Gloucester/Cheltenham	426	—	—	—	426	1 034	–59
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	9 840	—	—	—	9 840	8 607	14
+ Lydd	8 208	8 208	60	—	—	20	—
+ Manston	350	350	375	–7	—	—	—
+ Norwich	10 648	5 711	4 449	28	4 937	3 547	39
Penzance	9 186	—	—	—	9 186	8 125	13
+ Portsmouth	—	—	—	—	—	—	—
+ Southampton	31 369	522	585	–11	30 846	28 537	8
+ Edinburgh	74 583	6 480	4 317	50	68 103	64 215	6
+ Glasgow	158 979	46 197	39 619	17	112 782	125 067	–10
+ Prestwick	30 394	26 489	22 890	16	3 906	3 464	13
Aberdeen	50 725	16 669	9 327	79	34 056	25 892	32
Benbecula	1 846	—	—	—	1 846	2 415	–24
Inverness	10 820	6	25	–76	10 813	10 611	2
Islay	953	—	—	—	953	1 428	–33
+ Kirkwall	7 477	141	119	18	7 335	6 706	9
Stornoway	3 929	3	—	—	3 926	3 519	12
+ Sumburgh	13 731	3 795	3 448	10	9 936	8 575	16
Tiree	288	—	—	—	288	333	–14
Wick	2 234	—	—	—	2 234	2 629	–15
+ Belfast	96 230	5 407	4 451	21	90 823	94 299	–4
+ Isle of Man	38 582	1 440	1 229	17	37 142	40 769	–9
TOTAL (Incl. London Area)	3 611 504	2 603 081	2 482 389	5	1 008 423	1 029 473	–2

(a) Includes Channel Islands Traffic.

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

International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	April —June 1975			April —June 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	13.0	9.1	3.9	13.0	9.6	3.4	—
London – Vienna	12.2	9.1	3.0	10.3	8.7	1.6	18
Other Routes	0.9	—	0.9	2.7	0.9	1.8	–68
Belgium	70.1	68.5	1.6	78.5	76.2	2.3	–11
London – Brussels	46.6	46.4	0.2	48.4	48.3	0.2	–4
Other S.E. England – Belgium	17.4	17.1	0.2	24.1	23.3	0.8	–28
Other Routes	6.2	5.0	1.2	5.9	4.6	1.3	4
Denmark	40.7	32.5	8.2	43.7	32.7	10.9	–7
London – Copenhagen	33.1	26.9	6.2	33.7	26.4	7.3	–2
Other Routes	7.6	5.5	2.0	10.0	6.3	3.7	–24
Finland	9.2	6.5	2.7	8.4	6.1	2.3	10
France	245.0	221.8	23.1	241.5	212.5	29.0	1
London – Nice	16.2	14.3	1.9	13.8	12.9	0.9	17
– Paris	161.9	156.0	6.0	156.7	148.4	8.3	3
– N. France (a)	12.0	9.9	2.1	11.2	10.7	0.4	7
– Other France	20.3	17.0	3.3	21.1	15.9	5.2	–4
Manchester – Paris	6.6	6.3	0.3	6.3	6.2	—	6
Other UK – Paris	10.7	7.7	3.0	9.2	8.0	1.2	16
Luton – Other France	2.4	—	2.4	5.8	—	5.7	–59
Other S.E. England – France	10.6	10.1	0.4	9.7	9.5	0.2	9
Other Routes	4.3	0.4	3.9	7.7	0.7	7.0	–45
Germany (Fed. Republic)	175.7	128.6	47.2	185.4	134.3	51.2	–5
London – Dusseldorf	24.5	21.7	2.8	25.7	22.8	3.0	–5
– Frankfurt	46.1	39.0	7.1	45.1	39.9	5.2	2
– Hamburg	19.4	17.5	2.0	18.6	18.5	0.1	4
– Munich	24.8	12.7	12.0	26.6	13.4	13.2	–7
– Other Germany	32.8	29.8	2.9	32.4	30.5	1.9	1
Luton – Germany	14.7	—	14.7	19.0	—	19.0	–23
Manchester – Germany	7.6	5.2	2.4	9.0	6.2	2.8	–16
Other Routes	5.9	2.7	3.2	9.0	3.0	6.0	–34
Gibraltar	7.3	7.2	—	7.1	7.1	—	3
Greece	60.7	25.3	35.4	62.4	23.3	39.1	–3
Iceland	3.3	3.2	0.1	4.1	4.0	0.1	–19
London – Reykjavik	2.0	2.0	—	2.7	2.7	0.1	–27
Glasgow – Reykjavik	1.2	1.2	—	1.4	1.3	0.1	–9
Other Routes	0.1	—	0.1	—	—	—	—

Table 18 cont.

	April —June 1975			April —June 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	132.2	130.7	1.5	137.6	135.7	1.9	-4
London — Cork	10.5	10.4	—	11.0	10.8	0.2	-5
— Dublin	63.6	63.4	0.2	67.7	66.6	1.1	-6
— Shannon	8.9	8.8	0.1	9.1	9.0	0.1	-3
Manchester — Dublin	11.0	10.9	0.1	11.5	11.5	—	-4
Birmingham — Dublin	9.2	9.2	—	9.3	9.3	—	-2
Glasgow — Dublin	6.7	6.6	0.1	7.5	7.5	—	-11
Liverpool — Dublin	6.0	5.9	0.1	5.8	5.8	—	4
Leeds/Bradford — Dublin	2.6	2.5	0.1	2.4	2.4	—	8
Edinburgh — Dublin	2.6	2.4	0.3	2.0	2.0	—	30
Bristol — Dublin	2.2	2.2	—	2.2	2.2	—	3
Other Routes	8.9	8.3	0.6	9.1	8.7	0.5	-2
Italy	158.6	73.7	84.9	167.3	72.3	95.0	-5
London — Genoa (g)	1.8	—	1.8	0.8	—	0.8	—
— Milan	34.1	25.3	8.8	38.2	25.1	13.1	-11
— Rimini (g)	3.6	—	3.6	3.7	—	3.7	-1
— Rome	33.5	27.3	6.2	15.9	8.7	7.2	—
— Venice	9.7	4.1	5.5	10.1	4.5	5.6	-4
— Other Italy	27.3	14.9	12.4	48.3	32.0	16.2	-43
Luton — Rimini	5.6	—	5.6	4.7	—	4.7	19
— Other Italy	26.3	—	26.3	28.8	—	28.8	-9
Other S.E. England — Italy	—	—	—	—	—	—	—
N. England — Italy (h)	7.7	—	7.7	8.6	—	8.6	-10
Other Routes	9.1	2.1	7.0	8.3	2.0	6.3	9
Luxembourg	5.4	4.6	0.8	5.3	5.0	0.3	1
London — Luxembourg	4.8	4.6	0.2	5.1	5.0	0.1	-6
Other Routes	0.6	—	0.5	0.2	—	0.2	—
Netherlands	147.9	140.6	7.3	156.9	140.3	16.6	-6
London — Amsterdam	88.1	85.8	2.3	93.5	89.6	3.9	-6
— Rotterdam	19.9	19.0	0.9	22.0	20.0	2.0	-10
Other S.E. England — Netherlands	7.6	5.9	1.7	10.0	4.8	5.2	-24
Manchester — Amsterdam	9.4	9.3	0.1	8.7	8.7	—	8
Other Routes	23.0	20.6	2.4	22.6	17.1	5.5	2
Norway	30.0	23.2	6.7	25.7	18.6	7.1	17
London — Oslo	17.1	13.1	4.1	14.6	12.0	2.7	17
Other Routes	12.8	10.2	2.7	11.1	6.7	4.4	16
Portugal	37.7	10.4	10.3	38.5	19.5	19.0	-35
London — Lisbon	14.5	10.0	3.5	15.4	11.8	3.6	-27
Other Routes	23.2	8.4	14.7	23.1	7.7	15.4	-40
Soviet Union and Eastern Europe (b)	34.3	19.0	15.3	29.1	17.4	11.7	18
London — Moscow	6.8	5.6	1.2	4.8	4.2	0.6	40
— Prague	2.5	2.5	—	2.5	2.5	—	-3
Other Routes	25.0	10.9	14.1	21.7	10.6	11.0	16

Table 18 cont.

	July-Sep 75			April — June 1975			April — June 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	696.5	128.3	568.2	498.6	98.6	400.0	413.1	85.9	327.1	21
London — Barcelona	29.3	18.6	10.7	22.7	14.7	8.0	17.1	13.2	3.9	33
— Ibiza	20.6	3.2	17.4	13.3	1.5	11.8	11.5	1.9	9.6	16
— Madrid	39.8	31.8	8.0	29.9	26.3	3.6	29.4	24.6	4.8	2
— Malaga	35.7	18.7	17.0	29.2	17.5	11.6	23.3	14.1	9.3	25
— Palma	93.7	24.5	69.2	69.3	18.2	51.0	54.6	14.7	39.9	27
— Other Spain	105.0	29.7	75.3	64.0	18.7	45.3	53.8	16.1	37.7	19
Luton — Alicante	15.7	—	15.7	12.5	—	12.5	12.5	—	12.5	—
— Barcelona	2.7	—	2.7	6.0	—	6.0	9.2	—	9.2	-35
— Gerona	14.6	—	14.6	7.9	—	7.9	10.4	—	10.4	-24
— Ibiza	13.7	—	13.7	11.0	—	11.0	12.3	—	12.3	-11
— Palma	29.1	—	29.1	24.9	—	24.9	24.9	—	24.9	—
— Other Spain	17.8	—	17.8	9.9	—	9.9	14.1	—	14.1	-30
Other S.E. England — Spain	0.4	—	0.4	0.1	—	0.1	0.2	—	0.2	-71
Manchester Barcelona	8.8	—	8.8	7.1	—	7.1	2.9	—	2.9	—
— Palma	36.1	—	36.1	26.2	—	26.2	19.7	—	19.7	33
Other N. England — Spain	80.7	1.3	79.4	56.9	0.7	56.2	43.0	0.9	42.1	33
Scotland — Spain	38.9	0.1	38.8	24.0	0.4	23.7	15.5	—	15.5	55
Other Routes	116.1	0.8	115.3	84.0	0.7	83.3	58.6	0.4	58.2	43
Sweden		31.5	18.3	13.3			25.8	16.6	9.2	22
London — Stockholm		20.2	12.4	7.8			15.8	11.4	4.5	27
Other Routes		11.4	5.9	5.5			10.0	5.2	4.7	14
Switzerland		94.6	68.7	25.9			93.8	69.3	24.5	1
London — Basle		7.1	6.4	0.7			8.3	7.0	1.3	-15
— Geneva		33.2	26.6	6.6			32.2	27.0	5.2	3
— Zurich		39.8	30.8	9.0			39.7	31.7	8.0	—
Luton — Switzerland		8.1	—	8.1			8.5	—	8.5	-5
Other Routes		6.4	4.9	1.5			5.1	3.6	1.5	25
Yugoslavia		41.9	15.2	26.7			31.7	11.2	20.5	32
London — Dubrovnic		8.1	1.8	6.4			5.4	1.4	4.0	50
— Ljubljana		2.0	1.9	0.2			2.2	2.0	0.1	-6
Luton — Yugoslavia		4.8	—	4.8			4.5	—	4.5	6
Other Routes		26.9	11.6	15.3			19.5	7.2	11.8	38
Other Europe		64.0	38.5	25.6			69.0	49.4	19.6	-7
WESTERN HEMISPHERE										
Canada		127.0	71.9	55.1			109.9	69.7	40.2	16
London — Montreal		19.2	16.8	2.4			16.5	15.5	1.0	16
— Toronto		45.6	23.8	21.8			42.6	24.0	18.6	7
— Other Canada		35.3	16.3	19.1			28.7	16.3	12.5	23
Other UK — Montreal		2.0	1.9	0.1			1.4	1.4	—	41
— Toronto		20.1	10.7	9.4			17.3	10.4	6.9	16
Other Routes		4.8	2.5	2.3			3.4	2.2	1.2	42

Table 18 cont.

	April —June 1975			April —June 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	257.3	213.4	43.9	259.0	220.2	38.8	-1
London — New York	98.4	83.9	14.4	101.3	84.9	16.4	-3
— Other East Coast USA	66.5	62.8	3.8	70.8	65.8	5.0	-6
— Chicago and Detroit	28.6	23.3	5.4	28.2	25.1	3.1	2
— West Coast USA	45.2	35.1	10.1	43.4	36.0	7.3	4
— Other USA	4.6	0.7	3.9	4.0	1.8	2.2	15
Other UK — New York	11.2	7.6	3.6	9.0	6.0	3.0	24
Other Routes	2.7	0.1	2.7	2.4	0.5	1.8	15
West Atlantic and Caribbean Islands	21.0	20.7	0.2	19.2	16.6	2.6	9
Central and South America	7.7	7.7	—	7.0	6.5	0.5	10
REST OF THE WORLD							
Canary Islands	26.0	4.9	21.0	17.6	3.9	13.7	48
North Africa (c)	20.3	11.0	9.3	16.6	7.8	8.7	23
East Africa (d)	9.8	8.7	1.0	9.0	7.3	1.7	9
Central Africa (e)	6.7	6.7	—	5.9	5.8	—	14
West Africa (d)	10.4	10.2	0.2	8.8	8.6	0.2	19
South Africa	21.2	21.0	0.2	16.7	16.7	—	27
Middle East (f)	76.3	75.4	1.0	60.9	59.3	1.6	25
India	15.7	15.5	0.1	12.2	12.0	0.1	29
Pakistan	6.6	6.6	—	3.7	3.7	—	79
Far East	43.2	40.6	2.6	38.9	29.8	9.1	11
Australia and New Zealand	23.2	23.2	—	19.6	19.6	—	19
Other Routes n.e.i.	25.2	7.9	17.3	20.2	7.6	12.6	25
ALL ROUTES	2 586.9	1 694.7	892.2	2 462.7	1 642.1	820.6	5

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

- (a) N. France comprises the airports north of the line of 49° latitude.
- (b) Soviet Union and Eastern Europe includes the United Soviet Socialist Republics, Bulgaria, Czechoslovakia, Hungary, Poland, Roumania and the Eastern Zone of Germany but excluding Berlin.
- (c) North Africa includes Algeria, Libya, Morocco and Tunisia.
- (d) Commonwealth countries only.
- (e) Commonwealth countries including Rhodesia.
- (f) Middle East includes Iraq, Iran, Israel, Jordan, Lebanon, Persian Gulf States, Saudi Arabia, Sudan and the United Arab Republic.
- (g) Total is in respect of charter passengers only. Passengers on scheduled flights included in London — Other Italy.
- (h) Total is in respect of charter passengers only. Passengers on scheduled flights included in other routes to Italy.

The figures show the uplift and discharge of passengers at United Kingdom airports on services operated there according to their immediate destination or last point of embarkation overseas on those services. These may not, in all cases, be the origin or destination of passenger journeys: they may be places at which a journey was broken or a connection made with another air service. The figures in this table include all passengers carried on scheduled and charter services excluding those carried on aircraft chartered by Government Departments.

Domestic Passengers by Main Routes

Table 19

Monthly Averages

Origin/Destination		April 1975 —June 1975 (000)	April 1974 —June 1974 (000)	Percentage change
London (a)	Aberdeen	13.6	11.1	22
	Belfast	43.0	46.5	-8
	Birmingham	2.8	1.9	47
	Channel Islands	49.5	50.9	-3
	Edinburgh	52.2	51.2	2
	Glasgow	68.9	71.9	-4
	Isle of Man	2.6	2.9	-9
	Leeds/Bradford	10.7	10.8	-1
	Liverpool	9.6	10.2	-5
	Manchester	34.3	33.9	1
	Newcastle	21.9	22.0	—
	Tees-side	9.8	9.6	2
	Other airports	8.3	7.2	15
Belfast	Birmingham	6.0	6.1	-3
	East Midlands	3.6	2.9	26
	Edinburgh	1.9	1.7	12
	Glasgow	8.4	9.9	-15
	Isle of Man	3.3	3.6	-8
	Leeds/Bradford	3.6	3.2	12
	Liverpool	2.8	1.9	45
	Manchester	10.1	9.5	7
	Newcastle	1.9	1.9	-4
	Other airports	6.2	7.0	-11
Channel Islands	Bournemouth	6.5	7.6	-14
	Birmingham	9.3	10.1	-8
	Bristol/Glamorgan	6.7	7.6	-12
	East Midlands	10.2	12.5	-19
	Glasgow	1.4	1.8	-21
	Leeds/Bradford	3.1	3.9	-21
	Liverpool	1.7	3.8	-57
	Manchester	6.3	5.9	6
	Newcastle	1.5	1.5	-1
	Southampton	28.6	25.3	13
	Other airports	11.7	12.5	-6
Edinburgh	Birmingham	1.8	3.0	-38
	Glasgow	—	0.5	-99
	Manchester	3.1	3.4	-7
	Other airports	9.0	4.5	99
Glasgow	Birmingham	4.6	5.5	-16
	East Midlands	3.4	4.1	-16
	Isle of Man	2.2	2.4	-10
	Leeds/Bradford	1.3	2.0	-35
	Liverpool	—	1.7	-99
	Manchester	4.6	5.5	-16
	Southampton	1.5	2.6	-41
	Other Scottish airports	14.0	15.9	-12
	Other airports	2.4	3.2	-23
Isle of Man	Blackpool	8.3	10.2	-19
	Liverpool	10.4	11.3	-8
	Manchester	4.7	5.5	-14
	Newcastle	0.7	0.8	-1
	Other airports	4.9	4.1	20
Penzance	Isles of Scilly	9.2	8.1	13
Other Routes		24.1	21.9	10
TOTAL		572.4	586.5	-2

(a) Heathrow, Gatwick and Stansted

Traffic counted in either direction

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

Cargo by Type and Nationality of Operator June 1975

Table 20

	Total	Scheduled Services						Charter Flights						Tonnes
		UK operators				Overseas operators		UK operators				Overseas operators		
		British Airways		Others		Set down	Picked up	British Airways		Others		Set down	Picked up	
		Set down	Picked up	Set down	Picked up			Set down	Picked up	Set down	Picked up			
London Area Airports														
+ Gatwick	6 437.7	0.1	1.5	456.6	1 022.4	42.0	125.6	—	4.3	1 122.9	3 367.4	103.0	191.9	
+ Heathrow	33 377.4	5 368.7	5 682.2	18.4	135.0	10 043.8	10 650.7	37.8	39.2	99.9	162.8	406.8	732.1	
+ Luton	190.2	—	—	—	—	—	—	—	—	—	51.2	59.4	79.6	
+ Southend	1 183.0	—	—	694.0	452.0	—	—	—	—	1.0	36.0	—	—	
+ Stansted	1 822.9	2.9	—	—	—	—	—	—	150.5	293.0	861.0	38.7	476.8	
TOTAL (London Area)	43 011.2	5 371.7	5 683.7	1 169.0	1 609.4	10 085.8	10 776.3	37.8	194.0	1 516.8	4 478.4	607.9	1 480.4	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Leeds/Bradford	50.6	14.4	16.5	1.6	2.4	5.6	9.3	—	—	0.8	—	—	—	
+ Liverpool	827.0	54.1	151.3	—	—	67.8	31.4	—	7.1	10.7	258.3	31.7	214.6	
+ Manchester	2 475.1	276.6	210.2	9.5	4.8	840.7	956.7	—	0.1	0.1	132.8	—	43.6	
+ Birmingham	224.7	60.8	63.1	5.3	2.4	46.8	46.3	—	—	—	—	—	—	
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ East Midlands	723.7	—	—	213.3	294.8	—	—	—	—	28.0	58.3	27.4	101.9	
+ Newcastle	102.9	15.1	34.3	15.6	21.9	—	—	—	—	16.0	—	—	—	
+ Tees-side	29.0	—	—	14.8	14.2	—	—	—	—	—	—	—	—	
+ Bristol	43.9	5.7	6.0	1.9	0.1	16.2	14.0	—	—	—	—	—	—	
+ Glamorgan	15.5	2.4	10.9	0.8	0.5	—	0.4	—	—	—	0.5	—	—	
+ Swansea	0.1	—	—	—	—	—	—	—	—	—	—	—	0.1	
+ Blackpool	51.0	—	—	5.6	45.4	—	—	—	—	—	—	—	—	
+ Bournemouth	418.9	—	—	253.1	149.9	—	—	—	—	12.2	3.7	—	—	
+ Cambridge	12.5	—	—	0.1	—	—	—	—	—	—	0.1	5.9	6.4	
+ Exeter	34.8	—	—	5.2	17.6	—	—	—	—	—	—	12.0	—	
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Isles of Scilly	7.9	7.1	0.8	—	—	—	—	—	—	—	—	—	—	
+ Lydd	322.2	—	—	—	0.1	—	—	—	—	121.4	200.7	—	—	
+ Manston	220.7	—	—	—	—	—	—	—	—	116.7	104.0	—	—	
+ Norwich	83.2	—	—	15.8	19.6	—	—	—	—	0.3	2.5	—	—	
+ Penzance Heliport	7.9	0.8	7.1	—	—	—	—	—	—	—	—	—	—	
+ Southampton	182.4	2.4	8.0	32.1	89.9	—	—	—	—	—	—	38.5	11.5	
+ Edinburgh	133.6	30.7	35.4	26.7	33.6	0.9	1.9	—	4.3	0.1	—	—	—	
+ Glasgow	1 476.4	571.6	345.7	57.7	50.8	166.5	256.8	0.1	0.6	22.3	1.1	1.1	2.1	
+ Prestwick	926.8	392.4	162.7	—	—	214.7	63.4	—	—	—	—	66.6	27.0	
+ Aberdeen	308.0	32.5	69.1	21.4	27.2	—	—	10.5	24.7	32.5	87.7	1.6	0.8	
+ Benbecula	27.4	21.3	6.1	—	—	—	—	—	—	—	—	—	—	
+ Inverness	19.3	3.1	16.2	—	—	—	—	—	—	—	—	—	—	
+ Islay	4.1	1.6	2.5	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	45.3	32.1	6.0	—	—	—	—	1.0	—	0.8	2.4	—	3.0	
+ Stornoway	40.5	28.7	11.8	—	—	—	—	—	—	—	—	—	—	
+ Sumburgh	107.1	30.3	6.1	—	—	—	—	14.5	22.3	23.8	9.8	0.2	0.1	
+ Tiree	1.2	—	—	1.1	0.1	—	—	—	—	—	—	—	—	
+ Wick	4.5	2.9	1.6	—	—	—	—	—	—	—	—	—	—	
+ Belfast	953.0	168.3	249.5	80.5	23.7	4.2	1.4	—	—	420.2	—	1.0	4.2	
+ Isle of Man	219.1	140.4	33.6	39.9	5.2	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	53 066.5	7 267.0	7 138.2	1 971.0	2 413.6	11 449.2	12 157.9	63.9	253.1	2 322.7	5 340.3	793.9	1 895.7	
Channel Islands Airports														
+ Alderney	21.0	—	—	16.9	1.9	—	—	—	—	2.2	—	—	—	
+ Guernsey	843.7	14.8	4.0	195.0	98.9	—	—	—	—	145.2	385.8	—	—	
+ Jersey	812.0	46.8	43.4	519.5	151.5	4.8	0.6	—	—	18.9	26.5	—	—	
TOTAL (Channel Islands Airports)	1 676.7	61.6	47.4	731.4	252.3	4.8	0.6	—	—	166.3	412.3	—	—	

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	April 1975 —June 1975 (tonnes)	April 1974 —June 1974 (tonnes)	Percentage change
London Area Airports			
+ Gatwick	6 235·0	4 348·3	43·4
+ Heathrow	33 734·8	40 318·5	−16·3
+ Luton	146·9	194·7	−24·6
+ Southend	1 281·7	1 887·7	−32·1
+ Stansted	1 640·5	1 710·9	−4·1
TOTAL (London Area)	43 038·8	48 460·1	−11·2
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+ Leeds/Bradford	52·2	69·3	−25·0
+ Liverpool	930·4	1 223·9	−24·0
+ Manchester	2 824·3	3 835·2	−26·4
+ Birmingham	236·6	307·2	−23·0
+ Coventry	0·3	4·8	−93·7
+ East Midlands	667·9	667·5	0·1
+ Newcastle	93·1	125·4	−25·8
+ Tees-side	28·7	25·9	10·8
+ Bristol	43·6	66·3	−34·2
+ Glamorgan	15·6	20·3	−23·2
Swansea	—	3·2	—
+ Ashford	—	445·6	—
+ Blackpool	49·7	65·0	−23·5
+ Bournemouth	412·3	450·6	−8·5
+ Cambridge	20·8	22·2	−6·3
+ Exeter	23·8	119·2	−80·0
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	8·9	10·1	−11·9
+ Lydd	260·2	12·1	—
+ Manston	292·5	334·0	−12·4
+ Norwich	30·7	25·2	21·8
Penzance Heliport	8·9	10·1	−11·9
+ Southampton	151·7	92·6	63·8
+ Edinburgh	221·6	284·9	−22·2
+ Glasgow	1 461·9	2 081·4	−29·8
+ Prestwick	927·4	1 144·6	−19·0
+ Aberdeen	295·4	222·9	32·5
Benbecula	24·9	28·9	−13·8
Inverness	21·7	24·6	−11·8
Islay	4·8	6·2	−22·6
+ Kirkwall	47·4	40·8	16·2
Stornoway	41·2	46·0	−10·4
+ Sumburgh	121·4	76·3	59·1
Tiree	0·9	1·3	−30·8
Wick	5·8	6·2	−6·5
+ Belfast	955·2	1 301·9	−26·6
+ Isle of Man	260·2	316·5	−17·8
TOTAL (Incl. London Area)	53 580·7	61 978·1	−13·5
Channel Islands Airports			
Alderney	20·6	19·9	3·5
Guernsey	838·9	881·0	−4·8
Jersey	826·5	1 004·5	−17·7
TOTAL (Channel Islands Airports)	1 686·0	1 905·4	−11·5

Ashford Airport closed w.e.f. 31/10/74

All Scheduled Services June 1975

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	13 392	3 884	17 647	280 371	3 353 146	1 853 563	55.3	7 341	432 038	222 792	10 093	45 211	167 488	51.6
British Airways European Division	5 842	7 993	11 919	612 029	738 501	466 749	63.2	3 269	77 388	43 802	831	2 185	40 786	56.6
British Airways Helicopters	23	378	130	9 434	655	575	87.9	9	50	45	—	1	45	90.3
British Airways Regional Division—														
Channel Islands Airways	718	1 942	2 106	91 409	51 836	34 424	66.4	249	4 721	2 991	20	77	2 894	63.4
Scottish Airways	364	1 478	1 350	46 149	25 324	15 193	60.0	263	2 322	1 369	14	62	1 293	58.9
Cambrian Airways	330	1 413	1 047	60 868	24 728	16 299	65.9	189	2 188	1 355	4	46	1 304	61.9
Northeast Airlines	359	878	998	49 514	32 277	21 068	65.3	97	2 979	1 790	—	41	1 749	60.1
British Caledonian Airways	1 817	2 241	3 270	98 092	207 774	112 805	54.3	1 067	23 904	12 601	421	2 070	10 110	52.7
Air Anglia	340	918	1 073	17 561	15 242	8 208	53.8	31	1 529	835	—	14	821	54.6
Air-Bridge Carriers	22	117	82	5 595	1 641	1 046	63.8	—	137	82	—	—	82	59.9
Aurigny Air Services	117	1 958	818	19 034	1 576	1 146	72.7	61	151	95	—	3	92	62.7
British Air Ferries	130	656	546	11 674	4 909	2 170	44.2	1 277	711	427	—	229	197	60.0
British Island Airways	387	2 077	1 502	65 197	19 334	12 540	64.9	154	1 780	1 094	1	28	1 066	61.5
British Midland Airways	479	1 384	1 536	54 394	34 746	21 176	60.9	133	2 782	1 704	—	52	1 652	61.2
Brymon Airways	99	581	447	3 376	1 096	581	53.0	—	99	47	—	—	47	47.7
Dan-Air Services	357	1 223	1 230	34 106	21 242	11 456	53.9	—	1 733	941	—	—	941	54.3
Intra Airways	30	182	130	3 913	1 096	705	64.3	—	97	49	—	—	49	51.1
Loganair	56	437	314	1 920	660	314	47.6	—	60	29	—	—	29	47.5
TOTAL Passenger Services	24 863	29 740	46 147	1 464 636	4 535 783	2 580 018	56.9	14 141	554 668	292 046	11 383	50 020	230 642	52.7
Cargo Services														
British Airways Overseas Division	945	301	1 283					2 405	31 226	17 410	78	17 333		55.8
British Airways European Division	362	453	616					2 553	4 638	2 019	45	1 974		43.5
British Caledonian Airways	70	24	97					212	1 787	1 066	23	1 042		59.6
Air Anglia	29	59	117					43	103	23	—	23		22.4
Air Freight	32	149	161					322	107	68	—	68		63.9
Air-Bridge Carriers	28	103	107					568	317	195	—	195		61.4
British Island Airways	96	339	344					796	442	212	27	185		48.0
Intra Airways	19	134	98					288	70	47	—	47		66.2
TOTAL Cargo Services	1 580	1 562	2 822					7 185	38 690	21 040	173	20 868		54.4
GRAND TOTAL	26 443	31 302	48 969	1 464 636	4 535 783	2 580 018	56.9	21 326	593 358	313 086	11 557	70 887	230 642	52.8

International Scheduled Services June 1975

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
Passenger Services														
British Airways Overseas Division	13 392	3 884	17 647	280 371	3 353 146	1 853 563	55.5	7 341	432 038	222 792	10 093	45 211	167 488	51.6
British Airways European Division	4 963	6 236	9 671	471 383	628 572	394 950	62.8	2 797	66 064	37 418	799	1 984	34 635	56.6
British Airways Regional Division—														
Channel Islands Airways	184	291	429	12 900	13 783	8 324	60.4	81	1 345	754	1	43	710	56.0
Cambrian Airways	93	278	243	10 983	7 472	4 744	63.5	29	650	393	—	14	380	60.5
Northeast Airlines	102	189	263	9 563	9 355	5 594	59.8	28	900	480	—	16	464	53.3
British Caledonian Airways	1 409	1 334	2 306	51 531	174 028	91 076	52.3	675	20 373	10 535	304	1 980	8 250	51.7
Air Anglia	215	450	626	10 116	9 577	4 732	49.4	31	967	488	—	14	473	50.4
Air-Bridge Carriers	22	117	82	5 595	1 641	1 046	63.8	—	137	82	—	—	82	59.9
Aurigny Air Services	79	1 712	633	16 049	1 046	686	65.6	57	98	57	—	2	55	58.5
British Air Ferries	130	656	546	11 674	4 909	2 170	44.2	1 277	711	427	—	229	197	60.0
British Island Airways	141	622	535	18 807	7 028	4 048	57.6	30	647	352	—	8	344	54.5
British Midland Airways	103	277	338	6 371	7 463	3 078	41.2	44	577	259	—	19	240	44.9
Brymon Airways	22	98	94	324	199	70	35.1	—	18	6	—	—	6	31.7
Dan-Air Services	169	396	544	13 556	10 132	5 504	54.3	—	827	449	—	—	449	54.3
Intra-Airways	16	138	83	2 900	576	369	64.1	—	50	29	—	—	29	57.1
TOTAL Passenger Services	21 041	16 678	34 041	922 123	4 228 927	2 379 953	56.3	12 390	525 400	274 519	11 197	49 521	213 801	52.2
Cargo Services														
British Airways Overseas Division	945	301	1 283					2 405	31 226	17 410	78	17 333		55.8
British Airways European Division	334	402	556					1 936	4 058	1 675	43	1 632		41.3
British Caledonian Airways	70	24	97					212	1 787	1 066	23	1 042		59.6
Air Anglia	29	59	117					43	103	23	—	23		22.4
Air Freight	32	149	161					322	107	68	—	68		63.9
British Island Airways	35	75	122					165	163	67	—	67		40.9
TOTAL Cargo Services	1 444	1 010	2 335					5 082	37 443	20 309	145	20 165		54.2
GRAND TOTAL	22 485	17 688	36 376	922 123	4 228 927	2 379 953	56.3	17 472	562 843	294 828	11 341	69 686	213 801	52.4

Domestic Scheduled Services June 1975

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways European Division	879	1 757	2 248	140 646	109 929	71 799	65.3	472	11 324	6 385	32	201	6 151	56.4
British Airways Helicopters	23	378	130	9 434	655	575	87.9	9	50	45	—	1	45	90.3
British Airways Regional Division—														
Channel Islands Airways	533	1 651	1 677	78 509	38 053	26 100	68.6	168	3 376	2 238	19	34	2 185	66.3
Scottish Airways	364	1 478	1 350	46 149	25 324	15 193	60.0	263	2 322	1 369	14	62	1 293	58.9
Cambrian Airways	236	1 135	804	49 885	17 256	11 555	67.0	160	1 538	961	4	33	924	62.5
Northeast Airlines	257	689	735	39 951	22 923	15 474	67.5	69	2 079	1 310	—	26	1 284	63.0
British Caledonian Airways	408	907	965	46 561	33 746	21 730	64.4	392	3 532	2 066	117	90	1 859	58.5
Air Anglia	125	468	447	7 445	5 665	3 476	61.4	—	563	347	—	—	347	61.7
Aurigny Air Services	38	246	185	2 985	530	460	86.7	4	53	37	—	1	37	70.4
British Island Airways	246	1 455	967	46 390	12 306	8 493	69.0	124	1 133	742	1	19	722	65.4
British Midland Airways	376	1 107	1 198	48 023	27 283	18 098	66.3	89	2 206	1 445	—	33	1 412	65.5
Brymon Airways	78	483	354	3 052	897	511	57.0	—	81	42	—	—	42	51.3
Dan-Air Services	188	827	686	20 550	11 110	5 952	53.6	—	907	492	—	—	492	54.2
Intra Airways	14	44	47	1 013	521	336	64.5	—	47	21	—	—	21	44.6
Loganair	56	437	314	1 920	660	314	47.6	—	60	29	—	—	29	47.5
TOTAL Passenger Services	3 822	13 062	12 106	542 513	306 856	200 065	65.2	1 751	29 268	17 527	187	499	16 841	59.9
Cargo Services														
British Airways European Division	28	51	60					617	579	344	1	343		59.4
Air-Bridge Carriers	28	103	107					568	317	195	—	195		61.4
British Island Airways	61	264	222					631	279	146	27	118		52.1
Intra Airways	19	134	98					288	70	47	—	47		66.2
TOTAL Cargo Services	136	552	487					2 103	1 246	731	29	702		58.7
GRAND TOTAL	3 957	13 614	12 593	542 513	306 856	200 065	65.2	3 854	30 514	18 258	215	1 201	16 841	59.8

All Non-scheduled Services June 1975

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	708	160	1 177	20 734	149 917	117 257	78.2	—	18 450	10 833	—	10 833	58.7
British Airways European Division	437	404	815	19 517	30 902	24 613	79.6	1 088	5 357	3 187	1 075	2 122	59.5
British Airtours	1 561	732	2 243	106 238	199 631	158 699	79.5	—	18 168	13 617	—	13 617	75.0
British Airways Helicopters	185	1 221	894	11 336	3 941	1 870	47.4	138	371	164	24	140	44.1
British Airways Regional Division—													
Channel Islands Airways	32	45	70	1 744	2 339	1 740	74.4	—	197	149	1	148	75.7
Scottish Airways	1	2	3	—	—	—	—	4	6	2	2	—	36.4
Cambrian Airways	615	450	614	20 393	25 734	22 223	86.4	—	2 268	1 777	—	1 777	78.3
Northeast Airlines	419	344	665	30 976	51 030	37 125	72.8	—	4 349	3 083	2	3 081	70.9
British Caledonian Airways	1 997	984	3 009	70 350	195 405	160 528	82.2	2 090	43 235	27 705	13 688	14 016	64.1
Air Anglia	45	132	144	862	705	329	46.7	—	77	33	—	33	42.9
Air Freight	35	77	179	—	—	—	—	7	112	85	85	—	75.9
Air-Bridge Carriers	28	68	115	287	198	102	51.5	97	262	102	96	6	38.9
Alidair	120	330	357	4 559	3 240	1 870	57.7	383	755	293	137	156	38.9
Aurigny Air Services	1	5	3	67	7	7	95.9	—	1	1	—	1	82.0
Beecham Imperial	9	13	26	48	72	27	38.3	—	6	3	—	3	40.0
Bristow Helicopters	437	2 322	2 460	20 290	6 422	3 468	54.0	179	577	322	32	290	55.8
Britannia Airways	2 794	1 880	4 461	251 600	363 195	328 214	90.4	—	30 869	27 899	—	27 899	90.4
British Air Ferries	40	73	163	562	626	378	60.3	125	271	118	85	34	43.6
British Executive Air Services	15	254	104	1 371	164	97	59.3	13	31	10	1	9	32.6
British Island Airways	111	282	378	5 656	3 099	1 927	62.2	59	497	255	90	165	51.3
British Midland Airways	529	775	1 364	53 672	73 272	43 066	58.8	52	6 129	3 679	318	3 361	60.0
Dan-Air Services	4 062	2 812	4 759	250 497	488 393	402 662	82.4	276	39 391	32 380	165	32 215	82.2
Fairflight Charters	102	269	379	1 446	730	550	75.3	31	77	54	13	41	70.1
Green Shield Stamp	25	44	43	154	217	107	49.0	—	22	8	—	8	37.1
International Aviation Service	394	184	743	—	—	—	—	1 520	11 131	7 638	7 638	—	68.6
Intra Airways	7	76	40	2 358	254	235	92.6	—	22	17	—	17	77.4
Invicta International Airlines	385	317	747	15 774	30 854	15 841	51.3	590	6 942	4 512	2 801	1 711	65.0
Laker Airways	2 193	931	3 120	102 184	417 781	333 358	79.8	—	41 608	32 465	—	32 465	78.0
Loganair	66	735	304	2 381	558	241	43.2	—	50	18	—	18	36.2
MAM Aviation	44	49	66	174	395	156	39.5	—	40	16	—	16	40.0
McAlpine Aviation	338	648	569	1 603	2 653	1 034	39.0	—	199	81	—	81	40.5
McDonald Aviation	10	29	45	104	149	53	35.5	—	10	4	1	3	39.5
Merlot International Airlines	64	79	95	190	480	152	31.7	—	37	12	—	12	32.4
Monarch Airlines	1 123	794	1 827	93 494	164 262	137 721	83.8	22	16 773	12 970	388	12 582	77.3
Moseley Aviation	11	44	37	217	65	55	84.6	—	7	6	—	6	85.7
Northern Executive Aviation	11	55	51	233	83	58	69.9	9	9	6	1	5	66.7
Peters Aviation	54	195	244	1 428	754	421	55.9	6	66	36	3	33	55.3
Ryburn Air	4	49	17	8	3	2	80.0	5	3	1	1	—	24.8
Thurston Aviation	74	236	259	451	474	131	27.6	8	46	13	3	10	28.3
Tradewinds Airways	416	126	849	—	—	—	—	1 267	10 621	6 828	6 828	—	64.3
Trans-Meridian Air Cargo	672	211	1 456	—	—	—	—	1 538	18 126	9 969	9 969	—	55.0
Vernair Transport	23	53	79	234	159	130	82.2	—	14	11	—	11	80.0
TOTAL	20 196	18 489	36 968	1 093 192	2 218 163	1 796 447	81.0	9 520	277 178	200 358	43 445	156 913	72.3
Class 5A Licence TOTAL	784	613	896	32 984	31 643	19 216	60.7	..	2 877	1 624	39	1 585	56.5
TOTAL Excludes 5A Licence	19 412	17 876	36 072	1 060 208	2 186 520	1 777 231	81.3	9 520	274 301	198 734	43 406	155 328	72.5

*Does not include cargo carried under Class 5 Licences.

International Non-scheduled Services

June 1975

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	708	160	1 177	20 734	149 917	117 257	78.2	—	18 450	10 833	—	10 833	58.7
British Airways European Division	435	400	811	19 248	30 720	24 512	79.8	1 088	5 340	3 179	1 075	2 104	59.5
British Airtours	1 561	732	2 243	106 238	199 631	158 699	79.5	—	18 168	13 617	—	13 617	75.0
British Airways Helicopters	185	1 221	894	11 336	3 941	1 870	47.4	138	371	164	24	140	44.1
British Airways Regional Division—													
Channel Islands Airways	27	26	53	1 350	1 985	1 600	80.6	—	167	136	1	135	81.3
Cambrian Airways	284	248	489	14 054	23 659	21 010	88.8	—	2 080	1 681	—	1 681	80.8
Northeast Airlines	411	328	647	29 360	50 195	36 822	73.4	—	4 286	3 057	1	3 056	71.3
British Caledonian Airways	1 997	984	3 009	70 350	195 406	160 528	82.2	2 090	43 235	27 705	13 688	14 016	64.1
Air Anglia	19	47	71	672	522	274	52.6	—	58	27	—	27	47.3
Air Freight	11	9	54	—	—	—	—	7	26	13	13	—	47.5
Air-Bridge Carriers	18	35	81	81	67	35	52.2	40	163	69	68	1	42.3
Alidair	40	86	124	2 430	1 976	1 099	55.6	24	260	109	16	93	41.9
Aurigny Air Services	1	5	3	67	7	7	95.9	—	1	1	—	1	82.0
Beecham Imperial	8	11	23	34	61	18	29.9	—	5	2	—	2	32.2
Bristow Helicopters	437	2 322	2 460	20 290	6 422	3 468	54.0	179	577	322	32	290	55.8
Britannia Airways	2 794	1 880	4 461	251 600	363 195	328 214	90.4	—	30 869	27 899	—	27 899	90.4
British Air Ferries	39	70	159	562	626	378	60.3	121	264	117	83	34	44.2
British Executive Air Services	15	254	104	1 371	164	97	59.3	13	31	10	1	9	32.6
British Island Airways	85	233	294	5 306	2 985	1 833	61.4	—	381	214	57	157	56.0
British Midland Airways	394	452	926	41 611	64 323	37 771	58.7	—	5 392	3 235	286	2 949	60.0
Dan-Air Services	4006	2 666	6 566	248 801	487 148	402 201	82.6	162	39 132	32 279	102	32 177	82.5
Fairflight Charters	73	214	274	1 046	434	328	75.6	31	55	37	13	24	67.3
Green Shield Stamp	23	37	41	138	207	103	49.9	—	21	8	—	8	37.9
International Aviation Service	394	184	743	—	—	—	—	1 520	11 131	7 638	7 638	—	68.6
Intra Airways	6	44	29	1 454	210	194	92.3	—	18	14	—	14	77.8
Invicta International Airlines	385	317	747	15 774	30 854	15 841	51.3	590	6 942	4 512	2 801	1 711	65.0
Laker Airways	2 193	931	3 120	102 184	417 781	333 358	79.8	—	41 608	32 465	—	32 465	78.0
MAM Aviation	39	43	58	141	348	127	36.5	—	35	13	—	13	37.1
McAlpine Aviation	274	395	439	1 189	2 170	875	40.3	—	163	68	—	68	41.7
McDonald Aviation	6	10	25	55	93	36	38.1	—	6	2	—	2	42.3
Merlot International Airlines	54	65	80	147	405	122	30.1	—	31	10	—	10	32.3
Monarch Airlines	1 123	794	1 827	93 494	164 262	137 721	83.8	22	16 773	12 970	388	12 582	77.3
Moseley Aviation	8	26	26	127	45	38	84.4	—	5	4	—	4	80.0
Northern Executive Aviation	2	5	9	17	12	12	100.0	—	1	1	—	1	100.0
Peters Aviation	4	12	17	56	54	47	87.9	—	4	3	—	3	85.1
Thurston Aviation	45	124	154	249	311	82	26.4	3	29	8	2	6	27.6
Tradewinds Airways	416	126	849	—	—	—	—	1 267	10 621	6 828	6 828	—	64.3
Trans-Meridian Air Cargo	672	211	1 456	—	—	—	—	1 538	18 126	9 969	9 969	—	55.0
TOTAL	19 191	15 707	34 541	1 061 566	2 200 136	1 786 577	81.2	8 843	274 823	199 216	43 086	156 130	72.5
Class 5A Licence TOTAL	398	196	551	20 146	26 906	16 481	61.3	..	2 465	1 402	32	1 370	56.9
TOTAL Excludes 5A Licence	18 793	15 511	33 990	1 041 420	2 173 230	1 770 096	81.5	8 843	272 358	197 814	43 054	154 760	72.6

*Does not include cargo carried under Class 5 Licences.

Domestic Non-scheduled Services

June 1975

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
										Total (000)	Cargo (000)		
British Airways European Division	1	4	4	269	182	101	55.4	—	18	8	—	8	44.9
British Airways Regional Division—													
Channel Islands Airways	5	19	16	394	354	141	39.7	—	30	13	—	13	43.9
Scottish Airways	1	2	3	—	—	—	—	4	6	2	2	—	36.4
Cambrian Airways	331	202	125	6 339	2 075	1 212	58.4	—	188	96	—	96	50.8
Northeast Airlines	8	16	18	1 616	835	303	36.3	—	63	26	1	25	41.3
Air Anglia	26	85	73	190	183	54	29.7	—	19	5	—	5	29.1
Air Freight	24	68	125	—	—	—	—	—	86	72	72	—	83.7
Air-Bridge Carriers	11	33	34	206	131	67	51.1	57	99	34	28	6	34.5
Alidair	80	244	233	2 129	1 264	771	61.0	358	495	185	121	64	37.3
Beecham Imperial	1	2	3	14	10	9	87.5	—	1	1	—	1	85.7
British Air Ferries	1	3	4	—	—	—	—	4	8	2	2	—	22.4
British Island Airways	25	49	85	350	114	94	82.1	59	116	41	33	8	35.6
British Midland Airways	135	323	438	12 061	8 949	5 295	59.2	52	737	445	32	413	60.3
Dan-Air Services	57	146	193	1 696	1 245	461	37.0	114	257	100	63	38	39.0
Fairflight Charters	29	55	105	400	296	222	75.0	—	22	17	—	17	77.3
Green Shield Stamp	2	7	2	16	10	3	31.7	—	1	—	—	—	19.8
Intra Airways	1	32	10	904	44	41	94.1	—	4	3	—	3	75.6
Loganair	66	735	304	2 381	558	241	43.2	—	50	18	—	18	36.2
MAM Aviation	5	6	8	33	47	29	61.7	—	5	3	—	3	60.0
McAlpine Aviation	65	253	131	414	483	159	32.9	—	36	13	—	13	35.1
McDonald Aviation	4	19	19	49	56	17	31.2	—	4	1	1	1	35.5
Merlot International Airlines	10	14	15	43	75	30	40.0	—	6	2	—	2	33.3
Moseley Aviation	3	18	11	90	20	17	85.0	—	2	2	—	2	100.0
Northern Executive Aviation	9	50	42	216	71	46	64.8	8	8	5	1	4	62.5
Peters Aviation	50	183	228	1 372	700	374	53.4	6	62	33	3	30	53.4
Ryburn Air	4	49	17	8	3	2	80.0	5	3	1	1	—	24.8
Thurston Aviation	29	112	105	202	163	49	30.1	5	17	5	1	4	29.4
Vernair Transport	23	53	79	234	159	130	82.2	—	14	11	—	11	80.0
TOTAL	1 006	2 782	2 427	31 626	18 028	9 869	54.6	676	2 354	1 144	359	785	48.5
Class 5A Licence TOTAL	386	417	345	12 838	4 737	2 735	57.7	..	412	223	7	216	54.1
TOTAL Excludes 5A Licences	620	2 365	2 082	18 788	13 291	7 134	53.5	676	1 942	921	352	569	47.3

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations June 1975

Table 24

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Airways Overseas Division	448	84	798	14 766	—	104 414	82 105	78.6	13 241	7 490	56.6
British Airtours	88	20	113	1 211	—	16 706	11 123	66.6	1 520	1 013	66.6
British Caledonian Airways	374	94	497	8 724	—	70 206	58 117	82.8	9 625	5 229	54.3
British Midland Airways	9	3	12	178	—	1 670	1 510	90.5	133	118	89.0
Dan-Air Services	252	67	291	6 302	—	47 553	38 979	82.0	3 803	3 120	82.0
Laker Airways	882	184	1 128	34 255	520	266 916	205 508	77.0	27 173	20 551	75.6
TOTAL	2 053	452	2 838	65 436	520	507 465	397 342	78.3	55 494	37 521	67.6

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers June 1975

Table 25

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km			Tonne-km			Number of IT passengers uplifted	
					Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available	Class 2	Class 4
International Services												
British Airways European Division	240	172	402	15 623	23 744	21 136	89.0	2 139	1 802	84.2	—	—
British Airtours	890	541	1 364	84 159	168 213	135 311	80.4	15 308	11 478	75.0	—	—
British Airways Regional Division—												
Channel Islands Airways	5	14	16	675	337	229	67.9	28	19	67.9	—	—
Cambrian Airways	284	248	489	14 054	23 659	21 010	88.8	2 080	1 681	80.8	—	—
Northeast Airlines	401	310	623	28 063	49 304	36 232	73.5	4 213	3 007	71.4	—	—
British Caledonian Airways	668	555	1 162	48 359	72 077	60 017	83.3	6 441	5 161	80.1	—	837
Alidair	4	8	11	382	283	191	67.3	27	16	59.4	—	—
Britannia Airways	2 592	1 688	4 120	231 619	336 919	307 190	91.2	28 636	26 112	91.2	—	2 594
British Midland Airways	1	1	2	58	55	44	79.5	4	3	71.2	—	—
Dan-Air Services	3 096	2 117	5 200	206 911	366 818	306 555	83.6	29 345	24 522	83.6	—	—
Invicta International Airlines	92	100	199	8 504	13 568	7 938	58.5	1 338	784	58.6	—	—
Laker Airways	865	478	1 235	49 248	100 802	88 765	88.1	9 590	8 395	87.5	—	—
Monarch Airlines	978	710	1 539	89 189	153 709	131 070	85.3	14 979	11 979	80.0	—	1 789
TOTAL International Services	10 116	6 942	16 361	776 844	1 309 489	1 115 687	85.2	114 129	94 959	83.2	—	3 928
Domestic Services												
Dan-Air Services	2	10	8	399	94	78	83.1	8	6	83.2	—	—
TOTAL Domestic Services	2	10	8	399	94	78	83.1	8	6	83.2	—	—
GRAND TOTAL	10 118	6 952	16 369	777 243	1 309 582	1 115 765	85.2	114 137	94 966	83.2	—	3 928

All Class 4 Licence Operations June 1975

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers		Seat—km		Percentage of available	Tonne—km		Percentage of available
				uplifted IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	149	43	207	—	2 932	25 895	21 807	84.2	2 756	2 046	74.3
British Airways European Division	6	12	12	—	637	580	479	82.5	56	41	73.4
British Airtours	72	24	97	—	2 600	13 570	11 225	82.7	1 234	1 030	83.5
British Airways Regional Division— Northeast Airlines	3	8	10	—	581	204	203	99.5	17	17	99.4
British Caledonian Airways	198	109	335	837	8 805	32 461	28 131	86.7	4 140	2 514	60.7
Alidair	6	19	19	—	737	472	248	52.4	42	21	49.4
Britannia Airways	138	86	219	2 594	6 400	17 959	14 443	80.4	1 526	1 228	80.5
British Island Airways	3	8	13	—	334	173	143	82.6	16	12	76.3
British Midland Airways	10	17	28	—	1 174	708	682	96.3	59	53	90.8
Dan-Air Services	582	386	948	—	32 782	64 986	50 842	78.2	5 199	4 069	78.3
Intra Airways	7	76	40	—	2 358	254	235	92.6	22	17	77.4
Invicta International Airlines	10	17	23	—	2 227	1 654	1 317	79.7	159	128	80.0
Laker Airways	295	232	577	—	15 629	26 299	20 612	78.4	2 364	1 874	79.3
Loganair	11	389	56	—	1 451	90	57	63.1	8	5	63.2
Monarch Airlines	32	28	57	497	1 292	3 910	2 027	51.8	384	184	47.8
TOTAL	1 524	1 454	2 639	3 928	79 939	189 217	152 451	80.6	17 982	13 238	73.6

International Class 4 Licence Operations June 1975

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers		Seat—km		Percentage of available	Tonne—km		Percentage of available
				uplifted IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	149	43	207	—	2 932	25 895	21 807	84.2	2 756	2 046	74.3
British Airways European Division	6	12	12	—	637	580	479	82.5	56	41	73.4
British Airtours	72	24	97	—	2 600	13 570	11 225	82.7	1 234	1 030	83.5
British Airways Regional Division— Northeast Airlines	3	8	10	—	581	204	203	99.5	17	17	99.4
British Caledonian Airways	198	109	335	837	8 805	32 461	28 131	86.7	4 140	2 514	60.7
Alidair	6	19	19	—	737	472	248	52.4	42	21	49.4
Britannia Airways	138	86	219	2 594	6 400	17 959	14 443	80.4	1 526	1 228	80.5
British Island Airways	2	4	6	—	178	85	74	87.5	8	6	81.1
British Midland Airways	9	13	25	—	926	633	618	97.7	52	48	92.2
Dan-Air Services	582	384	946	—	32 686	64 966	50 821	78.2	51 97	40 67	78.3
Intra Airways	6	44	29	—	1 454	210	194	92.3	18	14	77.8
Invicta International Airlines	10	17	23	—	2 227	1 654	1 317	79.7	159	128	80.0
Laker Airways	295	232	577	—	15 629	26 299	20 612	78.4	2 364	1 874	79.3
Monarch Airlines	32	28	57	497	1 292	3 910	2 027	51.8	384	184	47.8
TOTAL	1 508	1 023	2 562	3 928	77 084	188 898	152 198	80.6	17 954	13 217	73.6

Domestic Class 4 Licence Operations June 1975

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers		Seat—km		Percentage of available	Tonne—km		Percentage of available
				uplifted IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Island Airways	2	4	6	—	156	88	69	78.0	8	6	71.7
British Midland Airways	1	4	3	—	248	76	64	84.9	6	5	79.8
Dan-Air Services	—	2	2	—	96	21	21	100.0	2	2	100.0
Intra Airways	1	32	10	—	904	44	41	94.1	4	3	75.6
Loganair	11	389	56	—	1 451	90	57	63.1	8	5	63.2
TOTAL	16	431	77	—	2 855	319	252	79.1	28	21	73.3

All Class 6 Licence Operations June 1975

Table 27.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
British Airways European Division	8	17	18	106	104	55	53.0
British Caledonian Airways	578	161	775	2 091	19 021	12 832	67.5
Air Freight	11	9	54	8	26	13	47.5
Air-Bridge Carriers	3	6	25	19	25	13	50.0
Alidair	66	201	196	372	427	133	31.2
British Air Ferries	9	15	44	17	66	21	32.1
Dan-Air Services	49	112	164	263	303	155	51.1
International Aviation Service	141	63	253	720	4 210	3 480	82.7
Invicta International Airlines	76	62	162	283	1 155	481	41.7
Tradewinds Airways	416	126	849	1 268	10 621	6 828	64.3
Trans-Meridian Air Cargo	437	155	999	955	11 750	6 935	59.0
TOTAL	1 793	927	3 537	6 101	47 707	30 946	64.9

International Class 6 Licence Operations June 1975

Table 27.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
British Airways European Division	8	17	18	106	104	55	53.0
British Caledonian Airways	578	161	775	2 091	19 021	12 832	67.5
Air Freight	11	9	54	8	26	13	47.5
Air-Bridge Carriers	2	3	21	8	14	7	51.5
Alidair	11	19	31	18	70	14	20.2
British Air Ferries	9	15	44	17	66	21	32.1
Dan-Air Services	20	58	73	150	151	95	62.6
International Aviation Service	141	63	253	720	4 210	3 480	82.7
Invicta International Airlines	76	62	162	283	1 155	481	41.7
Tradewinds Airways	416	126	849	1 268	10 621	6 828	64.3
Trans-Meridian Air Cargo	437	155	999	955	11 750	6 935	59.0
TOTAL	1 707	688	3 278	5 622	47 186	30 761	65.2

Domestic Class 6 Licence Operations June 1975

Table 27.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
Air-Bridge Carriers	1	3	4	11	12	6	48.3
Alidair	55	182	165	354	357	119	33.4
Dan-Air Services	30	54	90	113	152	61	39.8
TOTAL	86	239	259	478	521	185	35.6

All Class 7 Licence Operations June 1975

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	92	23	144	2 321	16 894	11 988	71.0	—	2 086	1 114	—	1 114	53.4
British Airways European Division	61	84	129	2 277	3 580	1 732	48.4	320	871	453	297	156	52.1
British Airtours	6	1	7	177	1 047	980	93.7	—	95	89	—	89	93.6
British Airways Helicopters	185	1 221	894	11 336	3 941	1 870	47.4	138	371	164	24	140	44.1
British Airways Regional Division—													
Channel Islands Airways	9	23	27	515	657	270	41.0	—	55	25	—	25	45.4
Scottish Airways	1	2	3	—	—	—	—	4	6	2	2	—	36.4
Cambrian Airways	1	2	2	142	45	43	97.3	—	4	4	—	4	91.9
Northeast Airlines	3	4	6	192	301	151	50.1	—	25	13	—	13	49.5
British Caledonian Airways	19	15	27	458	2 065	724	35.0	—	185	62	—	62	33.6
Air Anglia	45	132	144	862	705	329	46.7	—	77	33	—	33	42.9
Air-Bridge Carriers	15	26	54	4	4	3	74.7	79	141	43	43	—	30.5
Alidair	39	98	126	3 277	2 349	1 375	58.5	11	247	119	4	116	48.3
Aurigny Air Services	1	5	3	67	7	7	95.9	—	1	1	—	1	82.0
Beecham Imperial	9	13	26	48	72	27	38.3	—	6	3	—	3	40.0
Bristow Helicopters	437	2 322	2 460	20 290	6 422	3 468	54.0	179	577	322	32	290	55.8
Britannia Airways	2	3	4	372	300	286	95.4	—	26	24	—	24	95.5
British Air Ferries	23	48	93	293	255	139	54.4	109	158	67	55	13	42.7
British Executive Air Services	15	254	104	1 371	164	97	59.3	14	31	10	1	9	32.6
British Island Airways	6	18	24	774	309	262	84.7	—	28	22	—	22	78.5
British Midland Airways	4	6	10	202	87	79	90.1	5	16	10	4	6	61.0
Dan-Air Services	51	105	143	2 121	3 609	1 885	52.2	14	306	159	8	152	52.2
Fairflight Charters	102	269	379	1 446	730	550	75.3	32	77	54	13	41	70.1
Green Shield Stamp	25	44	43	154	217	107	49.0	—	22	8	—	8	37.1
International Aviation Service	120	49	210	—	—	—	—	490	3 465	2 893	2 893	—	83.5
Invicta International Airlines	79	55	162	902	835	720	86.3	308	1 368	1 111	1 039	72	81.2
Loganair	28	199	126	819	359	163	45.4	—	32	11	—	11	34.4
MAM Aviation	44	49	66	174	395	156	39.5	—	40	16	—	16	40.0
McAlpine Aviation	338	648	569	1 603	2 653	1 034	39.0	—	199	81	—	81	40.5
McDonald Aviation	10	29	45	104	149	53	35.5	—	10	4	1	3	39.5
Merlot International Airlines	64	79	95	190	480	152	31.7	—	37	12	—	12	32.4
Monarch Airlines	16	4	31	101	1 274	814	63.9	—	219	74	—	74	33.8
Moseley Aviation	11	44	37	217	65	55	84.6	—	7	6	—	6	85.7
Northern Executive Aviation	11	55	51	233	83	58	69.9	9	9	6	1	5	66.7
Peters Aviation	44	145	195	1 123	616	359	58.3	7	53	30	2	28	57.6
Ryburn Air	4	49	17	8	3	2	80.0	5	3	1	1	—	24.8
Thurston Aviation	74	236	259	451	474	131	27.6	9	46	13	3	10	28.3
Trans-Meridian Air Cargo	236	56	456	—	—	—	—	583	6 376	3 034	3 034	—	47.6
Vernair Transport	23	53	79	234	159	130	82.2	—	14	11	—	11	80.0
TOTAL	2 253	6 468	7 249	54 858	51 303	30 197	58.9	2 317	17 286	10 103	7 455	2 648	58.4

International Class 7 Licence Operations June 1975

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	Percentage of available
British Airways Overseas Division	92	23	144	2 321	16 894	11 988	71.0	—	2 086	1 114	—	1 114	53.4
British Airways European Division	59	80	126	2 008	3 398	1 631	48.0	320	853	445	297	148	52.2
British Airtours	6	1	7	177	1 047	980	93.7	—	95	89	—	89	93.6
British Airways Helicopters	185	1 221	894	11 336	3 941	1 870	47.4	138	371	164	24	140	44.1
British Airways Regional Division—													
Channel Islands Airways	4	4	11	121	303	129	42.6	—	25	12	—	12	47.0
Northeast Airlines	3	4	6	192	301	151	50.1	—	25	13	—	13	49.5
British Caledonian Airways	19	15	27	458	2 065	724	35.0	—	185	62	—	62	33.6
Air Anglia	19	47	71	672	522	274	52.6	—	58	27	—	27	47.3
Air-Bridge Carriers	10	12	35	3	3	2	66.7	33	81	21	21	—	25.8
Alidair	19	40	63	1 311	1 194	661	55.3	6	120	58	2	56	48.0
Aurigny Air Services	1	5	3	67	7	7	95.9	—	1	1	—	1	82.0
Beecham Imperial	8	11	23	34	61	18	29.9	—	5	2	—	2	32.2
Bristow Helicopters	437	2 322	2 460	20 290	6 422	3 468	54.0	179	577	322	32	290	55.8
Britannia Airways	2	3	4	372	300	286	95.4	—	26	24	—	24	95.5
British Air Ferries	22	45	89	293	255	139	54.4	105	150	66	53	13	43.7
British Executive Air Services	15	254	104	1 371	164	97	59.3	14	31	10	1	9	32.6
British Island Airways	6	16	22	678	283	237	83.7	—	26	20	—	20	77.3
British Midland Airways	1	1	2	58	39	31	79.5	—	3	2	—	2	68.9
Dan-Air Services	27	26	52	920	2 479	1 522	61.4	13	212	130	8	122	61.2
Fairflight Charters	73	214	274	1 046	434	328	75.6	32	55	37	13	24	67.3
Green Shield Stamp	23	37	41	138	207	103	49.9	—	21	8	—	8	37.9
International Aviation Service	120	49	210	—	—	—	—	490	3 465	2 893	2 893	—	83.5
Invicta International Airlines	79	55	162	902	835	720	86.3	308	1 368	1 111	1 039	72	81.2
MAM Aviation	39	43	58	141	348	127	36.5	—	35	13	—	13	37.1
McAlpine Aviation	274	395	439	1 189	2 170	875	40.3	—	163	68	—	68	41.7
McDonald Aviation	6	10	25	55	93	36	38.1	—	6	2	—	2	42.3
Merlot International Airlines	54	65	80	147	405	122	30.1	—	31	10	—	10	32.3
Monarch Airlines	16	4	31	101	1 274	814	63.9	—	219	74	—	74	33.8
Moseley Aviation	8	26	26	127	45	38	84.4	—	5	4	—	4	80.0
Northern Executive Aviation	2	5	9	17	12	12	100.0	1	1	1	—	1	100.0
Peters Aviation	4	12	17	56	54	47	87.9	—	4	3	—	3	85.1
Thurston Aviation	45	124	154	249	311	82	26.4	4	29	8	2	6	27.6
Trans-Meridian Air Cargo	236	56	456	—	—	—	—	583	6 376	3 034	3 034	—	47.6
TOTAL	1 912	5 225	6 123	46 850	45 865	27 518	60.0	2 226	16 708	9 847	7 419	2 428	58.9

Domestic Class 7 Licence Operations June 1975

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	Percentage of available
British Airways European Division	1	4	4	269	182	101	55.4	—	18	8	—	8	44.9
British Airways Regional Division—													
Channel Islands Airways	5	19	16	394	354	141	39.7	—	30	13	—	13	43.9
Scottish Airways	1	2	3	—	—	—	—	4	6	2	2	—	36.4
Cambrian Airways	1	2	2	142	45	43	97.3	—	4	4	—	4	91.9
Air Anglia	26	85	73	190	183	54	29.7	—	19	5	—	5	29.1
Air-Bridge Carriers	6	14	19	1	1	1	100.0	46	61	22	22	—	36.7
Alidair	20	58	63	1 966	1 154	714	61.8	5	126	61	2	60	48.6
Beecham Imperial	1	2	3	14	10	9	87.5	—	1	1	—	1	85.7
British Air Ferries	1	3	4	—	—	—	—	4	8	2	2	—	22.4
British Island Airways	1	2	2	96	26	25	96.0	—	2	2	—	2	91.3
British Midland Airways	3	5	8	144	49	48	98.6	5	13	8	4	4	59.1
Dan-Air Services	24	79	92	1 201	1 131	363	32.1	1	94	30	—	30	31.7
Fairflight Charters	29	55	105	400	296	222	75.0	—	22	17	—	17	77.3
Green Shield Stamp	2	7	2	16	10	3	31.7	—	1	—	—	—	19.8
Loganair	28	199	126	819	359	163	45.4	—	32	11	—	11	34.4
MAM Aviation	5	6	8	33	47	29	61.7	—	5	3	—	3	60.0
McAlpine Aviation	65	253	131	414	483	159	32.9	—	36	13	—	13	35.1
McDonald Aviation	4	19	19	49	56	17	31.2	—	4	1	1	1	35.5
Merlot International Airlines	10	14	15	43	75	30	40.0	—	6	2	—	2	33.3
Moseley Aviation	3	18	11	90	20	17	85.0	—	2	2	—	2	100.0
Northern Executive Aviation	9	50	42	216	71	46	64.8	9	8	5	1	4	62.5
Peters Aviation	40	133	179	1 067	562	312	55.5	7	49	27	2	25	55.3
Ryburn Air	4	49	17	8	3	2	80.0	5	3	1	1	—	24.8
Thurston Aviation	29	112	105	202	163	49	30.1	5	17	5	1	4	29.4
Vernair Transport	23	53	79	234	159	130	82.2	—	14	11	—	11	80.0
TOTAL	340	1 243	1 126	8 008	5 439	2 679	49.3	91	579	256	37	219	44.2

All Exempt Operations June 1975

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	122	119	253	980	2 997	1 266	42.2	662	2 188	835	723	112	38.2
British Caledonian Airways	46	8	59	688	8 568	7 839	91.5	—	1 176	705	—	705	60.0
Britannia Airways	62	103	118	10 615	8 018	6 295	78.5	—	681	535	—	535	78.5
British Island Airways	23	43	76	98	—	—	—	60	106	33	33	—	31.6
British Midland Airways	100	179	286	7 317	7 331	4 105	56.0	48	594	347	27	320	58.4
International Aviation Service	133	72	280	—	—	—	—	310	3 455	1 265	1 265	—	36.6
Laker Airways	150	37	181	2 532	23 764	18 473	77.7	—	2 482	1 646	—	1 646	66.3
Loganair	27	147	122	111	109	21	19.3	—	10	2	—	2	20.0
Monarch Airlines	69	24	149	68	1 964	1 141	58.1	23	857	492	388	104	57.4
TOTAL	732	732	1 525	22 409	52 751	39 139	74.2	1 103	11 548	5 861	2 437	3 425	50.8

International Exempt Operations June 1975

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	122	119	253	980	2 997	1 266	42.2	662	2 188	835	723	112	38.2
British Caledonian Airways	46	8	59	688	8 568	7 839	91.5	—	1 176	705	—	705	60.0
Britannia Airways	62	103	118	10 615	8 018	6 295	78.5	—	681	535	—	535	78.5
International Aviation Service	133	72	280	—	—	—	—	310	3 455	1 265	1 265	—	36.6
Laker Airways	150	37	181	2 532	23 764	18 473	77.7	—	2 482	1 646	—	1 646	66.3
Monarch Airline	69	24	149	68	1 964	1 141	58.1	23	857	492	388	104	57.4
TOTAL	581	363	1 040	14 883	45 311	35 013	77.3	995	10 838	5 479	2 376	3 102	50.6

Domestic Exempt Operations June 1975

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Island Airways	23	43	76	98	—	—	—	60	106	33	33	—	31.6
British Midland Airways	100	179	286	7 317	7 331	4 105	56.0	48	594	347	27	320	58.4
Loganair	27	147	122	111	109	21	19.3	—	10	2	—	2	20.0
TOTAL	150	369	485	7 526	7 440	4 126	55.5	107	710	382	60	322	53.9

Class 5 Operations for UK Operators June 1975

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	19	10	28	715	2 714	1 357	50.0	..	367	183	—	—	183	49.9
British Airtours	207	64	274	10 342	39	32	82.1	..	5	5	—	—	5	100.0
British Airways Regional Division—														
Cambrian Airways	330	200	123	6 197	2 030	1 169	57.6	..	184	92	—	—	92	50.0
Northeast Airlines	12	22	25	2 140	1 221	540	44.2	..	93	46	—	2	44	49.5
British Caledonian Airways	44	18	62	1 823	8 024	4 518	56.3	..	691	289	—	—	289	41.8
Air Freight	—	3	3	—	—	—	—	..	3	2	—	2	—	66.7
Air-Bridge Carriers	3	12	9	283	194	99	51.0	..	16	6	—	—	6	37.5
Alidair	4	4	5	163	110	57	51.8	..	12	4	—	—	4	33.3
British Air Ferries	4	4	14	211	228	185	81.1	..	23	16	—	—	16	69.6
British Midland Airways	94	182	241	5 949	7 733	4 638	60.0	..	640	379	—	17	362	59.2
Dan-Air Services	24	14	5	1 797	4 284	3 298	77.0	..	344	266	—	2	264	77.3
Invicta International Airlines	21	20	37	2 084	3 422	2 094	61.2	..	339	224	—	15	209	66.1
Monarch Airlines	12	10	23	975	1 506	1 167	77.5	..	147	106	—	—	106	72.1
Peters Aviation	10	50	49	305	138	62	44.9	..	13	6	—	1	5	46.2
TOTAL	784	613	896	32 984	31 643	19 216	60.7	..	2 877	1 624	—	39	1 585	56.5

Class 5 Operations for Non-UK Operators June 1975

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Regional Division—														
Channel Islands Airways	18	8	27	554	1 345	1 242	92.3	..	114	105	—	1	104	92.1
British Airtours	299	82	388	7 749	57	28	49.1	..	5	2	—	—	2	40.0
British Caledonian Airways	70	24	93	656	2 004	1 183	59.0	..	1 957	912	—	856	56	46.6
Air Freight	24	65	122	—	—	—	—	..	83	70	—	70	—	84.3
Air-Bridge Carriers	7	24	27	—	—	—	—	..	79	40	—	40	—	50.6
British Air Ferries	4	6	13	—	—	—	—	..	25	14	—	14	—	56.0
British Island Airways	78	213	265	4 450	2 617	1 522	58.2	..	347	187	—	57	130	53.9
British Midland Airways	312	387	785	38 794	55 688	32 008	57.5	..	4 683	2 769	—	270	2 499	59.1
Dan-Air Services	6	1	1	185	1 048	1 026	97.9	..	84	82	—	—	82	97.6
Invicta International Airlines	106	63	164	2 057	11 376	3 772	33.2	..	2 582	1 783	—	1 265	518	69.1
Monarch Airlines	16	18	29	1 372	1 898	1 502	79.1	..	187	136	—	—	136	72.7
TOTAL	940	891	1 915	55 817	76 033	42 283	55.6	..	10 146	6 100	—	2 573	3 527	60.1

Aircraft Type and Utilisation — All Airlines June 1975

Table 31.1

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1975	Daily utilisation per aircraft (hrs) Quarter ended June 1975
Aviation Traders Carvair	99	349	43	326	110	5 551	1 196	5	3.7
Aviation Traders Merchantman	403	—	520	—	737	—	—	6	4.3
AW650 Argosy	54	3	156	9	204	4	3	2	3.4
BAC 111-200	745	1 456	9	1 619	10	63 542	37 989	9	5.5
BAC 111-300/400	2 463	2 187	—	4 402	—	140 266	170 787	16	9.3
BAC 111-500	3 250	4 798	—	7 015	—	330 818	248 486	34	6.8
BAC Britannia-300	239	13	100	105	427	169	1 955	4	3.8
BAC Vanguard 952	244	96	122	186	336	9 029	7 821	5	3.8
BAC VC10 Standard	75	22	—	114	—	1 021	5 166	5	2.4
BAC VC10 Super	4 111	1 289	1	5 428	—	56 931	343 520	15	11.0
BAC Viscount-700	302	249	89	189	111	7 093	1 391	4	2.0
BAC Viscount-700D/800/810	1 925	6 358	122	6 161	100	256 201	83 160	45	4.6
Beechcraft B55 Baron	—	—	—	—	—	—	—	1	0.0
Beechcraft B80 Queen-Air	23	53	—	79	—	234	130	1	2.4
Beechcraft B90 King Air	—	—	—	—	—	—	—	2	0.0
Bell 206 Jetranger	3	110	—	23	—	224	7	1	0.3
Bell 212 Twin	37	459	—	226	—	2 933	261	6	1.5
Boeing 707-120/120B	480	139	—	594	—	10 836	59 504	2	10.9
Boeing 707-320C/336	5 528	1 355	498	5 306	2 233	75 181	409 744	27	8.5
Boeing 707-420	2 973	1 202	—	4 410	—	135 464	342 013	15	7.1
Boeing 720/720B	859	596	—	1 316	—	78 296	114 716	6	6.0
Boeing 727-100	954	582	—	1 470	—	67 036	111 750	5	7.8
Boeing 737-200	2 794	1 880	—	4 461	—	251 600	328 214	14	9.7
Boeing 747	6 173	1 451	1	8 018	—	157 680	1 187 098	17	12.3
Britten-Norman Islander	161	1 560	34	936	35	5 716	598	15	2.0
Britten-Norman Trislander	146	1 922	—	785	—	19 317	1 391	9	2.8
Canadair CL 44	1 089	—	337	—	2 305	—	—	12	7.0
Cessna 340	4	2	47	2	15	8	2	1	0.6
Cessna 401/421	13	32	—	40	—	56	26	2	0.5
Cessna 500 Citation	..	..	..	..	..	..	..	2	..
DC10	1 283	244	—	1 612	—	20 841	282 839	5	7.1
DC3 Dakota/Pionair	166	290	419	222	555	6 829	1 170	13	1.4
DC8-54/55F Jet Trader	156	—	63	—	219	—	—	1	7.1
DH 104 Dove	39	82	50	80	75	574	145	4	1.3
DH 106 Comet 4B/C	1 256	811	1	2 092	1	79 144	125 139	11	4.5
DH 114 Heron	78	243	10	329	18	1 732	572	7	1.3
DHC 6 Twin-Otter	26	142	—	103	—	1 555	287	1	3.9
Fokker Friendship 100/600	287	731	—	889	—	14 125	6 560	4	7.3
HP Herald 100/200	707	2 657	410	2 130	458	79 234	17 447	17	4.4
HS 121 Trident 1C	468	839	—	953	—	54 357	30 070	9	3.5
HS 121 Trident 1E	542	605	—	942	—	48 556	45 378	4	6.6
HS 121 Trident 2E	1 602	1 431	—	2 717	—	90 618	101 590	15	6.7
HS 121 Trident 3B	2 354	2 820	—	4 540	—	244 433	205 355	26	6.3
HS 125	454	742	—	711	—	2 036	1 430	20	1.1
HS 748	358	992	106	1 031	155	22 063	7 245	8	4.7
Lockheed L1011 Tristar	351	359	—	705	—	63 861	62 287	6	3.5
PA23 Aztec/Apache	29	125	3	102	5	238	54	5	0.6
PA31 Navajo	141	363	26	428	34	1 356	515	8	1.5
Sikorsky 58T	70	468	—	424	—	2 557	195	7	1.5
Sikorsky S61N	489	2 610	—	2 531	—	32 491	5 297	26	3.1
Westland Wessex	61	528	—	385	—	4 226	251	4	4.0
TOTAL	46 064	45 245	3 167	76 146	8 143	2 446 032	4 350 755	*489	*5.3

*Excluding airlines for which details not available.

Aircraft Type & Utilisation — Individual Airlines

June 1975

Table 31.2

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1975	Daily utilisation per aircraft (hrs) Quarter ended June 1975
	Passenger	Cargo	Passenger	Cargo					
British Airways Overseas Division									
DC10	543	62	—	663	—	9 429	82 532	2	5.8
BAC VC10 Standard	75	22	—	114	—	1 021	5 166	5	2.4
BAC VC10 Super	4 111	1 289	1	5 428	—	56 931	343 520	15	11.0
Boeing 707-320C/336	2 778	574	299	2 424	1 283	31 199	180 350	11	9.4
Boeing 707-420	1 338	435	—	2 062	—	24 894	171 532	6	8.0
Boeing 747	6 173	1 451	1	8 018	—	157 680	1 187 098	17	12.3
TOTAL	15 018	3 833	301	18 709	1 283	281 154	1 970 198	56	10.0
British Airways European Division									
BAC 111-500	1 301	2 766	—	3 422	—	173 454	80 059	18	6.5
HS 121 Trident 2E	1 601	1 431	—	2 717	—	90 618	101 591	15	6.7
Aviation Traders Merchantman	403	—	520	—	737	—	—	6	4.3
HS 121 Trident 1C	468	839	—	953	—	54 357	30 069	9	3.5
HS 121 Trident 3B	2 355	2 820	—	4 540	—	244 433	205 354	26	6.3
Lockheed L1011 Tristar	351	359	—	705	—	63 861	62 287	6	3.5
TOTAL	6 479	8 215	520	12 337	737	626 723	479 360	80	5.7
British Airtours									
Boeing 707-420	1 635	767	—	2 348	—	110 570	170 480	9	6.5
British Airways Helicopters									
Sikorsky S61N	194	1 360	—	938	—	19 541	2 354	10	3.1
Bell 212 Twin	15	239	—	87	—	1 229	92	1	3.4
TOTAL	208	1 599	—	1 025	—	20 770	2 445	11	3.1
British Airways Regional Division—									
Channel Islands Airways									
BAC Viscount-700D/800/810	515	1 562	—	1 674	—	69 686	23 521	10	4.7
BAC 111-300/400	233	417	—	494	—	22 959	12 465	2	12.0
TOTAL	748	1 979	—	2 168	—	92 645	35 986	12	5.8
Scottish Airways									
BAC Viscount-700D/800/810	252	1 306	2	959	3	36 831	9 079	7	4.6
BAC 111-300/400	98	149	—	366	—	8 046	5 285	1	4.0
TOTAL	350	1 455	2	1 325	3	44 877	14 354	8	4.6
Cambrian Airways									
BAC Viscount-700	234	180	—	98	—	5 224	649	2	1.5
BAC Viscount-700D/800/810	273	1 143	—	854	—	46 736	11 250	8	3.1
BAC 111-300/400	437	538	—	708	—	29 195	26 594	3	6.5
TOTAL	944	1 861	—	1 660	—	81 155	38 493	13	3.7
Northeast Airlines									
BAC Viscount-700D/800/810	225	606	—	701	—	31 916	11 206	6	3.9
HS 121 Trident 1E	542	605	—	942	—	48 556	45 378	4	6.6
TOTAL	767	1 211	—	1 643	—	80 472	56 584	10	5.0
British Caledonian Airways									
BAC 111-200	551	1 182	—	1 218	—	50 330	26 866	7	5.6
BAC 111-500	1 031	1 269	—	1 961	—	86 108	80 051	10	7.0
Boeing 707-320C/336	2 268	481	197	2 113	943	19 393	165 355	10	10.3
TOTAL	3 850	2 932	197	5 292	943	155 831	272 271	27	7.8

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1975	Daily utilisation per aircraft (hrs) Quarter ended June 1975
		Passenger	Cargo	Passenger	Cargo				
Air Anglia									
DC3 Dakota/Pionair	43	32	59	52	117	558	230	2	1.6
Fokker Friendship 100/600	287	731	—	889	—	14 125	6 560	4	7.3
PA31 Navajo	30	98	—	90	—	217	63	3	1.3
TOTAL	360	861	59	1 031	117	14 900	6 853	9	4.0
Air Freight									
DC3 Dakota/Pionair	66	—	226	—	340	—	—	7	1.1
Air-Bridge Carriers									
AW650 Argosy	54	3	156	9	204	4	3	2	3.4
BAC Viscount-700D/800/810	25	129	—	91	—	5 878	1 145	1	3.8
TOTAL	79	132	156	100	204	5 882	1 148	3	3.5
Alidair									
BAC Viscount-700	67	69	89	91	111	1 869	742	2	2.7
BAC Viscount 700D/800/810	52	55	117	64	91	2 690	1 128	1	6.4
TOTAL	120	124	206	155	202	4 559	1 870	3	4.0
Aurigny Air Services									
Britten-Norman Trislander	97	1 692	—	553	—	17 802	1 060	6	3.0
Britten-Norman Islander	20	271	—	268	—	1 299	93	2	2.8
TOTAL	118	1 963	—	821	—	19 101	1 152	8	3.0
Beecham Imperial									
HS 125	9	13	—	26	—	48	27	2	0.4
Bristow Helicopters									
Sikorsky S61N	295	1 250	—	1 593	—	12 950	2 943	16	3.0
Westland Wessex	61	528	—	385	—	4 226	251	4	4.0
Sikorsky 58T	70	468	—	424	—	2 557	195	7	1.5
Bell 212 Twin	11	76	—	58	—	557	79	1	2.5
TOTAL	437	2 322	—	2 460	—	20 290	3 468	28	2.8
Britannia Airways									
Boeing 737-200	2 794	1 880	—	4 461	—	251 600	328 214	14	9.7
British Air Ferries									
HP Herald 100/200	71	337	—	274	—	6 685	1 351	2	3.5
Aviation Traders Carvair	99	349	43	326	110	5 551	1 196	5	3.7
TOTAL	170	686	43	600	110	12 236	2 548	7	3.7
British Executive Air Services									
Bell 206 Jetranger	3	110	—	23	—	224	7	1	0.3
Bell 212 Twin	12	144	—	81	—	1 147	90	4	0.7
TOTAL	15	254	—	104	—	1 371	97	5	0.7
British Island Airways									
HP Herald 100/200	556	2 120	410	1 629	458	66 494	13 599	13	4.7

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1975	Daily utilisation per aircraft (hrs) Quarter ended June 1975
British Midland Airways									
HP Herald 100/200	80	200	—	227	—	6 055	2 497	2	3.2
BAC Viscount-700D/800/810	584	1 557	3	1 818	6	62 464	25 831	12	5.5
Boeing 707-320C/336	187	203	—	449	—	20 375	19 165	4	3.3
TOTAL	851	1 960	3	2 494	6	88 894	47 493	18	4.8
Brymon Airways									
Britten-Norman Islander	49	298	—	233	—	1 358	218	3	2.7
DHC 6 Twin-Otter	26	142	—	103	—	1 555	287	1	3.9
TOTAL	76	440	—	336	—	2 913	505	4	3.0
Dan-Air Services									
HS 748	358	992	106	1 031	155	22 063	7 245	8	4.7
BAC 111-200	194	274	9	401	10	13 212	11 124	2	4.8
BAC 111-300/400	722	473	—	1 258	—	34 905	52 896	5	7.6
BAC 111-500	601	498	—	1 089	—	49 692	59 507	4	7.2
DH 106 Comet 4B/C	1 256	811	1	2 092	1	79 144	125 139	11	4.5
Boeing 727-100	954	582	—	1 470	—	67 036	111 750	5	7.8
Boeing 707-320C/336	295	97	2	320	7	4 214	44 874	2	4.2
TOTAL	4 381	3 727	118	7 661	173	270 266	412 535	37	5.8
Eagle Flying Services									
Beechcraft B55 Baron	—	—	—	—	—	—	—	1	—
Beechcraft B90 King Air	—	—	—	—	—	—	—	2	—
TOTAL	—	—	—	—	—	—	—	3	—
Fairflight Charters									
DH 114 Heron	14	20	9	41	17	200	98	1	1.9
DH 104 Dove	39	82	50	80	75	574	145	4	1.3
PA31 Navajo	49	96	12	148	18	672	307	1	4.5
TOTAL	102	198	71	269	110	1 446	550	6	2.0
Green Shield Stamp									
HS 125	25	44	—	43	—	154	107	1	1.3
IDS Aircraft									
PA 31 Navajo	..	..	..	..	..	..	..	2	..
PA 23 Aztec/Apache	..	..	..	..	..	..	..	1	..
Cessna 500 Citation	..	..	..	..	..	..	..	2	..
TOTAL	..	..	..	..	..	..	..	5	..
International Aviation Service									
BAC Britannia-300	155	—	85	—	352	—	—	3	4.8
DC8-54/55F Jet Trader	156	—	63	—	219	—	—	1	7.1
TOTAL	311	—	148	—	571	—	—	4	5.4
Intra Airways									
DC3 Dakota/Pionair	56	258	134	170	98	6 271	940	4	1.9

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1975	Daily utilisation per aircraft (hrs) Quarter ended June 1975
Invicta International Airlines									
BAC Vanguard 952	244	96	122	186	336	9 029	7 821	5	3·8
Boeing 720/720B	137	95	—	211	—	6 535	7 819	2	3·7
TOTAL	381	191	122	397	336	15 564	15 640	7	3·8
Laker Airways									
BAC 111-300/400	973	610	—	1 576	—	45 161	73 547	5	12·6
DC10	740	182	—	949	—	11 412	200 307	3	7·7
Boeing 707-120/120B	480	139	—	594	—	10 836	59 504	2	10·9
TOTAL	2 193	931	—	3 119	—	67 409	333 358	10	10·8
Loganair									
Britten-Norman Trislander	49	230	—	232	—	1 515	331	3	2·2
Britten-Norman Islander	73	942	—	387	—	2 786	224	6	2·2
TOTAL	122	1 172	—	619	—	4 301	555	9	2·2
MAM Aviation									
HS 125	44	49	—	66	—	174	156	1	2·3
McAlpine Aviation									
Cessna 401/421	13	32	—	40	—	56	26	2	0·5
HS 125	312	557	—	481	—	1 470	988	13	1·0
PA23 Aztec/Apache	13	59	—	48	—	77	19	2	0·7
TOTAL	338	648	—	569	—	1 603	1 034	17	0·9
McDonald Aviation									
DH 114 Heron	10	28	1	44	1	104	53	1	1·3
PA 23 Aztec/Apache	—	—	—	—	—	—	—	1	0·0
TOTAL	10	28	1	44	1	104	53	2	1·3
Merlot International Airlines									
HS 125	64	79	—	95	—	190	152	3	1·5
Monarch Airlines									
BAC 111-500	316	265	—	543	—	21 564	28 869	2	7·3
BAC Britannia-300	85	13	15	105	75	169	1 955	1	2·2
Boeing 720/720B	722	501	—	1 105	—	71 761	106 897	4	7·2
TOTAL	1 123	779	15	1 753	75	93 494	137 721	7	6·0
Moseley Aviation									
PA 31 Navajo	11	44	—	37	—	217	55	1	1·1
Northern Executive Aviation									
Britten-Norman Islander	11	39	16	42	9	233	58	1	1·7
Peters Aviation									
DH 114 Heron	54	195	—	244	—	1 428	421	5	1·2
Ryburn Air									
Cessna 340	4	2	47	2	15	8	2	1	0·6

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1975	Daily utilisation per aircraft (hrs) Quarter ended June 1975
		Passenger	Cargo	Passenger	Cargo				
Thurston Aviation									
Britten-Norman Islander	7	10	18	6	26	40	6	3	0.3
PA23 Aztec/Apache	16	66	3	54	5	161	35	1	1.6
PA31 Navajo	51	125	14	153	16	250	90	1	3.0
TOTAL	74	201	35	213	47	451	131	5	1.1
Tradewinds Airways									
Canadair CL 44	416	—	126	—	849	—	—	5	6.9
Trans-Meridian Air Cargo									
Canadair CL 44	672	—	211	—	1 456	—	—	7	7.1
Vernair Transport									
Beechcraft B80 Queen-Air	23	53	—	79	—	234	130	1	2.4
GRAND TOTAL	46 064	45 245	3 167	76 146	8 143	2 446 032	4 350 755	*489	*5.3

*Excludes airlines for which details not available.

Operations Subject to Variable Charge by Type of Licence June 1975

Table 32

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
Chargeable Operations (Own Aircraft)					
Class 1	591 349	312 027	81 937	230 090	52.8
Class 2	55 362	37 403	—	37 403	67.6
Class 3	113 946	94 800	—	94 800	83.2
Class 4	17 978	13 235	—	13 235	73.6
Class 5	13 023	7 724	2 612	5 112	59.3
Class 6	47 572	30 827	30 822	5	64.8
Class 7	17 282	10 099	7 455	2 644	58.4
TOTAL	856 512	506 115	122 826	383 289	59.1
Non-chargeable Operations					
Aircraft hired from Foreign Operators	3 623	1 994	647	1 347	55.0
Exempt Services	11 543	5 861	2 436	3 425	50.8
TOTAL	15 166	7 855	3 083	4 772	51.8
GRAND TOTAL	871 678	513 970	125 909	388 061	59.0

Output by Type of Licence and Aircraft Ownership June 1975

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	591 349	891	1 118	593 358
Class 2	55 362	—	133	55 494
Class 3	113 946	189	2	114 137
Class 4	17 978	4	—	17 982
Class 6	47 572	—	135	47 707
Class 7	17 282	4	—	17 286
Exempt Services	9 393	5	2 150	11 548
TOTAL	852 882	1 093	3 537	857 512
Class 5 hired to UK Airlines	2 877			
Non UK Airlines	10 146			
TOTAL	13 023			
GRAND TOTAL	865 905			

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Appendix A Definitions

AIRPORT ACTIVITY

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.

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 services	include all air transport flights other than scheduled services.
Charter services	are those transporting passengers or cargo for hire or reward from one point to another, other than scheduled services.

AIR CARGO

Cargo in airport statistics means the weight of cargo (including accompanied vehicles) picked up and set down by aircraft on air transport flights. 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. (See also definition below under 'Airline Operations').

Tonnes are metric tonnes of 1 000 kilogrammes (2 204.62 lb).

AIRLINE OPERATIONS

Advance booking charters (ABC) Charter flights operated under Class 2 licences between the UK and designated territories overseas in respect of which an operator has sold blocks of seats to one or more licensed travel organisers for resale to passengers. Details of the sales to travel organisers have to be notified to the Civil Aviation Authority 120 days before the date of the flight: details of the sales of seats to passengers which must be on a round trip basis have to be notified to the Authority 60 days before departure.

Aircraft-hour an aircraft hour is performed when an aircraft flies for one hour: aircraft hours are measured on the basis of block-to-block time.

Aircraft-kilometre (Aircraft-km) An aircraft-kilometre is performed when an aircraft flies one kilometre. Aircraft-kilometres equal the sum of the products obtained by multiplying the number of flights performed on each stage flight by the stage distance measured in kilometres.

Cargo in airline statistics means the weight of any property carried on an aircraft, including the weight of vehicles carried, mail and diplomatic bags, but excluding passengers' baggage. (See also definition above for 'Air Cargo' statistics and definition below for 'Passenger tonne-kilometres').

Cargo tonne-km means a metric tonne of cargo carried one kilometre. Cargo tonne-kilometres equal the sum of products obtained by multiplying the number of tonnes of cargo carried on each flight stage by the stage distance measured in kilometres.

Cargo uplifted	means the number of tonnes of cargo which 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.
Daily utilisation per a/c (hrs)	is an average per aircraft measure computed by dividing the aircraft hours of use by the number of days on which the aircraft are available. This latter 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 the possession of others or is not available because of government action, such as grounding by government order.
Exempt operations	are operations for which a licence is not required. The Civil Aviation Authority in pursuance of its powers under paragraph (a) of Section 21(2) of the Civil Aviation Act 1971 has by an instrument dated 29 March 1972 and later instruments specified a number of types of flights for which a licence is not required. The specifications of such flights are published in the Authority's Official Record Series 1 but typical examples are ambulance flights, aircrew training and test flights, Government charters, helicopters carrying externally suspended loads, etc.
Inclusive tours (IT)	are separate fare charters where the cost to the passenger includes the cost of accommodation.
Licence	means an air transport licence granted under Section 22 of the Civil Aviation Act 1971.
Mail	covers only that handled by postal administrations and includes troop mail.
Mail tonne-km	are calculated using the same principle as when calculating cargo tonne-km.
Overall load factor	is an expression of tonne-km used as a percentage of tonne-km available.
Passengers	in airline statistics means revenue passengers only, i.e. passengers paying 25 per cent or more of the normal fare.
Passenger-km	means a passenger carried one kilometre. Calculation of passenger-kilometre equals the sum of the products obtained by multiplying the number of passengers carried on each flight stage by the stage distance measured in kilometres. The resultant figure is equal to the number of kilometres travelled by all passengers. Note.—Passenger-km is numerically equivalent to Seat-km used.
Passenger load factor	is an expression of seat-km used as a percentage of seat-km available.
Passengers uplifted and passengers carried	The number of passengers uplifted is obtained by counting each revenue passenger on a particular flight (with one flight number) once only and not repeatedly on each individual stage of flight.
Passenger tonne-kilometres	is deduced as the difference between the total tonne-kilometres used and tonne-kilometres used for cargo and/or mail; it includes the weight of passengers' free and excess baggage.

Seat-km available a seat-kilometre is available when a seat is flown one kilometre. Seat-kms available are equal to the sum of the products obtained by multiplying the number of passenger seats available for sale on each stage flight by the stage distance measured in kilometres.

Seat-km used a seat-kilometre is used when a seat occupied by a revenue passenger is flown for one kilometre. Seat-km used is equal to the sum of the products obtained by multiplying the number of revenue passengers carried on each stage flight by the stage distance measured in kilometres.

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.

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.

Stage flights that part of the flight between two consecutive places, i.e. from take-off to the next landing, excluding technical stops, on the route.

Tonne-km available a metric tonne of payload space available flown one kilometre. Tonne-km available is equal to the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers and cargo) on each stage flight by the distance measured in kilometres.

Tonne-km used a metric tonne of revenue load carried one kilometre. Tonne-km used is the sum of the products obtained by multiplying the number of tonnes of revenue load (passengers and cargo) carried on each stage flight by the distance measured in kilometres.

Appendix B Classes of Licence

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.

Class 1 authorises scheduled service flights;

Class 2 authorises advance booking charter flights;

Class 3 authorises inclusive tour charter flights;

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

Class 5 authorises substitute charter flights;

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

Class 7 authorises sole-use charter flights.