

**Civil Aviation Authority**



**CAA Monthly Statistics**  
(up to and including October 1975)

# **CAA Monthly Statistics**

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ISSN 0306 3577

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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:

Airport and Air Passenger Statistics:	Civil Aviation Authority Room T420 Space House 43/59 Kingsway London WC2B 6TE Tel. 01 379 7311 Ext. 2585
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Airline Statistics:	Civil Aviation Authority Room T409 Space House 43/59 Kingsway London WC2B 6TE Tel. 01 379 7311 Ext. 2223
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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 &amp; 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 October 1975) — ERRATA

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

*Table 31.1*

Boeing 707—120/120B	13 603
Boeing 707—320C/336	79 788
Boeing 707—420	112 087
Boeing 747	142 393
DC 10	37 527
Total	2 316 529

*Table 31.2*

BAOD	Boeing 707—420	21 065
	Boeing 747	142 393
	Total	249 911
BCAL	Boeing 707—320C/336	22 405
	Total	137 184
Dan Air Services	Boeing 707—320C/336	4 753
	Total	217 724
Laker Airways	DC 10	28 513
	Boeing 707—120/120B	13 603
	Total	74 652
Grand Total		2 316 529



# Civil Aviation Statistics—October 1975

## Activity at UK Airports

October saw the level of UK air transport movements grow against 1974 for the first time in seven months (2.3 per cent growth). Both London area movements and those over the rest of the country experienced growth, the former only marginally and the latter by 4.1 per cent. When comparing the two three month periods August to October 1974 and 1975, total UK movements declined marginally and whilst London area ATMs also fell (by an aggregate 1.7 per cent) those over the rest of the country experienced a marginal growth. Only Heathrow amongst London area airports reported a decline (3.9 per cent decline; 946 fewer movements per month). Gatwick recorded 138 additional movements (1.9 per cent growth), Luton 185 additional movements (10.3 per cent growth), Southend 37 additional movements (3.6 per cent growth) and Stansted 5 movements (1.7 per cent growth). Outside the London area the greatest increase in actual movements continued to be reported at Aberdeen (1119 additional movements per month; 60.2 per cent growth) followed by Lydd (307 additional movements; almost 9 fold growth) and Manchester (300 additional movements; 7.2 per cent growth). Glasgow reported a monthly average of 497 fewer movements – the heaviest actual fall during this period (12.5 per cent decline). Gloucester continued to report the heaviest rate of decline (–72.3 per cent) and Lydd's 9 fold growth was once again the greatest rate of increase. Between August and October charter movements increased by 17.6 per cent against 1974, whilst scheduled movements fell by 5.6 per cent. The UK operators flew 76.4 per cent of total movements and marginally increased their share of charter traffic to 85.4 per cent but their share of scheduled movements fell by 1.2 percentage points to 73.5 per cent. Industrial action and fog during the month contributed towards the high level of 360 diversions.

During October 3.8 million terminal passengers used UK airports thus exceeding the number during the same month in the previous two years for the first time in 5 months. An aggregate growth of 10.4 per cent was recorded against 1974, 10.2 per cent in the London area and 10.6 per cent over the remainder of the UK. The three month period August to October saw an overall growth of 7.4 per cent against the corresponding period during 1974 and this comprised a 7.6 per cent growth in the London area and a 6.8 per cent growth over the rest of the country. Southend was the only London area airport to handle fewer passengers than a year previously (5093 less passengers per month; 18.7 per cent decline). Heathrow recorded 166 000 more passengers (8.3 per cent growth), Gatwick 26 000 more (4.4 per cent growth) and

Stansted 3000 more (12.0 per cent growth). Outside the London area Manchester, Aberdeen and East Midlands once again reported the greatest increases in passengers handled (48 000 passengers; 20.0 per cent growth; 20 000 passengers; 43.8 per cent growth and 13 000 passengers; 24.5 per cent growth respectively). Liverpool again reported the heaviest fall of 9000 passengers (17.7 per cent decline) and Gloucester the heaviest rate of decline (–58.9 per cent). Lydd recorded the greatest rate of growth of almost 13 fold its 1974 level. During this period the 7.4 per cent overall growth in passengers comprised a 4.6 per cent increase in those travelling by scheduled services and a 15.3 per cent growth in those travelling by charter services. The UK operators' share of the total, scheduled, and charter passengers declined marginally to 70.0 per cent, 66.0 per cent and 80.2 per cent respectively.

Between August and October 1975 a monthly average of 4.4 million passengers used UK airports; 3.25 million travelled by international services (10.0 per cent growth) and 1.17 million by domestic services (9.1 per cent growth). Compared with 1974 total international scheduled passengers at UK airports grew, by 6.5 per cent over this period when the most heavily used scheduled services continued to be those to USA (carrying 12.3 per cent of scheduled passengers; 1.9 per cent growth), France (carrying 11.6 per cent; a marginal decline) and the Irish Republic (8.7 per cent; 7.9 per cent growth). Charter service passengers grew by 16.3 per cent overall, by far the heaviest proportion of whom (43.2 per cent) travelled to and from Spain (15.0 per cent growth). Services from Italy carried 11.2 per cent of these passengers (19.8 per cent growth) and those to and from Canada 6.8 per cent (15.6 per cent growth). Despite the overall growth on domestic routes identified on table 19 only those serving London and Edinburgh experienced growth (8.4 per cent and 17.9 per cent respectively). Services to Belfast carried 5.6 per cent less passengers, those to the Channel Islands 8.2 per cent less, those to Glasgow 19.6 per cent less and those to the Isle of Man 13.7 per cent fewer passengers.

Despite the increase in the level of movements and passengers, the amount of cargo carried during October was 14.4 per cent below the 1974 level. The rate of decline over the rest of the UK was a heavier 17.6 per cent whilst London area cargo fell by 13.5 per cent. Over the three months period August to October almost 51 000 tonnes were carried to and from the UK, 13.6 per cent less than in the corresponding period of 1974. The pattern in the rates of change was similar to that during the month of October with the London area airports reporting 11.6 per cent decline and the

remainder of the UK a heavier 20·5 per cent. Amongst London area airports only Gatwick and Stansted reported an increase in tonnage – the former by 1649 tonnes (36·7 per cent growth) the latter by 94 tonnes (6·7 per cent growth). Heathrow reported 6673 fewer tonnes (17·4 per cent decline), Luton 42 fewer tonnes (33·8 per cent decline) and Southend 379 fewer tonnes (22·6 per cent decline). Outside the London area, Lydd (which also reported the heaviest UK rate of growth) handled the greatest increase in actual tonnage (259 additional tonnes; over 42 fold growth) followed by Aberdeen (76 additional tonnes; 29·6 per cent growth) and Southampton (58 additional tonnes; 66·8 per cent growth). Manchester recorded the heaviest actual decline in tonnage (657 fewer tonnes) and Edinburgh the heaviest rate of decline (55·7 per cent). Scheduled cargo on all airlines fell 21·2 per cent in the period August to October of 1975 compared with 1974, whilst that on charter flights grew by 48·3 per cent. The UK operators benefited more from this increase and their share of charter tonnage increased 10·9 percentage points to 80·0 per cent whilst their share of scheduled tonnage fell 6·9 percentage points to 43·7 per cent.

#### **Output of UK Airlines**

The output of UK airlines for all services in October

1975 was 764 million available tonne-kilometres, an increase of 12·4 per cent on October 1974.

The scheduled service output of 500 million available tonne-kilometres was 2·4 per cent higher than a year earlier. The overall load factor of 52·7 per cent compared with 54·7 per cent the previous year. Seat kilometres used were 61·0 per cent of those available compared with 56·0 per cent in October 1974. Seat factors on domestic and international scheduled services were 64·9 and 60·7 per cent respectively compared with 62·6 and 55·4 per cent a year earlier.

The non-scheduled output of 263 million available tonne-kilometres was 38·1 per cent higher than in October 1974. Advance Booking Charters and Inclusive Tour Charters accounted for 32·1 and 98·3 million available tonne-kilometres respectively compared with 24·9 and 77·4 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**

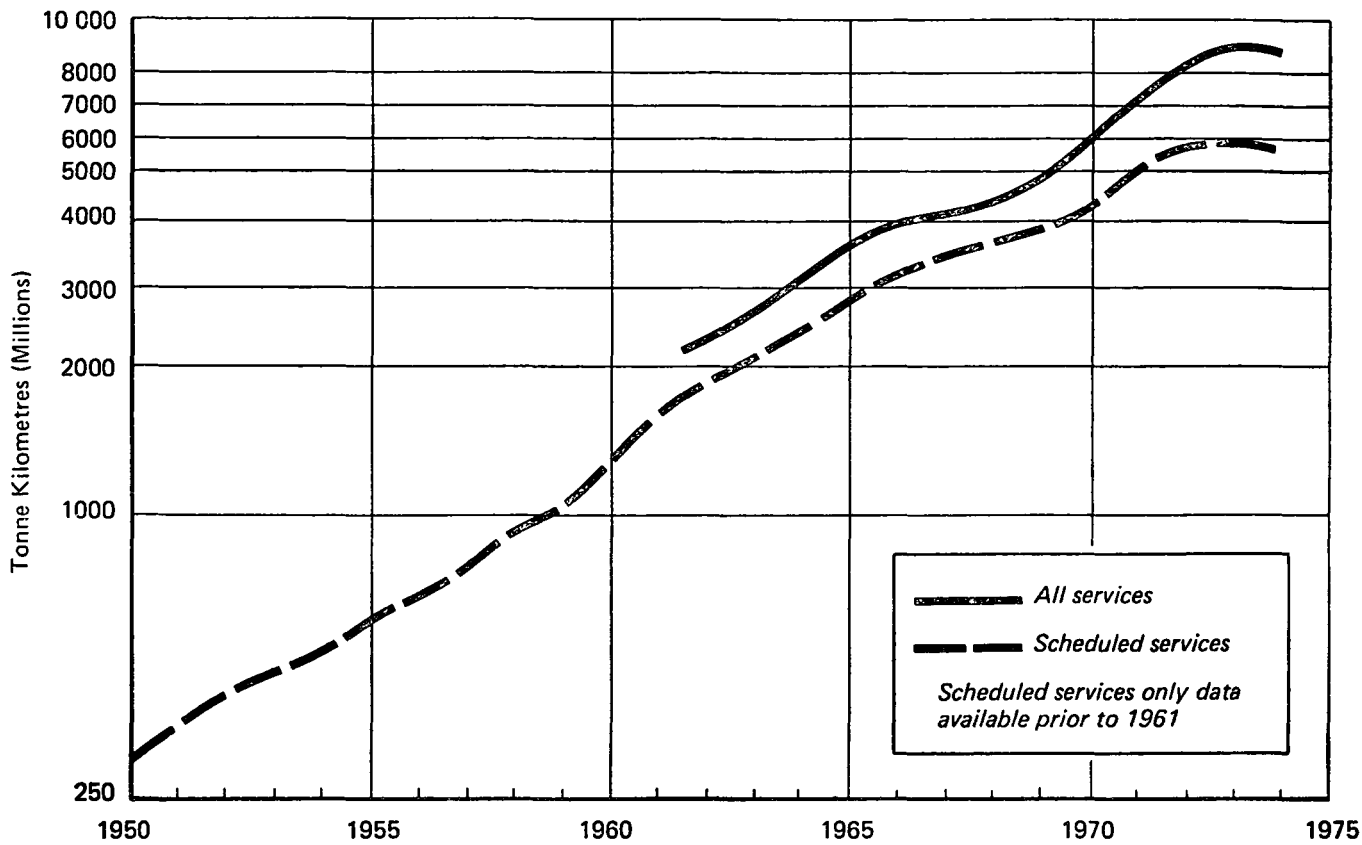
## Airports and Airlines Year ended 30 September 1975

<b>Airports</b>	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	21 032	50.97	100	100.00
Gatwick	5 238	12.70	98	49.03
Manchester	2 507	6.08	95	36.33
Luton	1 822	4.42	93	30.26
Glasgow	1 744	4.23	91	25.84
Belfast	1 201	2.91	89	21.61
Birmingham	1 070	2.59	86	18.70
Edinburgh	852	2.06	84	16.11
Aberdeen	594	1.44	82	14.04
Newcastle	594	1.44	80	12.60
East Midlands	530	1.29	77	11.16
Liverpool	453	1.10	75	9.88
Isle of Man	403	0.98	73	8.78
Prestwick	384	0.93	70	7.80
Southampton	313	0.76	68	6.87
Leeds	279	0.68	66	6.11
Stansted	242	0.59	64	5.44
Glamorgan	218	0.53	61	4.85
Southend	210	0.51	59	4.32
Bristol	192	0.47	57	3.81
Tees-side	171	0.41	55	3.35
Sumburgh	170	0.41	52	2.93
Others (22 reporting airports)	1 041	2.52	50	2.52

<b>Airlines</b>	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of all UK airlines with a.t. – km of this size and smaller
British Airways Overseas Division	4 453	51.28	100	100.00
British Airways European Division	1 092	12.57	98	48.72
British Caledonian Airways	799	9.21	96	36.15
Laker Airways	361	4.16	94	26.95
Dan-Air Services	355	4.09	92	22.79
Britannia Airways	313	3.61	90	18.70
Trans-Meridian Air Cargo	234	2.69	88	15.09
British Air Tours	186	2.14	85	12.40
Monarch Airlines	155	1.78	83	10.26
Tradewinds Airways	149	1.72	81	8.48
International Aviation Services	137	1.58	79	6.76
British Midland Airways	89	1.02	77	5.18
Invicta International Airlines	78	0.90	75	4.16
British Airways—North East Airlines	65	0.75	73	3.26
British Airways—Channel Islands Airways	51	0.59	71	2.51
British Airways—Cambrian Airways	45	0.52	69	1.92
British Island Airways	30	0.35	67	1.40
British Airways—Scottish Airways	27	0.31	65	1.05
British Air Ferries	12	0.14	63	0.74
Others (29 airlines)	52	0.60	60	0.60

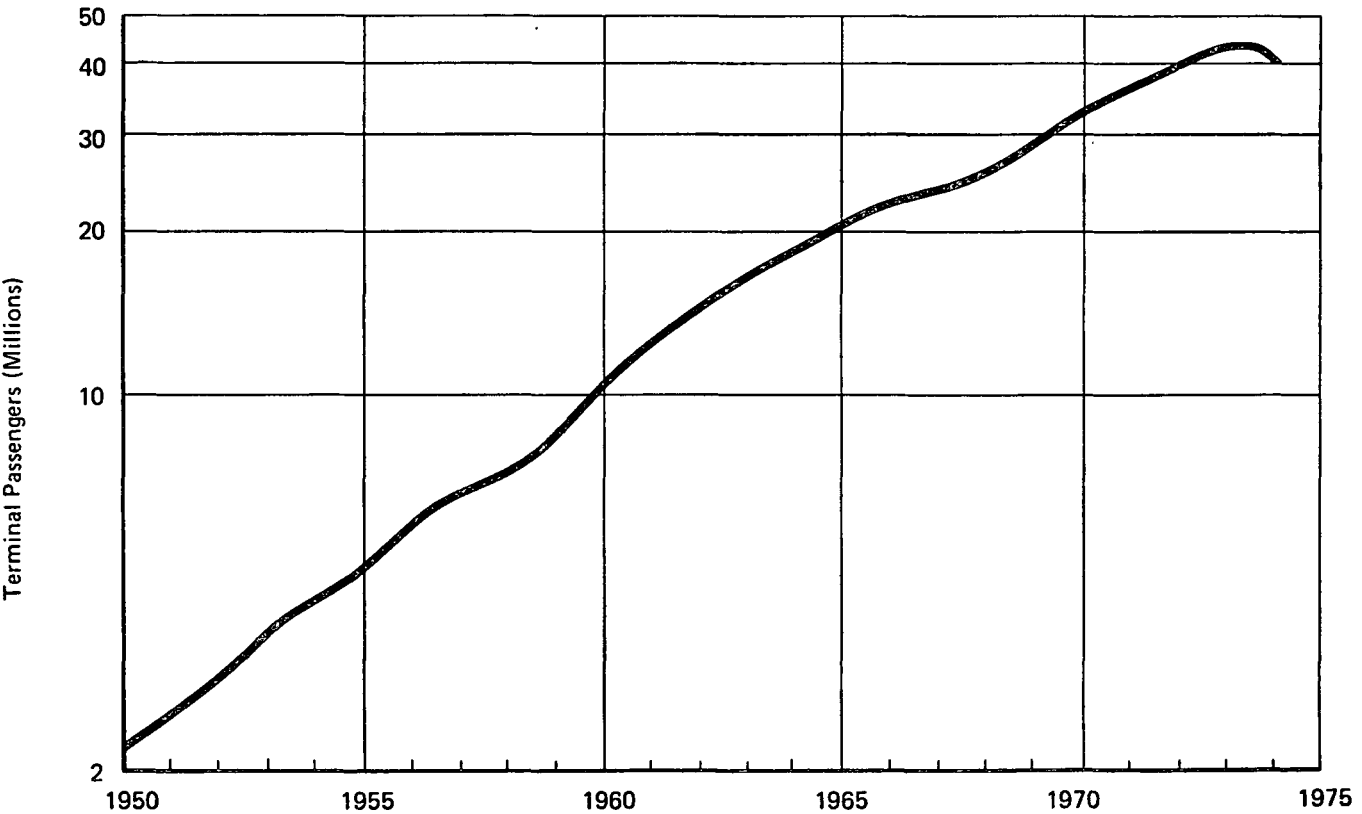
# Output of UK Airlines

Tonne-kilometres made available



# UK Airports

Terminal Passengers arriving or departing



# Main Outputs of UK Airports and Airlines 1950-1974

**Table 2**

	<b>Airports</b>			<b>Airlines</b>		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
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
<b>Year ended</b>						
October 1974	1 841	708	40 589	8 380	5 753	2 627
October 1975	1 905	702	41 613	8 769	5 937	2 833
<b>Mean rates of growth (percentages) to 1974</b>						
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
<b>Latest year's growth (percentages)</b>						
	3.5	-0.8	2.5	4.6	3.2	7.8

# 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
3rd quarter	69.8	4 766	38.6	2 209	14.8	1 110	13.7	1 157	2.6	290
1974 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
July	74.0	4 489	43.3	2 167	13.9	1 025	14.4	1 064	2.4	233
August	73.3	4 639	43.0	2 193	13.7	1 102	14.1	1 085	2.5	259
September	67.9	4 319	40.3	2 144	12.0	906	13.3	1 049	2.2	219
October	60.4	3 412	36.0	1 736	9.7	599	13.1	936	1.6	141
1975 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
July	71.3	4 782	39.6	2 218	14.9	1 095	14.0	1 161	2.7	307
August	70.9	4 997	39.0	2 271	15.2	1 214	13.9	1 193	2.8	319
September	67.2	4 518	37.2	2 137	14.3	1 022	13.3	1 116	2.4	243
October	61.8	3 765	34.6	1 904	12.4	744	12.8	941	2.0	176

# Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total		Commercial			Non-commercial		
	(000)	Total	Air transport	Other		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
3rd quarter	185.7	78.5	69.8	8.7	107.2	84.6	15.2	7.4
1974 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
July	187.7	83.8	74.0	9.9	103.9	81.3	15.9	6.7
August	192.3	84.4	73.3	11.1	107.9	88.1	13.2	6.6
September	172.3	76.1	67.9	8.2	96.3	72.3	14.6	9.4
October	153.9	67.6	60.4	7.2	86.3	64.0	13.6	8.8
1975 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
July	193.3	80.3	71.3	9.0	112.9	87.9	17.4	7.6
August	188.3	80.0	70.9	9.1	108.2	88.9	13.4	6.0
September	175.6	75.1	67.2	7.9	100.5	77.0	14.7	8.7
October	160.0	69.4	61.8	7.6	90.6	67.9	13.7	9.0

# 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
3rd quarter	35 491	6 689	3 288	1 661	1 369	5 451	6 474	5 895	3 490	10 728
1974 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
July	37 976	7 011	3 489	1 823	1 547	5 535	7 133	5 283	4 166	10 565
August	37 403	6 901	3 548	1 757	1 567	5 789	7 093	5 183	4 074	12 106
September	34 979	6 491	3 156	1 639	1 321	5 409	6 547	4 664	3 644	10 609
October	31 279	5 943	2 859	1 510	1 103	4 221	5 903	4 928	2 678	8 209
1975 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
July	36 019	6 750	3 357	1 682	1 426	5 700	6 764	5 939	3 656	10 446
August	36 220	6 862	3 360	1 686	1 389	5 496	6 582	5 698	3 601	11 811
September	34 235	6 454	3 148	1 616	1 293	5 157	6 077	6 049	3 212	9 928
October	31 464	5 976	2 984	1 525	1 060	4 093	5 698	6 513	2 493	8 228



# 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
3rd quarter	3 250	389	198	84	51	128	352	116	197	267
1974 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
July	3 031	348	176	89	53	124	357	100	212	251
August	3 130	366	192	89	56	144	341	100	220	297
September	2 968	339	171	79	42	132	317	89	181	238
October	2 351	265	140	64	31	92	259	90	120	182
1975 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
July	3 248	387	197	85	51	125	366	116	207	256
August	3 404	412	211	87	57	137	359	112	219	303
September	3 099	368	186	81	45	122	331	119	166	243
October	2 591	305	159	72	31	93	283	116	114	187

# 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
3rd quarter	40 959	3 460	826	112	76	1 102	2 515	537	1 163	1 728
1974 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
July	46 368	5 030	951	141	101	1 424	3 083	486	1 599	1 861
August	43 027	4 471	890	107	73	1 131	3 420	579	1 560	1 706
September	45 802	4 532	937	137	83	1 388	3 437	489	1 780	2 113
October	49 110	4 885	947	176	80	1 462	3 586	528	1 894	1 668
1975 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
July	43 460	3 475	888	105	87	1 183	2 354	554	1 227	1 901
August	38 434	3 283	751	100	60	969	2 428	493	1 117	1 656
September	40 984	3 623	839	132	80	1 153	2 763	564	1 145	1 628
October	42 465	4 001	900	120	57	1 177	2 976	660	1 280	1 535

# 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	249.2	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
	3rd quarter	568.9	333.6	10.6	64.4	258.3	58.7	4 438.7	2 926.4	66.0
1974	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
	July	540.3	295.6	8.9	63.4	223.4	54.7	4 221.1	2 538.4	60.1
	August	536.9	308.7	9.0	62.5	237.2	57.5	4 191.3	2 699.8	64.4
	September	641.3	380.4	11.4	82.0	287.1	59.3	4 951.5	3 222.0	65.1
	October	488.8	267.2	10.0	66.0	191.2	54.7	3 794.2	2 125.2	56.0
1975	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
	July	539.0	303.9	10.0	60.3	233.6	56.4	4 212.4	2 654.5	63.0
	August	542.1	318.5	9.7	57.5	251.4	58.7	4 264.2	2 863.6	67.1
	September	625.6	378.3	12.2	75.3	290.1	60.5	4 839.5	3 261.1	67.4
	October	500.3	263.9	10.5	37.3	216.0	52.7	3 916.5	2 390.4	61.0

# Scheduled Services by UK Airlines

Table 8.2

**Domestic Services**  
**Monthly Averages or Calendar Months**

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
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
3rd quarter	35.1	21.9	0.2	1.2	20.4	62.4	352.9	242.7	68.8
1974 April	31.9	17.5	0.2	1.8	15.4	54.7	303.8	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
July	39.0	22.9	0.2	1.9	20.7	58.6	387.3	247.6	63.9
August	37.8	22.4	0.2	1.7	20.5	59.3	377.6	244.9	64.9
September	36.1	22.2	0.2	0.2	20.0	61.4	357.7	237.7	66.5
October	31.8	18.3	0.3	1.9	16.1	57.4	307.6	192.4	62.6
1975 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
July	36.6	22.6	0.2	1.3	21.1	61.8	367.4	250.4	68.2
August	35.7	22.4	0.2	1.1	21.0	62.7	359.9	249.9	69.4
September	33.1	20.7	0.2	1.3	19.2	62.6	331.4	227.7	68.7
October	30.7	18.1	0.2	1.1	16.7	58.8	305.7	198.4	64.9

# 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
3rd quarter	533.7	311.6	10.4	63.1	238.1	58.4	4 085.8	2 683.7	65.7
1974 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
July	501.4	272.8	8.7	61.4	202.7	54.4	3 833.9	2 290.8	59.8
August	499.1	286.3	8.8	60.7	216.8	57.4	3 813.8	2 454.9	64.4
September	605.1	358.3	11.1	80.0	267.1	59.2	4 593.8	2 984.2	65.0
October	456.9	248.9	9.8	64.0	175.1	54.5	3 486.6	1 932.8	55.4
1975 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
July	502.4	281.3	9.8	59.0	212.4	56.0	3 845.0	2 404.1	62.5
August	506.3	296.1	9.4	56.3	230.3	58.5	3 904.3	2 613.7	66.9
September	592.4	357.5	12.0	74.0	271.6	60.4	4 508.1	3 033.4	67.3
October	469.6	245.8	10.3	36.1	199.4	52.3	3 610.8	2 192.0	60.7

# 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
3rd quarter	329.1	36.7	128.1	14.3	88.5	9.9	112.5	12.5
1974 April	206.3	30.9	93.8	14.0	34.6	5.2	77.9	11.7
May	200.5	39.4	91.7	18.0	35.1	6.9	73.7	14.5
June	257.9	30.2	118.0	13.8	62.5	7.3	77.3	9.1
July	291.8	36.1	125.4	15.1	88.3	10.6	78.1	9.4
August	289.4	35.0	122.0	14.8	89.2	10.8	78.2	9.5
September	261.8	29.0	103.4	11.4	78.2	8.7	80.2	8.9
October	190.8	28.1	77.4	11.4	38.1	5.6	75.3	11.1
1975 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
July	328.1	37.8	126.0	14.5	92.4	10.7	109.7	12.6
August	342.2	38.7	136.1	15.4	93.6	10.6	112.5	12.7
September	317.0	33.6	122.3	12.8	79.4	8.4	115.3	12.2
October	263.4	34.5	98.3	12.9	45.6	6.0	119.5	15.6

# 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
3rd quarter	1 466.5	1 325.2	90.4	868.0	7 649	11 281	1 475	1 527
1974 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
July	1 445.5	1 175.1	81.3	774.1	7 324	10 653	1 455	1 518
August	1 406.7	1 236.6	87.9	822.7	7 357	10 641	1 446	1 503
September	1 187.0	1 046.9	88.2	695.2	6 308	9 188	1 457	1 506
October	894.0	738.5	82.6	481.5	4 677	6 939	1 484	1 534
1975 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
July	1 441.8	1 277.4	88.6	837.9	7 504	11 057	1 474	1 525
August	1 556.8	1 443.8	92.7	948.2	8 151	11 983	1 470	1 523
September	1 400.8	1 254.5	89.6	817.9	7 293	10 803	1 481	1 533
October	1 123.7	932.0	82.9	597.9	5 743	8 669	1 510	1 559

# 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	446.9	355.6	76.2	108.6	1 558	2 505	1 608	3 274
3rd quarter	853.3	679.0	79.6	212.6	2 550	4 606	1 806	3 194
1974 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
July	874.5	713.7	81.6	219.7	2 786	4 996	1 793	3 249
August	884.2	761.4	86.1	235.3	2 761	5 070	1 836	3 236
September	762.6	656.5	86.1	178.0	2 072	4 187	2 021	3 688
October	385.2	291.9	75.8	80.0	1 246	2 013	1 616	3 649
1975 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
July	894.2	720.9	80.6	230.3	2 764	4 873	1 763	3 130
August	899.7	733.2	81.5	234.1	2 677	4 916	1 836	3 132
September	766.0	583.1	76.1	173.5	2 210	4 029	1 823	3 361
October	467.2	348.8	74.7	93.3	1 412	2 403	1 702	3 739



UK Passenger Movement by Air<sup>(a)</sup>

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	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
													Eastern Europe (000)					
1968		914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969		1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970		1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971		1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972		1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973		1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1974		1 648	72	40	223	187	45	148	67	135	23	36	36	403	23	86	27	96
1973	4th quarter	1 575	68	36	219	179	47	114	46	133	17	44	34	426	20	73	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
	Aug–Oct	2 018	64	46	253	200	55	199	86	148	26	42	44	566	28	97	47	118
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
	3rd quarter	2 444	72	51	275	226	107	246	111	152	39	38	67	696	36	112	67	147
	Aug–Oct	2 259	72	48	259	214	98	221	99	155	34	33	56	636	33	105	59	135
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	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						
	Aug–Oct	721.6	23.9	25.4	168.7	13.2	25.6	13.1	20.6	322.9	14.6	93.5						
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						
	3rd quarter	843.5	35.5	28.0	203.8	16.7	29.7	19.4	27.6	348.6	18.8	115.3						
	Aug–Oct	778.0	38.8	26.6	171.5	14.6	30.4	21.6	28.8	316.8	16.9	111.9						

The above figures are derived from airport statistics.

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

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

(c) Commonwealth countries only.

(d) Oil rigs not included.

# Aircraft Movements October 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	9 412	6 419	—	681	—	342	107	—	1 805	2	56
+Heathrow	24 345	22 280	—	112	—	122	316	—	1 442	13	60
+Luton	4 542	1 463	116	361	48	192	59	1 167	1 102	—	34
+Southend	5 194	1 003	—	—	—	135	—	2 378	1 650	28	—
+Stansted	2 455	299	—	21	—	1 086	70	200	674	101	4
Total (London Area)	45 948	31 464	116	1 175	48	1 877	552	3 745	6 673	144	154
Westland Heliport (Battersea)	689	155	—	154	—	—	—	—	258	—	122
Other UK Airports											
+Leeds/Bradford	3 640	763	16	26	28	64	11	1 986	718	2	26
+Liverpool	5 808	1 022	—	197	41	56	11	3 487	955	11	28
+Manchester	6 149	4 191	1	331	19	56	203	461	846	4	37
+Birmingham	5 683	1 827	—	86	14	226	33	2 338	1 117	6	36
+Coventry	5 503	2	—	2	236	918	95	3 124	1 120	—	6
+East Midlands	4 794	1 155	—	214	19	519	46	1 744	996	15	86
+Newcastle	2 761	1 103	—	28	506	112	—	693	269	4	46
+Tees-side	2 749	422	459	19	2	76	—	1 076	425	—	270
+Bristol	2 424	539	—	3	—	4	20	1 155	685	—	18
+Glamorgan	3 915	477	—	92	3	341	—	2 646	327	—	29
Swansea	1 458	44	—	17	87	8	—	1 167	129	—	6
+Blackpool	6 678	448	378	56	107	212	—	4 697	740	4	36
+Bournemouth	4 778	545	—	116	—	753	—	1 768	1 374	4	218
+Cambridge	3 197	89	—	24	42	202	—	992	388	—	1 460
+Exeter	2 639	246	—	12	173	158	4	945	602	117	382
Gloucester/Cheltenham	3 031	37	4	—	20	658	—	1 761	523	—	28
Hawarden	1 087	—	—	—	—	38	—	762	259	—	28
Isles of Scilly	368	343	—	6	4	—	—	—	13	—	2
+Lydd	3 250	314	74	—	—	30	—	1 748	1 030	—	54
+Manston	270	127	—	8	33	18	—	—	84	—	..
+Norwich	1 389	570	14	53	163	21	243	17	308	—	—
Penzance Heliport	296	260	—	—	2	4	30	—	—	—	—
+Southampton	3 776	959	—	42	38	2 240	17	101	369	—	10
+Edinburgh	6 450	1 554	—	3	—	1 989	34	1 830	828	14	198
+Glasgow	6 470	3 208	—	52	1	108	150	1 654	855	—	442
+Prestwick	4 103	936	—	38	—	1 578	40	722	222	—	567
+Aberdeen	7 104	3 263	—	620	1	865	17	1 708	592	—	38
Benbecula	323	270	—	2	—	—	18	8	2	—	23
Inverness	1 384	513	—	11	190	119	—	407	128	2	14
Islay	146	79	—	15	12	2	—	4	34	—	—
+Kirkwall	1 381	656	—	54	180	—	7	416	34	6	28
Stornoway	348	254	—	12	45	4	—	—	7	8	18
+Sumburgh	2 128	1 159	—	153	518	237	—	35	—	—	26
Tiree	88	58	—	10	6	—	—	—	14	—	—
Wick	326	261	—	28	—	—	2	6	13	—	16
+Belfast	5 838	1 748	—	96	30	—	—	1 026	344	2	2 592
+Isle of Man	1 631	745	—	90	140	238	—	233	111	—	74
Total (Incl. London Area)	160 000	61 806	1 062	3 845	2 708	13 731	1 533	44 462	23 392	343	7 118
Channel Islands Airports											
Alderney	743	743	..	..	..	..	..	..	..	..	..
Guernsey	2 749	2 749	..	..	..	..	..	..	..	..	..
Jersey	4 736	4 736	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	8 228	8 228	..	..	..	..	..	..	..	..	..

# Air Transport Movements by Type and Nationality of Operator    October 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	6 419	64	2 668	366	417	2 346	558
+ Heathrow	22 280	10 769	327	10 536	396	28	224
+ Luton	1 463	3	17	—	—	1 346	97
+ Southend	1 003	—	697	—	—	276	30
+ Stansted	299	—	—	—	—	75	224
TOTAL (London Area)	31 464	10 836	3 709	10 902	813	4 071	1 133
Westland Heliport (Battersea)	155	—	—	—	—	155	—
Other UK Airports							
+ Leeds/Bradford	763	370	282	26	—	76	9
+ Liverpool	1 022	556	—	76	39	325	26
+ Manchester	4 191	1 753	330	867	105	987	149
+ Birmingham	1 827	892	287	126	1	446	75
+ Coventry	2	—	—	—	—	2	—
+ East Midlands	1 155	8	622	—	2	476	47
+ Newcastle	1 103	356	587	—	21	120	19
+ Tees-side	422	5	384	—	—	26	7
Bristol	539	281	84	34	53	70	17
Glamorgan	477	183	157	36	52	43	6
Swansea	44	—	—	—	—	44	—
+ Blackpool	448	—	385	—	—	60	3
+ Bournemouth	545	—	430	—	—	115	—
+ Cambridge	89	—	—	—	—	30	59
Exeter	246	—	233	—	—	5	8
Gloucester/Cheltenham	37	—	20	—	—	17	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	343	260	83	—	—	—	—
+ Lydd	314	—	143	—	—	171	—
Manston	127	—	—	—	—	107	20
Norwich	570	—	403	—	—	144	23
Penzance Heliport	260	260	—	—	—	—	—
+ Southampton	959	228	677	—	—	41	13
+ Edinburgh	1 554	792	698	44	9	6	5
+ Glasgow	3 208	1 809	699	364	14	223	99
+ Prestwick	936	508	24	250	—	78	76
+ Aberdeen	3 263	839	366	—	401	1 533	124
Benbecula	270	159	111	—	—	—	—
Inverness	513	321	133	—	—	56	3
Islay	79	55	—	—	—	24	—
+ Kirkwall	656	220	—	26	20	390	—
Stornoway	254	162	86	—	—	6	—
+ Sumburgh	1 159	248	—	—	283	618	10
Tiree	58	—	56	—	—	2	—
Wick	261	216	—	—	—	38	7
+ Belfast	1 748	1 155	410	35	—	116	32
+ Isle of Man	745	436	307	2	—	—	—
TOTAL (Incl. London Area)	61 806	22 908	11 706	12 788	1 813	10 621	1 970
Channel Islands Airports							
Alderney	743	—	711	—	—	32	—
Guernsey	2 749	286	2 260	—	—	203	—
Jersey	4 736	1 060	3 161	43	4	418	50
TOTAL (Channel Islands Airports)	8 228	1 346	6 132	43	4	653	50

# Air Transport Movements

**Table 13**

## Comparison with a Year Earlier

### Monthly Averages

	August 1975 —October 1975	August 1974 —October 1974	Percentage Change
<b>London Area Airports</b>			
+ Gatwick	7 491	7 353	1.9
+ Heathrow	23 125	24 071	-3.9
+ Luton	1 980	1 795	10.3
+ Southend	1 072	1 035	3.6
+ Stansted	305	300	1.7
TOTAL (London Area)	33 973	34 554	-1.7
Westland Heliport (Battersea)	221	272	-18.7
<b>Other UK Airports</b>			
+ Leeds/Bradford	860	915	-6.0
+ Liverpool	1 079	1 338	-19.4
+ Manchester	4 492	4 192	7.2
+ Birmingham	1 998	2 086	-4.2
+ Coventry	10	9	11.1
+ East Midlands	1 156	1 092	5.9
+ Newcastle	1 162	1 130	2.8
+ Tees-side	447	506	-11.7
+ Bristol	647	620	4.4
+ Glamorgan	545	659	-17.3
Swansea	55	51	7.8
+ Ashford	—	369	..
+ Blackpool	554	623	-11.1
+ Bournemouth	551	601	-8.3
+ Cambridge	76	81	-6.2
+ Exeter	329	376	-12.5
Gloucester/Cheltenham	46	166	-72.3
Hawarden	—	—	—
Isles of Scilly	526	502	4.8
+ Lydd	342	35	—
+ Manston	106	106	—
+ Norwich	565	434	30.2
Penzance Heliport	393	389	1.0
+ Southampton	1 207	1 185	1.9
+ Edinburgh	1 630	1 510	7.9
+ Glasgow	3 487	3 984	-12.5
+ Prestwick	1 002	1 020	-1.8
+ Aberdeen	2 977	1 858	60.2
Benbecula	189	155	21.9
Inverness	511	572	-10.7
Islay	88	139	-36.7
+ Kirkwall	662	682	-2.9
Stornoway	198	177	11.9
+ Sumburgh	1 175	1 048	12.1
Tiree	55	66	-16.7
Wick	230	227	1.3
+ Belfast	1 961	2 197	-10.7
+ Isle of Man	1 141	1 268	-10.0
TOTAL (Incl. London Area)	66 647	67 196	-0.8
<b>Channel Islands Airports</b>			
Alderney	978	980	-0.2
Guernsey	3 183	3 346	-4.9
Jersey	5 829	5 992	-2.7
TOTAL (Channel Islands Airports)	9 989	10 318	-3.2

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

## Air Transport Landings Diverted to UK Reporting Airports    October 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	64				1Pr			1Em 1Pr							1St		2Ma 7He				6He 2Pr				1Em	1Lu 1Bl 2Em 9Bo 3Ma 6He 3Bi 1Sh 16Ma	1He		5Lu 2He	3Ma	1He 1Pr	1Em	2He	
Heathrow	67		1Ga						1Ga								1Ga									16Ma 1Lb 3Pr 8Bi 2Em 4Bi			5Ma 2Lu 2Gl	6Ma 3Ga 8Pr	1Ma 8Pr		1Ma	
Luton	39																		2St	1Em 2He						2Em 4Bi	1Em 3Ga 2Bi 1He			6Ma 1Em 9Bi	3Ma		2Em	
Stansted	3																																	
Leeds	9		3Em												1Em 1Te										1Bi	1He				1Ma		1Ma	1Em 2Te	
Liverpool	7										1Lb 1Im						1Ma 1Im			1Ma											2Ma			
Manchester	8										1Bl 1Pr 1Li									2Em 1Ga 1Bi							1Li							
Birmingham	13																1He				1Lu 1Em 1Ma 2He				1Em 1Ma		1Em				3Ma	1Em		
East Midlands	5																																	
Newcastle	1																																	
Tees-side	5																		1He												1Ma	2Ma		
Bournemouth	2																						1Em								4Ne			
Bournemouth	2																																	
Gloucester/Cheltenham	1																																	
Norwich	4																																	
Southampton	3																																	
Edinburgh	14										1Gl										2Bo													
Glasgow	67										1Ed 1Pr						1Ab	7Pr 9Ed 9Ne 1Ma 15Pr	5Pr 1In 29Pr						1Gl		1Lu							
Aberdeen	6																2Ed 1Gl	1Ed 1In 1Ne																
Sumburgh	2																	1Im																
Belfast	1																																	
Other Internal UK	5						3Wi																	1Wi 1Ex										
Overseas	34			1Pr				1Pr	1Ga		1He					1He		4Ma 1He 2Im		1He 1Pr	2He		4He 1Pr		1Pr	1He	3He 1Pr	1He 1Pr	1Em 1Ki	1Ki			1Bo 1He	
All Aerodromes	360	—	4	1	1	—	3	3	2	8	1	—	—	—	1	3	17	52	43	20	2	1	5	4	73	12	5	19	40	28	2	10		

**Aerodrome of actual landing: letter code**

<b>Ab</b>	<b>Aberdeen</b>	<b>Ca</b>	<b>Cambridge</b>	<b>Go</b>	<b>Gloucester/Cheltenham</b>
<b>As</b>	<b>Ashford</b>	<b>Co</b>	<b>Coventry</b>	<b>Ha</b>	<b>Hawarden</b>
<b>Ba</b>	<b>Belfast</b>	<b>Em</b>	<b>East Midlands</b>	<b>He</b>	<b>Heathrow</b>
<b>Bb</b>	<b>Benbecula</b>	<b>Ed</b>	<b>Edinburgh</b>	<b>In</b>	<b>Inverness</b>
<b>Bi</b>	<b>Birmingham</b>	<b>Ex</b>	<b>Exeter</b>	<b>Is</b>	<b>Islay</b>
<b>Bl</b>	<b>Blackpool</b>	<b>Ga</b>	<b> Gatwick</b>	<b>Im</b>	<b>Isle of Man</b>
<b>Bo</b>	<b>Bournemouth</b>	<b>Gm</b>	<b>Glamorgan</b>	<b>Ki</b>	<b>Kirkwall</b>
<b>Br</b>	<b>Bristol</b>	<b>Gl</b>	<b>Glasgow</b>	<b>Lb</b>	<b>Leeds/Bradford</b>

Li	Liverpool	Pr	Prestwick
Lu	Luton	Sh	Southampton
Ld	Lydd	So	Southend
Ma	Manchester	St	Stansted
Mt	Manston	Sw	Stornoway
Ne	Newcastle	Su	Sumburgh
No	Norwich	Ss	Swansea
Po	Portsmouth	Te	Tees-side

Ti	Tiree
Wi	Wick
Xi	Other Internal
Xo	Overseas

Air Passengers by Type and Nationality of Operator  
October 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		Terminal	Transit	British Airways		Others		Terminal	Transit	
			Terminal	Transit	Terminal	Transit			Terminal	Transit	Terminal	Transit			
London Area Airports															
+Gatwick	472 557	463 621	8 936	2 146	158	112 095	—	4 847	119	65 622	—	212 904	998	66 007	7 661
+Heathrow	1 978 390	1 948 877	29 513	989 699	400	13 927	—	873 778	27 364	45 547	981	1 465	127	24 461	641
+Luton	138 639	138 619	20	41	—	741	—	—	—	—	—	131 217	—	6 620	20
+Southend	17 413	17 413	—	—	—	16 527	—	—	—	—	—	484	—	402	—
+Stansted	22 922	22 705	217	—	—	—	—	—	—	—	—	328	—	22 377	217
TOTAL (London Area)	2 629 921	2 591 235	38 686	991 886	558	143 290	—	878 625	27 483	111 169	981	346 398	1 125	119 867	8 539
Westland Heliport (Battersea)	388	388	—	—	—	—	—	—	—	—	—	388	—	—	—
Other UK Airports															
+Leeds/Bradford	24 735	22 606	2 129	17 034	19	4 049	2 080	1 130	—	—	—	246	30	147	—
+Liverpool	36 674	36 428	246	25 581	225	—	—	3 319	—	2 891	—	4 444	18	193	3
+Manchester	256 696	246 366	10 330	99 251	2 040	5 906	1 334	28 810	3 112	10 116	100	87 243	1 852	15 040	1 892
+Birmingham	104 877	100 586	4 291	36 596	983	3 268	2 912	6 995	315	65	—	47 385	81	6 277	—
+Coventry	150	150	—	—	—	—	—	—	—	—	—	150	—	—	—
+East Midlands	58 093	57 974	119	431	—	22 523	2	—	—	344	—	30 702	117	3 974	—
+Newcastle	59 866	56 760	3 106	25 878	—	13 725	3 100	—	—	2 273	—	12 733	6	2 151	—
+Tees-side	16 502	15 199	1 303	571	—	11 971	1 303	—	—	—	—	2 344	—	313	—
+Bristol	20 529	15 715	4 814	4 352	2 947	636	564	1 169	323	1 151	980	7 216	—	1 191	—
+Glamorgan	17 492	15 444	2 048	5 669	67	1 439	1 191	600	626	2 387	164	4 746	—	603	—
Swansea	195	195	—	—	—	—	—	—	—	—	—	195	—	—	—
+Blackpool	10 548	10 548	—	—	—	8 942	—	—	—	—	—	1 403	—	203	—
+Bournemouth	13 296	12 737	559	—	—	8 860	555	—	—	—	—	3 877	4	—	—
+Cambridge	671	671	—	—	—	—	—	—	—	—	—	295	—	376	—
+Exeter	7 809	7 266	543	—	—	6 133	543	—	—	—	—	430	—	703	—
Gloucester/Cheltenham	316	316	—	—	—	271	—	—	—	—	—	45	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	6 834	6 834	—	6 470	—	364	—	—	—	—	—	—	—	—	—
+Lydd	6 760	6 760	—	—	—	6 744	—	—	—	—	—	16	—	—	—
+Manston	217	217	—	—	—	—	—	—	—	—	—	201	—	16	—
+Norwich	10 584	10 584	—	—	—	8 711	—	—	—	—	—	1 074	—	799	—
Penzance Heliport	6 470	6 470	—	6 470	—	—	—	—	—	—	—	—	—	—	—
+Southampton	30 123	30 062	61	10 663	—	19 087	61	—	—	—	—	258	—	54	—
+Edinburgh	77 489	75 044	2 445	54 229	508	17 668	1 831	2 247	—	131	106	395	—	374	—
+Glasgow	172 548	170 491	2 057	105 743	307	22 041	—	12 220	1 552	496	—	18 991	95	11 000	103
+Prestwick	55 897	37 872	18 025	20 499	7 079	978	—	4 038	6 243	—	—	5 802	3 037	6 555	1 666
+Aberdeen	67 871	66 404	1 467	33 962	1 191	7 981	7	—	—	4 061	—	16 888	75	3 512	194
Benbecula	3 867	2 229	1 638	2 091	1 593	138	45	—	—	—	—	—	—	—	—
Inverness	13 128	11 651	1 477	10 768	1 477	666	—	—	—	—	—	180	—	37	—
Islay	1 185	1 134	51	1 029	51	—	—	—	—	—	—	105	—	—	—
+Kirkwall	10 594	9 108	1 486	6 043	1 163	—	—	138	315	918	—	2 009	8	—	—
Stornoway	4 920	4 552	368	4 382	368	154	—	—	—	—	—	16	—	—	—
+Sumburgh	18 639	17 878	761	7 569	—	—	—	—	—	3 072	—	6 985	761	252	—
Tiree	266	247	19	—	—	246	18	—	—	—	—	1	1	—	—
Wick	6 567	3 082	3 485	2 874	3 483	—	—	—	—	—	—	162	2	46	—
+Belfast	89 747	89 732	15	74 250	—	9 427	7	1 425	—	—	—	2 052	7	2 578	1
+Isle of Man	26 337	24 163	2 174	16 014	1 566	8 149	498	—	110	—	—	—	—	—	—
TOTAL (Incl. London Area)	3 868 801	3 765 098	103 703	1 570 305	25 625	333 367	16 051	940 716	40 079	139 074	2 331	605 375	7 219	176 261	12 398
Channel Islands Airports															
Alderney	5 658	5 654	4	—	—	5 598	—	—	—	—	—	56	4	—	—
Guernsey	46 879	43 871	3 008	12 688	134	30 512	2 864	—	—	—	—	671	10	—	—
Jersey	139 272	137 548	1 724	58 878	225	73 885	1 385	1 349	4	103	86	1 318	24	2 015	—
TOTAL (Channel Is. Airports)	191 809	187 073	4 736	71 566	359	109 995	4 249	1 349	4	103	86	2 045	38	2 015	—

# Terminal Air Passengers

**Table 16**

## Comparison with a Year Earlier

### Monthly Averages

	August 1975 —October 1975	August 1974 —October 1974	Percentage change
<b>London Area Airports</b>			
+ Gatwick	612 088	586 417	4.4
+ Heathrow	2 162 180	1 996 004	8.3
+ Luton	209 811	184 531	13.7
+ Southend	22 185	27 278	-18.7
+ Stansted	25 122	22 435	12.0
TOTAL (London Area)	3 031 386	2 816 666	7.6
Westland Heliport (Battersea)	469	731	-35.8
<b>Other UK Airports</b>			
+ Leeds/Bradford	29 841	30 122	-0.9
+ Liverpool	43 970	53 404	-17.7
+ Manchester	287 991	239 900	20.0
+ Birmingham	121 179	116 062	4.4
+ Coventry	306	306	—
+ East Midlands	63 815	51 268	24.5
+ Newcastle	63 598	58 524	8.7
+ Tees-side	16 355	18 461	-11.4
+ Bristol	23 620	18 843	25.4
+ Glamorgan	20 159	23 788	-15.3
Swansea	607	553	9.8
+ Ashford	—	7 589	—
+ Blackpool	16 390	18 839	-13.0
+ Bournemouth	12 679	15 634	-18.9
+ Cambridge	820	762	7.6
+ Exeter	8 740	9 900	-11.7
Gloucester/Cheltenham	573	1 393	-58.9
Hawarden	—	—	—
Isles of Scilly	11 091	10 108	9.7
+ Lydd	8 288	599	—
+ Manston	418	524	-20.2
+ Norwich	11 392	10 215	11.5
Penzance Heliport	10 326	9 488	8.8
+ Southampton	36 130	37 158	-2.8
+ Edinburgh	81 950	76 532	7.1
+ Glasgow	195 531	183 495	6.6
+ Prestwick	46 939	45 475	3.2
+ Aberdeen	65 971	45 872	43.8
Benbecula	2 160	2 205	-2.0
Inverness	11 895	12 181	-2.3
Islay	1 201	1 493	-19.6
+ Kirkwall	9 478	8 666	9.4
Stornoway	4 560	4 299	6.1
+ Sumburgh	17 558	14 714	19.3
Tiree	333	437	-23.8
Wick	2 792	3 187	-12.4
+ Belfast	118 625	120 348	-1.4
+ Isle of Man	47 420	53 233	-10.9
TOTAL (Incl. London Area)	4 426 553	4 122 970	7.4
<b>Channel Islands Airports</b>			
Alderney	8 898	7 899	12.6
Guernsey	61 744	52 087	18.5
Jersey	173 804	178 969	-2.9
TOTAL (Channel Islands Airports)	244 446	238 955	2.3

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

# International and Domestic Passenger Traffic

Table 17

## Terminal Passengers

### Monthly Averages

	Total	International			Domestic		
	Aug- Oct 1975	Aug- Oct 1975	Aug- Oct 1974	Per- centage change	Aug- Oct 1975	Aug- Oct 1974	Per- centage change
<b>London Area Airports</b>							
+ Gatwick	612 088	548 981	516 300	6	63 108	70 117	-10
+ Heathrow	2 162 180	1 843 507	1 713 535	8	318 672	282 469	13
+ Luton	209 811	206 814	179 162	15	2 996	5 370	-44
+ Southend	22 185	21 934	26 612	-18	251	666	-62
+ Stansted	25 122	24 967	22 263	12	154	172	-10
TOTAL (London Area)	3 031 386	2 646 204	2 457 872	8	385 182	358 794	7
Westland Heliport (Battersea)	469	—	—	—	469	731	-36
<b>Other UK Airports</b>							
+ Leeds/Bradford	29 841	4 697	4 302	9	25 143	25 821	-3
+ Liverpool	43 970	16 800	20 610	-18	27 170	32 794	-17
+ Manchester	287 991	210 257	168 680	25	77 734	71 220	9
+ Birmingham	121 179	90 295	82 108	10	30 883	33 954	-9
+ Coventry	306	50	33	52	256	272	-6
+ East Midlands	63 815	43 040	27 114	59	20 774	24 154	-14
+ Newcastle	63 598	29 008	25 101	16	34 590	33 423	3
+ Tees-side	16 355	3 380	4 773	-29	12 974	13 688	-5
+ Bristol	23 620	18 790	13 207	42	4 830	5 686	-14
+ Glamorgan	20 159	12 807	14 920	-14	7 352	8 868	-17
Swansea	607	12	2	500	595	551	8
+ Ashford	—	—	6 900	—	—	488	—
+ Blackpool	16 390	831	1 114	-25	15 559	17 725	-12
+ Bournemouth	12 679	3 891	4 519	-14	8 788	11 115	-21
+ Cambridge	820	391	372	5	429	390	10
+ Exeter	8 740	1 600	2 001	-20	7 140	7 899	-10
Gloucester/Cheltenham	573	—	—	—	573	1 393	-59
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	11 091	—	—	—	11 091	10 108	10
+ Lydd	8 288	8 279	566	1 363	9	33	-73
+ Manston	418	418	524	-20	—	—	—
+ Norwich	11 392	6 215	5 442	14	5 177	4 772	8
Penzance	10 326	—	—	—	10 326	9 488	9
+ Southampton	36 130	443	812	-45	35 688	36 345	-2
+ Edinburgh	81 950	8 242	4 798	21	73 708	69 734	6
+ Glasgow	195 531	66 158	58 191	14	129 373	125 304	3
+ Prestwick	46 939	40 158	40 486	-1	6 781	4 989	36
+ Aberdeen	65 971	20 537	12 252	68	45 434	33 620	35
Benbecula	2 160	—	—	—	2 160	2 205	-2
Inverness	11 895	45	19	137	11 850	12 163	-3
Islay	1 201	—	—	—	1 201	1 493	-20
+ Kirkwall	9 478	252	282	-11	9 226	8 384	10
Stornoway	4 560	—	2	—	4 560	4 299	6
+ Sumburgh	17 558	4 822	4 084	18	12 737	10 629	20
Tiree	333	—	—	—	333	437	-24
Wick	2 792	7	2	250	2 784	3 185	-13
+ Belfast	118 625	12 451	9 411	32	106 174	110 937	-4
+ Isle of Man	47 420	1 614	1 421	14	45 806	51 812	-12
TOTAL (Incl. London Area)	4 426 523	3 251 694	2 973 919	9	1 174 859	1 149 051	2

(a) Includes Channel Islands Traffic.

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

Ashford closed with effect from 31/10/74.



# International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	August —October 1975			August —October 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
<b>Austria</b>	17.1	11.1	5.9	15.9	10.8	5.1	7
London – Vienna	15.9	11.1	4.9	13.4	9.5	3.9	18
Other Routes	1.1	0.1	1.1	2.5	1.2	1.2	–53
<b>Belgium</b>	72.4	70.2	2.2	75.8	73.2	2.6	–4
London – Brussels	46.8	46.8	0.1	51.0	50.4	0.5	–8
Other S.E. England – Belgium	19.2	18.8	0.4	17.8	17.4	0.4	8
Other Routes	6.3	4.6	1.7	7.0	5.3	1.6	–10
<b>Denmark</b>	48.1	38.0	10.1	45.8	36.1	9.8	5
London – Copenhagen	38.8	31.5	7.3	36.4	28.6	7.9	6
Other Routes	9.3	6.5	2.8	9.4	7.5	1.9	–1
<b>Finland</b>	9.5	7.4	2.1	8.2	6.5	1.7	15
<b>France</b>	258.5	237.0	21.5	261.3	237.7	23.7	–1
London – Nice	19.0	16.9	2.1	17.8	16.7	1.1	7
– Paris	169.9	164.5	5.4	171.5	162.7	8.8	–1
– N. France (a)	11.7	9.8	1.9	12.7	12.5	0.2	–8
– Other France	27.0	22.1	4.8	26.8	20.7	6.1	1
Manchester – Paris	6.0	5.8	0.1	6.6	6.4	0.2	–10
Other U.K. – Paris	8.7	7.2	1.5	10.6	9.4	1.2	–18
Luton – Other France	1.1	—	1.1	0.9	—	0.9	16
Other S.E. England – France	10.4	10.3	0.1	8.8	8.6	0.1	19
Other Routes	4.9	0.5	4.4	5.7	0.7	5.0	–14
<b>Germany (Fed. Republic)</b>	194.6	143.5	51.1	183.8	141.3	42.5	6
London – Dusseldorf	28.3	24.8	3.5	29.0	24.4	4.6	–2
– Frankfurt	48.5	42.0	6.5	46.7	40.9	5.8	4
– Hamburg	21.5	18.7	2.8	19.6	19.6	0.1	9
– Munich	27.9	15.8	12.1	26.5	15.6	10.9	5
– Other Germany	35.1	32.8	2.3	35.0	31.9	3.1	—
Luton – Germany	18.4	—	18.4	12.9	—	12.9	43
Manchester – Germany	8.7	6.4	2.3	8.2	6.3	1.9	7
Other Routes	6.2	3.0	3.3	5.9	2.7	3.2	6
<b>Gibraltar</b>	9.5	8.7	0.8	9.3	8.9	0.3	3
<b>Greece</b>	98.0	41.1	56.9	55.3	23.7	31.6	77
<b>Iceland</b>	5.5	5.3	0.2	6.0	5.8	0.1	–9
London – Reykjavik	3.4	3.2	0.1	4.1	4.0	0.1	–18
Glasgow – Reykjavik	2.0	2.0	0.1	1.7	1.7	—	17
Other Routes	—	—	—	0.1	0.1	—	–62

Table 18 cont.

	August —October 1975			August —October 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Irish Republic</b>	180.7	178.0	2.7	166.9	164.9	1.9	8
London – Cork	15.1	14.8	0.2	14.4	14.1	0.2	5
– Dublin	85.2	84.2	1.0	78.1	77.1	1.0	9
– Shannon	12.8	12.6	0.2	11.5	11.5	—	12
Manchester – Dublin	14.5	14.3	0.2	13.7	13.7	—	5
Birmingham – Dublin	12.5	12.5	—	11.8	11.8	—	6
Glasgow – Dublin	9.7	9.7	—	9.1	9.0	0.1	6
Liverpool – Dublin	7.7	7.6	—	6.4	6.4	—	19
Leeds/Bradford – Dublin	3.7	3.6	0.1	3.3	3.3	—	11
Edinburgh – Dublin	3.9	3.8	0.1	3.4	3.4	—	15
Bristol – Dublin	3.2	3.1	—	2.7	2.7	—	16
Other Routes	12.5	11.6	0.9	12.3	11.8	0.5	1
<b>Italy</b>	221.0	86.2	134.8	198.7	86.2	112.5	11
London – Genoa (g)	1.7	—	1.7	2.5	—	2.5	–34
– Milan	40.5	26.4	14.1	42.2	27.4	14.8	–4
– Rimini (g)	5.1	—	5.1	6.5	—	6.5	–21
– Rome	43.9	31.7	12.2	43.1	32.0	11.1	2
– Venice	13.1	6.9	6.2	9.6	5.8	3.9	36
– Other Italy	38.0	18.4	19.6	35.0	18.7	16.4	9
Luton – Rimini	6.9	—	6.9	8.0	—	8.0	–13
– Other Italy	42.5	—	42.5	28.6	—	28.6	48
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	12.2	—	12.2	10.4	—	10.4	17
Other Routes	17.1	2.9	14.2	12.6	2.3	10.3	36
<b>Luxembourg</b>	4.8	4.6	0.2	5.2	5.2	—	–9
London – Luxembourg	4.7	4.6	0.1	5.2	5.2	—	–10
Other Routes	0.1	—	—	—	—	—	—
<b>Netherlands</b>	155.1	152.0	3.2	150.9	145.8	5.2	3
London – Amsterdam	97.9	96.2	1.8	102.9	99.9	2.9	–5
– Rotterdam	17.9	17.8	0.1	16.6	16.5	0.1	8
Other S.E. England – Netherlands	7.2	7.0	0.2	3.3	3.0	0.2	—
Manchester – Amsterdam	9.3	9.2	0.1	8.7	8.6	0.1	6
Other Routes	22.8	21.8	1.0	19.5	17.7	1.8	17
<b>Norway</b>	34.1	25.9	8.2	26.4	20.9	5.6	29
London – Oslo	20.8	15.6	5.2	16.0	12.8	3.3	30
Other Routes	13.3	10.2	3.1	10.4	8.1	2.3	28
<b>Portugal</b>	32.7	17.4	15.3	42.4	20.7	21.7	–23
London – Lisbon	13.6	10.1	3.5	18.5	12.7	5.8	–27
Other Routes	19.1	7.4	11.8	23.9	8.0	15.9	–20
<b>Soviet Union and Eastern Europe (b)</b>	47.2	24.3	22.9	37.9	22.1	15.8	25
London – Moscow	7.5	6.5	1.0	5.5	5.0	0.5	35
– Prague	3.4	3.4	—	3.2	3.1	0.2	6
Other Routes	36.2	14.4	21.9	29.1	14.0	15.1	25

Table 18 cont.

	August —October 1975			August —October 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Spain</b>	636.0	118.1	518.0	566.1	115.6	450.4	12
London — Barcelona	24.1	15.6	8.5	25.2	18.0	7.2	-4
— Ibiza	19.4	3.3	16.1	16.0	3.3	12.7	21
— Madrid	36.1	29.8	6.3	35.2	29.4	5.9	2
— Malaga	34.0	18.1	15.9	30.0	17.0	13.0	13
— Palma	87.8	23.5	64.4	86.4	21.3	65.1	2
— Other Spain	92.5	26.2	66.2	80.5	23.9	56.5	15
Luton — Alicante	14.0	—	14.0	10.6	—	10.6	32
— Barcelona	2.0	—	2.0	4.9	—	4.9	-60
— Gerona	12.4	—	12.3	13.2	—	13.2	-6
— Ibiza	12.1	—	12.1	11.3	—	11.3	7
— Palma	26.5	—	26.5	25.3	—	25.3	5
— Other Spain	14.8	—	14.8	12.2	—	12.2	22
Other S.E. England — Spain	0.2	—	0.2	—	—	—	—
Manchester — Barcelona	7.1	—	7.1	5.7	—	5.7	24
— Palma	33.9	0.1	33.8	27.0	—	27.0	26
Other N. England — Spain	74.9	1.1	73.8	64.9	0.9	64.0	15
Scotland — Spain	34.7	—	34.7	30.9	1.3	29.5	13
Other Routes	109.6	0.4	109.2	86.7	0.4	86.3	26
<b>Sweden</b>	32.6	19.2	13.4	27.6	18.2	9.4	18
London — Stockholm	20.5	13.2	7.3	17.6	12.7	4.9	16
Other Routes	12.1	6.0	6.2	10.0	5.4	4.5	22
<b>Switzerland</b>	105.5	77.5	27.9	97.0	75.6	21.4	9
London — Basle	7.0	6.6	0.4	7.8	6.7	1.0	-10
— Geneva	36.5	29.3	7.2	33.9	29.5	4.4	8
— Zurich	47.6	36.1	11.5	44.1	35.6	8.5	8
Luton — Switzerland	7.7	—	7.7	6.6	—	6.6	17
Other Routes	6.6	5.6	1.0	4.7	3.9	0.9	40
<b>Yugoslavia</b>	59.3	19.5	39.7	46.8	14.6	32.2	27
London — Dubrovnic	10.8	2.7	8.1	8.5	2.6	5.9	28
— Ljubljana	2.5	2.2	0.4	3.6	2.9	0.6	-29
Luton — Yugoslavia	6.6	—	6.6	6.0	—	6.0	11
Other Routes	39.3	14.7	24.6	28.8	9.0	19.8	37
<b>Other Europe</b>	90.8	52.6	38.2	72.5	44.5	28.0	25
<b>WESTERN HEMISPHERE</b>							
<b>Canada</b>	171.5	89.8	81.7	168.7	98.0	70.7	2
London — Montreal	20.7	17.4	3.3	22.3	21.0	1.3	-7
— Toronto	63.5	31.6	31.9	67.4	32.4	35.0	-6
— Other Canada	46.8	21.3	25.5	39.6	22.0	17.6	18
Other U.K. — Montreal	2.0	2.0	—	1.7	1.6	0.1	21
— Toronto	32.4	14.8	17.7	31.2	17.5	13.7	4
Other Routes	6.1	2.8	3.3	6.5	3.5	3.0	-6

Table 18 cont.

	August —October 1975			August —October 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>United States</b>	316.8	250.5	66.3	323.4	255.3	68.1	-2
London — New York	112.8	91.5	21.3	126.0	98.5	27.5	-10
— Other East Coast U.S.A.	68.3	62.3	6.0	76.9	71.8	5.1	-11
— Chicago and Detroit	38.0	30.2	7.8	36.2	29.4	6.9	5
— West Coast U.S.A.	65.4	48.1	17.3	58.9	43.4	15.6	11
— Other U.S.A.	12.9	9.2	3.7	5.2	1.6	3.6	—
Other U.K. — New York	15.4	9.1	6.3	16.5	10.5	6.0	-7
Other Routes	4.1	0.2	3.9	3.6	—	3.5	16
<b>West Atlantic and Caribbean Islands</b>	26.6	26.6	—	25.4	23.9	1.5	5
<b>Central and South America</b>	13.3	13.0	0.3	8.7	8.5	0.1	53
REST OF THE WORLD							
<b>Canary Islands</b>	38.8	8.0	30.8	30.9	6.4	24.5	25
<b>North Africa (c)</b>	26.9	14.7	12.2	24.0	12.2	11.8	12
<b>East Africa (d)</b>	14.6	12.1	2.5	13.2	10.8	2.5	11
<b>Central Africa (e)</b>	7.4	7.4	—	7.4	7.4	—	—
<b>West Africa (d)</b>	16.9	14.0	2.9	14.6	12.1	2.5	16
<b>South Africa</b>	28.8	28.5	0.3	20.6	20.3	0.4	39
<b>Middle East (f)</b>	99.2	97.4	1.8	85.8	83.6	2.2	16
<b>India</b>	17.5	17.5	—	15.5	15.4	0.1	13
<b>Pakistan</b>	9.1	9.1	0.1	6.7	6.7	0.1	36
<b>Far East</b>	62.8	59.3	3.6	48.5	40.7	7.8	29
<b>Australia and New Zealand</b>	38.8	38.6	0.2	23.9	23.8	0.1	62
<b>Other Routes n.e.i.</b>	32.2	11.9	20.4	26.0	9.1	16.9	24
<b>ALL ROUTES</b>	3 234.5	2 036.0	1 198.5	2 943.2	1 912.3	1 030.8	10

**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		August 1975 —October 1975 (000)	August 1974 —October 1974 (000)	Percentage change
London (a)	Aberdeen	19.1	13.7	39
	Belfast	48.7	50.1	-3
	Birmingham	3.3	3.0	11
	Channel Islands	65.2	60.8	7
	Edinburgh	55.7	54.1	3
	Glasgow	80.5	68.3	18
	Isle of Man	3.9	3.5	10
	Leeds/Bradford	11.7	11.4	2
	Liverpool	9.7	10.3	-7
	Manchester	41.2	35.9	15
	Newcastle	24.7	22.5	10
	Tees-side	9.8	10.4	-6
	Other airports	8.6	8.6	—
	Birmingham	6.8	8.1	-16
Belfast	East Midlands	3.5	3.6	-3
	Edinburgh	2.2	2.2	2
	Glasgow	8.8	9.8	-11
	Isle of Man	5.7	6.5	-11
	Leeds/Bradford	4.0	4.0	1
	Liverpool	3.4	3.7	-8
	Manchester	11.6	10.6	9
	Newcastle	2.2	2.4	-7
	Other airports	9.3	10.0	-7
	Bournemouth	7.1	9.0	-21
	Birmingham	11.8	12.7	-7
	Bristol/Glamorgan	8.2	8.8	-6
	East Midlands	11.8	14.9	-21
	Glasgow	2.7	2.7	—
Channel Islands	Leeds/Bradford	4.3	5.3	-19
	Liverpool	3.1	4.7	-35
	Manchester	7.0	6.9	2
	Newcastle	2.2	2.4	-6
	Southampton	32.5	32.2	1
	Other airports	16.2	16.9	-4
	Birmingham	1.7	2.9	-41
	Glasgow	0.1	0.4	-85
	Manchester	3.6	3.3	8
	Other airports	10.4	6.8	53
	Birmingham	4.1	5.7	-27
	East Midlands	3.4	3.9	-12
	Isle of Man	2.9	3.0	-5
	Leeds/Bradford	1.3	2.0	-36
Edinburgh	Liverpool	—	1.8	-99
	Manchester	5.0	5.2	-3
	Southampton	2.0	2.7	-27
	Other Scottish airports	16.5	18.4	-12
	Other airports	2.5	4.2	-41
	Blackpool	11.0	12.4	-12
	Liverpool	10.0	11.8	-16
	Manchester	5.5	6.2	-12
	Newcastle	1.2	1.4	-12
	Other airports	5.7	6.9	-17
	Isle of Scilly	10.3	9.8	6
	Penzance	30.1	24.5	24
	Other Routes	30.1	24.5	24
	TOTAL	673.5	663.1	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      October 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	6 735.3	0.2	—	613.4	1 093.5	21.1	33.1	52.9	—	1 069.6	3 607.6	135.0	108.9	
+ Heathrow	32 459.8	2 856.1	4 689.1	36.2	114.9	10 432.2	13 078.2	76.7	102.6	89.2	276.4	190.6	517.6	
+ Luton	86.6	—	—	—	—	—	—	—	—	0.2	9.0	46.4	31.0	
+ Southend	1 361.0	—	—	759.0	446.0	—	—	—	—	5.0	33.0	—	118.0	
+ Stansted	1 822.5	—	—	—	—	—	—	—	—	339.4	1 086.1	20.1	376.9	
TOTAL (London Area)	42 465.2	2 856.3	4 689.1	1 408.6	1 654.4	10 453.3	13 111.3	129.6	102.6	1 503.4	5 012.1	392.1	1 152.4	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Leeds/Bradford	67.5	14.7	18.6	2.4	1.5	6.3	4.6	—	—	0.9	—	18.5	—	
+ Liverpool	928.9	68.1	227.2	—	—	48.5	14.1	—	3.4	4.2	393.2	19.0	151.2	
+ Manchester	3 004.9	374.1	262.9	14.6	4.4	957.7	1 165.7	32.0	—	1.1	143.3	8.0	41.1	
+ Birmingham	305.1	82.1	63.9	6.2	1.1	34.9	40.4	—	—	2.7	—	—	73.8	
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ East Midlands	595.2	0.4	—	159.9	299.1	—	—	—	—	32.7	50.1	30.7	22.3	
+ Newcastle	91.2	12.4	21.0	23.3	34.1	—	—	—	—	0.4	—	—	—	
+ Tees-side	29.1	—	—	12.8	16.1	—	—	—	—	—	—	0.2	—	
+ Bristol	37.8	7.5	5.4	1.8	0.3	8.4	13.4	—	—	—	—	—	1.0	
+ Glamorgan	19.6	2.8	9.2	2.1	0.2	—	0.9	0.5	0.3	—	3.6	—	—	
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Blackpool	47.2	—	—	3.9	43.2	—	—	—	—	0.1	—	—	—	
+ Bournemouth	303.6	—	—	146.2	154.0	—	—	—	—	0.4	3.0	—	—	
+ Cambridge	164.0	—	—	—	—	—	—	—	—	1.0	5.8	92.1	65.1	
+ Exeter	19.5	—	—	3.7	15.8	—	—	—	—	—	—	—	—	
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Isles of Scilly	8.3	6.8	1.5	—	—	—	—	—	—	—	—	—	—	
+ Lydd	284.4	—	—	0.4	0.1	—	—	—	—	97.2	186.7	—	—	
+ Manston	138.0	—	—	—	—	—	—	—	—	91.8	40.2	3.2	2.8	
+ Norwich	49.8	—	—	27.9	20.5	—	—	—	—	0.1	1.3	—	—	
+ Penzance Heliport	8.3	1.5	6.8	—	—	—	—	—	—	—	—	—	—	
+ Southampton	153.5	3.1	7.9	32.0	101.7	—	—	—	—	—	3.8	5.0	—	
+ Edinburgh	139.7	27.7	29.8	28.9	49.7	1.9	1.7	—	—	—	—	—	—	
+ Glasgow	1 554.3	556.3	344.3	49.7	66.3	167.8	355.9	—	2.5	0.1	3.6	—	7.8	
+ Prestwick	1 282.1	395.1	333.4	4.0	0.1	220.8	165.1	—	—	0.6	—	—	163.0	
+ Aberdeen	383.5	40.7	67.7	21.5	39.0	—	—	15.4	32.2	48.5	116.8	1.3	0.4	
+ Benbecula	22.4	20.7	1.5	0.2	—	—	—	—	—	—	—	—	—	
+ Inverness	21.1	3.9	17.2	—	—	—	—	—	—	—	—	—	—	
+ Islay	6.4	1.0	3.7	—	—	—	—	—	—	—	1.7	—	—	
+ Kirkwall	53.0	28.3	17.0	—	—	—	—	4.9	0.2	0.5	2.1	—	—	
+ Stornoway	45.4	32.4	12.6	0.1	0.3	—	—	—	—	—	—	—	—	
+ Sumburgh	115.2	35.6	7.4	—	—	—	—	10.4	19.2	30.0	11.8	0.6	0.2	
+ Tiree	1.1	—	—	0.9	0.2	—	—	—	—	—	—	—	—	
+ Wick	11.5	4.2	1.6	—	—	—	—	—	—	—	3.0	—	2.7	
+ Belfast	1 007.7	181.3	188.7	87.1	42.6	7.5	5.8	—	—	456.6	3.2	—	34.9	
+ Isle of Man	272.4	175.8	57.8	34.8	4.0	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	53 636.9	4 932.8	6 396.2	2 073.0	2 548.7	11 907.1	14 878.9	192.8	160.4	2 272.3	5 985.3	570.7	1 718.7	
Channel Islands Airports														
Alderney	22.3	—	—	17.3	2.6	—	—	—	—	2.4	—	—	—	
Guernsey	647.4	21.2	3.0	184.2	80.0	—	—	—	—	145.9	213.1	—	—	
Jersey	865.5	41.2	35.6	529.6	228.2	3.7	0.6	—	—	19.1	7.5	—	—	
TOTAL (Channel Islands Airports)	1 535.2	62.4	38.6	731.1	310.8	3.7	0.6	—	—	167.4	220.6	—	—	

# Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	August 1975 —October 1975 (tonnes)	August 1974 —October 1974 (tonnes)	Percentage change
<b>London Area Airports</b>			
+Gatwick	6 144·7	4 496·1	36·7
+Heathrow	31 615·9	38 289·0	−17·4
+Luton	83·0	125·4	−33·8
+Southend	1 297·3	1 676·0	−22·6
+Stansted	1 486·9	1 393·0	6·7
TOTAL (London Area)	40 627·9	45 979·5	−11·6
Westland Heliport (Battersea)	—	—	—
<b>Other UK Airports</b>			
+Leeds/Bradford	65·1	72·3	−10·0
+Liverpool	855·9	1 185·2	−27·8
+Manchester	2 714·6	3 371·8	−19·5
+Birmingham	234·7	251·9	−6·8
+Coventry	—	2·7	—
+East Midlands	595·4	670·0	−11·1
+Newcastle	90·4	119·8	−24·5
+Tees-side	27·3	20·0	36·5
+Bristol	50·6	59·5	−15·0
+Glamorgan	15·0	18·8	−20·2
Swansea	—	—	—
+Ashford	—	324·0	—
+Blackpool	49·6	66·9	−25·9
+Bournemouth	316·6	343·2	−7·8
+Cambridge	76·0	112·2	−32·3
+Exeter	37·4	19·6	90·8
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	8·5	9·2	−7·6
+Lydd	265·4	6·1	—
+Manston	150·3	302·1	−50·2
+Norwich	41·7	47·3	−11·8
Penzance Heliport	8·5	9·2	−7·6
+Southampton	145·3	87·1	66·8
+Edinburgh	162·1	365·9	−55·7
+Glasgow	1 483·8	1 989·4	−25·4
+Prestwick	1 076·4	1 125·8	−4·4
+Aberdeen	330·6	255·0	29·6
Benbecula	24·2	27·4	−11·7
Inverness	20·9	20·7	1·0
Islay	4·4	9·6	−54·2
+Kirkwall	44·6	48·2	−7·5
Stornoway	41·1	46·4	−11·4
+Sumburgh	94·3	108·5	−13·1
Tiree	1·4	1·9	−26·3
Wick	10·7	14·6	−26·7
+Belfast	927·2	1 418·5	−34·6
+Isle of Man	253·3	326·1	−22·3
TOTAL (Incl. London Area)	50 851·2	58 836·3	−13·6
<b>Channel Islands Airports</b>			
Alderney	25·8	20·7	24·6
Guernsey	672·5	712·1	−5·6
Jersey	908·1	1 096·0	−17·1
TOTAL (Channel Islands Airports)	1 606·5	1 828·9	−12·2

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

# All Scheduled Services October 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				As percentage of available
Passenger Services															
British Airways Overseas Division	10 506	3 029	14 008	237 158	2 636 579	1 598 035	60.6	3 821	335 526	174 631	8 777	19 090	146 764	52.0	
British Airways European Division	6 856	9 678	13 222	764 764	859 588	554 049	64.5	3 101	91 024	51 284	1 105	1 586	48 594	56.3	
British Airways Helicopters	16	260	85	6 092	508	372	73.2	10	47	30	—	1	29	63.8	
British Airways Regional Division—															
Channel Islands Airways	663	1 870	1 982	85 930	48 287	30 817	63.8	272	4 386	2 694	20	84	2 590	61.4	
Scottish Airways	405	1 590	1 277	49 672	27 006	16 706	61.9	279	2 527	1 504	17	62	1 425	59.5	
Cambrian Airways	276	1 202	903	49 234	20 390	12 950	63.5	399	1 841	1 116	4	76	1 036	60.6	
Northeast Airlines	338	842	945	48 815	31 349	20 347	64.9	84	2 832	1 724	—	35	1 689	60.9	
British Caledonian Airways	1 812	2 225	3 261	92 916	210 520	112 911	53.6	1 149	24 346	12 522	487	1 842	10 193	51.4	
Air Anglia	368	1 010	1 252	16 374	16 229	7 549	46.5	51	1 635	798	—	43	755	48.8	
Aurigny Air Services	107	1 965	615	19 760	1 504	1 023	68.0	61	144	84	—	3	81	58.7	
British Air Ferries	127	631	541	12 138	4 894	2 346	47.9	1 221	727	459	—	246	214	63.1	
British Island Airways	287	1 545	1 124	46 911	14 380	9 003	62.6	144	1 323	790	—	24	765	59.7	
British Midland Airways	384	1 143	1 281	41 004	27 516	15 616	56.8	147	2 147	1 278	—	60	1 217	59.5	
Brymon Airways	71	398	312	2 382	854	450	52.7	—	78	37	—	—	37	46.8	
Dan-Air Services	279	993	969	24 898	15 858	7 801	49.2	—	1 282	636	—	—	636	49.6	
Intra Airways	12	106	63	1 789	424	186	43.9	2	37	15	—	—	14	39.4	
Loganair	57	352	314	1 615	592	273	46.1	—	54	25	—	—	25	46.2	
TOTAL Passenger Services	22 564	28 839	42 154	1 501 452	3 916 479	2 390 432	61.0	10 741	469 956	249 624	10 410	23 152	216 063	53.1	
Cargo Services															
British Airways Overseas Division	690	219	921					1 579	23 775	11 214	43	11 170		47.2	
British Airways European Division	296	381	478					2 029	3 945	1 565	42	1 523		39.7	
British Caledonian Airways	69	21	90					195	1 771	965	11	954		54.5	
Air Freight	27	127	140					284	93	61	—	61		65.9	
Air-Bridge Carriers	24	85	88					453	271	162	—	162		59.8	
British Island Airways	101	352	365					788	463	229	28	201		49.5	
Intra Airways	16	105	82					223	57	36	—	36		63.2	
TOTAL Cargo Services	1 223	1 290	2 164					5 551	30 374	14 232	124	14 108		46.9	
GRAND TOTAL	23 787	30 129	44 318	1 501 452	3 916 479	2 390 432	61.0	16 292	500 330	263 857	10 535	37 260	216 063	52.7	



# International Scheduled Services October 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			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	10 506	3 029	14 008	237 158	2 636 579	1 598 035	60.6	3 821	335 526	174 631	8 777	19 090	146 764	52.0
British Airways European Division	5 743	7 228	10 675	570 489	725 278	463 424	63.9	2 639	77 212	43 370	1 059	1 423	40 889	56.2
British Airways Regional Division—														
Channel Islands Airways	171	278	365	11 652	13 269	7 414	55.9	97	1 301	682	1	50	632	52.4
Cambrian Airways	85	261	237	9 412	6 722	4 053	60.3	26	583	337	—	13	324	57.8
Northeast Airlines	110	198	280	9 676	10 131	5 970	58.9	25	878	510	—	14	496	58.1
British Caledonian Airways	1 435	1 390	2 360	53 528	179 943	95 134	52.9	728	21 184	10 779	371	1 736	8 673	50.9
Air Anglia	271	562	891	10 222	11 776	4 764	40.5	51	1 198	519	—	43	476	43.4
Aurigny Air Services	83	1 804	495	18 164	1 158	777	67.1	56	109	64	—	2	61	58.6
British Air Ferries	127	631	541	12 138	4 894	2 346	47.9	1 221	727	459	—	246	214	63.1
British Island Airways	112	488	429	15 655	5 642	3 251	57.6	26	520	283	—	6	276	54.4
British Midland Airways	111	296	366	6 667	7 772	3 182	40.9	52	596	274	—	25	248	45.9
Brymon Airways	24	96	105	431	258	101	39.4	—	23	8	—	—	8	35.1
Dan-Air Services	131	310	420	10 384	7 111	3 470	48.8	—	568	283	—	—	283	49.8
Intra Airways	6	88	39	1 529	231	109	47.1	2	20	8	—	—	8	42.1
TOTAL Passenger Services	18 914	16 659	31 211	967 105	3 610 765	2 192 029	60.7	8 743	440 445	232 206	10 208	22 647	199 352	52.7
Cargo Services														
British Airways Overseas Division	690	219	921					1 579	23 775	11 214	43	11 170	—	47.2
British Airways European Division	267	328	423					1 528	3 343	1 287	41	1 246	—	38.5
British Caledonian Airways	69	21	90					195	1 771	965	11	954	—	54.5
Air Freight	27	127	140					284	93	61	—	61	—	65.9
British Island Airways	38	81	131					112	176	68	—	68	—	38.4
TOTAL Cargo Services	1 093	776	1 705					3 698	29 158	13 595	95	13 499	—	46.6
GRAND TOTAL	20 006	17 435	32 915	967 105	3 610 765	2 192 029	60.7	12 441	469 602	245 801	10 304	36 147	199 352	52.3

# Domestic Scheduled Services October 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
<b>Passenger Services</b>														
British Airways European Division	1 114	2 450	2 547	194 275	134 311	90 625	67.5	462	13 812	7 914	46	163	7 705	57.3
British Airways Helicopters	16	260	85	6 092	508	372	73.2	10	47	30	—	1	29	63.8
British Airways Regional Division—														
Channel Islands Airways	492	1 592	1 617	74 278	35 018	23 403	66.8	176	3 085	2 012	20	34	1 958	65.2
Scottish Airways	405	1 590	1 277	49 672	27 006	16 706	61.9	279	2 527	1 504	17	62	1 425	59.5
Cambrian Airways	191	941	666	39 822	13 668	8 897	65.1	373	1 258	779	4	63	712	61.9
Northeast Airlines	228	644	665	39 139	21 218	14 377	67.8	59	1 955	1 214	—	21	1 193	62.1
British Caledonian Airways	377	835	901	39 388	30 577	17 778	58.1	421	3 162	1 743	115	107	1 521	55.1
Air Anglia	97	448	361	6 152	4 453	2 785	62.5	—	437	279	—	—	279	63.7
Aurigny Air Services	25	161	121	1 596	346	246	71.0	5	35	20	—	1	20	59.0
British Island Airways	175	1 057	694	31 256	8 738	5 752	65.8	119	803	508	—	18	489	63.2
British Midland Airways	273	847	916	34 337	19 743	12 433	63.0	96	1 551	1 004	—	35	969	64.7
Brymon Airways	47	302	207	1 951	596	348	58.5	—	55	28	—	—	28	51.8
Dan-Air Services	148	683	549	14 514	8 748	4 331	49.5	—	714	353	—	—	353	49.5
Intra Airways	5	18	24	260	193	77	40.1	1	17	6	—	—	6	36.4
Loganair	57	352	314	1 615	592	273	46.1	—	54	25	—	—	25	46.2
TOTAL Passenger Services	3 650	12 180	10 944	534 347	305 715	198 404	64.9	1 998	29 511	17 418	202	505	16 711	59.0
<b>Cargo Services</b>														
British Airways European Division	29	53	55					500	602	278	1	277	—	46.2
Air-Bridge Carriers	24	85	88					453	271	162	—	162	—	59.8
British Island Airways	62	271	234					676	286	161	28	134	—	56.4
Intra Airways	16	105	82					223	57	36	—	36	—	63.2
TOTAL Cargo Services	131	514	459					1 853	1 216	638	29	609	—	52.4
GRAND TOTAL	3 781	12 694	11 403	534 347	305 715	198 404	64.9	3 850	30 727	18 056	231	1 113	16 711	58.8

# All Non-scheduled Services    October 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	468	148	653	15 592	96 937	72 618	74.9	—	11 425	6 897	—	6 897	60.4
British Airways European Division	490	441	881	19 336	33 996	22 135	65.1	1 349	6 599	3 902	1 973	1 929	59.1
British Airtours	1 280	622	1 882	91 022	217 517	182 108	83.7	—	22 049	15 748	—	15 748	71.4
British Airways Helicopters	230	1 886	1 151	13 476	4 822	1 726	35.8	98	468	153	14	139	32.7
British Airways Regional Division—													
Channel Islands Airways	26	53	76	1 514	1 874	1 137	60.7	—	174	104	—	104	59.6
Scottish Airways	8	27	27	631	565	345	61.2	—	47	30	—	30	64.0
Cambrian Airways	175	288	341	10 777	13 903	9 743	70.1	3	1 243	784	5	780	63.1
Northeast Airlines	307	244	487	25 880	38 095	32 808	86.1	—	3 444	2 577	—	2 577	74.8
British Caledonian Airways	1 614	785	2 383	47 442	145 260	112 958	77.8	1 909	33 919	22 973	12 976	9 997	67.7
Air Anglia	45	133	130	339	461	142	30.9	—	48	15	—	15	31.0
Air Freight	39	106	171	536	254	162	63.8	65	110	68	56	12	61.6
Air-Bridge Carriers	40	99	151	—	—	—	—	162	390	129	129	—	33.1
Aurigny Air Services	1	8	7	69	13	12	90.6	—	1	1	—	1	72.9
Beecham Imperial	9	14	19	73	71	50	69.6	—	6	4	—	4	68.3
Bristow Helicopters	435	2 827	2 753	24 175	7 054	4 018	57.0	246	591	402	37	365	68.0
Britannia Airways	2 613	1 728	4 165	196 271	339 647	299 538	88.2	—	28 868	25 460	—	25 460	88.2
British Air Ferries	37	47	138	185	337	87	25.7	81	284	129	120	9	45.4
British Executive Air Services	37	445	301	1 618	432	100	23.0	14	72	12	1	10	16.3
British Island Airways	119	305	421	6 038	3 587	2 072	57.8	65	547	273	97	176	49.9
British Midland Airways	756	668	1 329	56 536	108 474	71 665	66.1	75	10 314	6 470	881	5 589	62.7
Brymon Airways	1	4	3	46	11	9	84.7	—	1	1	—	1	85.1
Dan-Air Services	3 423	2 398	5 769	199 772	401 549	325 863	81.2	345	32 526	26 248	183	26 066	80.7
Fairflight Charters	141	245	53	1 117	845	606	71.7	3	107	71	26	45	66.4
Green Shield Stamp	25	32	39	115	255	96	37.7	—	26	7	—	7	29.2
IDS Aircraft	60	160	160	470	344	167	48.5	—	31	15	—	15	48.4
International Aviation Service	696	265	1 159	—	—	—	—	2 339	22 531	14 106	14 106	—	62.6
Intra Airways	17	80	80	1 953	548	339	61.9	11	50	34	7	27	68.1
Invicta International Airlines	81	90	165	7 368	12 527	7 293	58.2	—	1 216	704	—	704	57.9
Laker Airways	1 959	796	2 787	74 652	347 689	248 227	71.4	—	34 536	24 250	—	24 250	70.2
Loganair	64	699	297	2 596	561	168	30.0	—	51	15	—	15	30.1
MAM Aviation	44	49	67	123	400	113	28.3	—	40	12	—	12	30.0
McAlpine Aviation	223	355	376	1 049	1 510	730	48.3	—	121	57	—	57	47.1
McDonald Aviation	7	23	28	56	35	13	37.9	6	9	3	2	1	38.9
Merlot International Airlines	21	64	46	143	159	59	37.2	—	14	5	—	5	34.9
Monarch Airlines	913	608	1 475	65 308	125 862	103 388	82.1	159	13 416	10 131	752	9 379	75.5
Moseley Aviation	10	26	35	130	60	51	85.0	—	6	5	—	5	83.3
Northern Executive Aviation	15	34	36	101	28	22	78.6	11	12	10	4	6	83.3
Peters Aviation	26	78	115	614	317	205	64.6	3	29	18	1	16	61.0
Ryburn Air	6	53	24	19	15	7	44.0	5	5	1	1	1	24.4
Thurston Aviation	45	196	156	340	215	68	31.6	13	27	9	3	6	33.3
Tradewinds Airways	592	187	1 187	—	—	—	—	1 395	14 638	8 948	8 948	—	61.1
Trans-Meridian Air Cargo	875	268	1 754	—	—	—	—	2 005	23 422	13 242	13 242	—	56.5
Vernair Transport	46	92	156	432	319	228	71.5	—	27	19	—	19	67.7
<b>TOTAL</b>	<b>18 020</b>	<b>17 676</b>	<b>33 431</b>	<b>867 914</b>	<b>1 906 549</b>	<b>1 501 076</b>	<b>79.0</b>	<b>10 371</b>	<b>263 436</b>	<b>184 040</b>	<b>53 564</b>	<b>130 475</b>	<b>69.9</b>
<b>Class 5A Licence TOTAL</b>	<b>467</b>	<b>468</b>	<b>810</b>	<b>29 829</b>	<b>63 930</b>	<b>49 122</b>	<b>76.8</b>	<b>—</b>	<b>7 182</b>	<b>5 006</b>	<b>493</b>	<b>4 513</b>	<b>69.7</b>
<b>TOTAL Excludes 5A Licence</b>	<b>17 553</b>	<b>17 208</b>	<b>32 620</b>	<b>838 085</b>	<b>1 842 619</b>	<b>1 451 954</b>	<b>79.0</b>	<b>10 371</b>	<b>256 254</b>	<b>179 034</b>	<b>53 071</b>	<b>125 962</b>	<b>69.9</b>

\*Does not include cargo carried under Class 5 Licences.

# International Non-scheduled Services

## October 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	468	148	653	15 592	96 937	72 618	74.9	—	11 425	6 897	—	6 897	60.4
British Airways European Division	483	413	860	18 139	33 453	21 851	65.3	1 349	6 551	3 879	1 973	1 906	59.2
British Airtours	1 280	622	1 882	91 022	217 517	182 108	83.7	—	22 049	15 748	—	15 748	71.4
British Airways Helicopters	225	1 864	1 127	13 402	4 716	1 710	36.3	94	458	151	13	138	33.0
British Airways Regional Division—													
Channel Islands Airways	23	34	59	1 085	1 601	977	61.1	—	152	90	—	90	59.2
Cambrian Airways	146	134	244	5 827	12 042	8 616	71.5	3	1 074	692	3	690	64.4
Northeast Airlines	303	238	479	25 479	37 727	32 585	86.4	—	3 413	2 559	—	2 559	75.0
British Caledonian Airways	1 610	772	2 373	46 856	144 868	112 751	77.8	1 909	33 882	22 955	12 976	9 979	67.8
Air Anglia	7	14	27	103	195	69	35.3	—	22	8	—	8	35.3
Air Freight	26	64	110	—	—	—	—	54	83	53	53	—	63.7
Air-Bridge Carriers	29	49	104	—	—	—	—	151	254	86	86	—	33.9
Aurigny Air Services	1	8	7	69	13	12	90.6	—	1	1	—	1	72.9
Beecham Imperial	1	2	2	3	10	2	17.2	—	1	—	—	—	19.6
Bristow Helicopters	435	2 827	2 753	24 175	7 054	4 018	57.0	246	591	402	37	365	68.0
Britannia Airways	2 613	1 728	4 165	196 271	339 647	299 538	88.2	—	28 868	25 460	—	25 460	88.2
British Air Ferries	36	45	135	185	326	87	26.6	77	280	128	119	9	45.7
British Executive Air Services	37	445	301	1 618	432	100	23.0	14	72	12	1	10	16.3
British Island Airways	90	248	329	5 487	3 363	1 904	56.6	5	415	225	63	161	54.2
British Midland Airways	667	506	1 076	51 677	101 995	69 044	67.7	4	9 804	6 225	841	5 385	63.5
Brymon Airways	1	4	3	46	11	9	84.7	—	1	1	—	1	85.1
Dan-Air Services	3 353	2 218	5 531	197 594	399 892	325 208	81.3	182	32 211	26 109	97	26 012	81.1
Fairflight Charters	114	194	43	826	636	453	71.2	3	91	59	25	34	64.8
Green Shield Stamp	22	25	32	91	218	79	36.3	—	22	6	—	6	27.8
IDS Aircraft	40	69	92	160	224	98	43.8	—	20	8	—	8	40.0
International Aviation Service	696	265	1 159	—	—	—	—	2 339	22 531	14 106	14 106	—	62.6
Intra Airways	17	80	80	1 953	548	339	61.9	11	50	34	7	27	68.1
Invicta International Airlines	81	90	165	7 368	12 527	7 293	58.2	—	1 216	704	—	704	57.9
Laker Airways	1 959	796	2 787	74 652	347 689	248 227	71.4	—	34 536	24 250	—	24 250	70.2
MAM Aviation	41	43	62	111	373	107	28.7	—	37	11	—	11	29.7
McAlpine Aviation	165	205	252	758	1 149	615	53.5	—	92	48	—	48	52.2
McDonald Aviation	3	6	12	1	8	1	6.7	3	4	2	2	—	48.8
Merlot International Airlines	16	50	36	117	120	47	39.4	—	10	4	—	4	36.4
Monarch Airlines	913	608	1 475	65 308	125 862	103 388	82.1	159	13 416	10 131	752	9 379	75.5
Moseley Aviation	6	8	22	40	38	32	84.2	—	4	3	—	3	75.0
Northern Executive Aviation	7	3	3	16	5	4	80.0	—	6	5	1	4	83.3
Peters Aviation	10	20	42	151	102	69	67.1	1	10	6	—	5	58.6
Ryburn Air	2	2	6	5	11	4	36.5	—	2	—	—	—	20.4
Thurston Aviation	32	135	113	206	140	42	30.0	12	21	6	3	3	28.6
Tradewinds Airways	592	187	1 187	—	—	—	—	1 395	14 638	8 948	8 948	—	61.1
Trans-Meridian Air Cargo	875	268	1 754	—	—	—	—	2 005	23 422	13 242	13 242	—	56.5
TOTAL	17 426	15 437	31 539	846 393	1 891 451	1 494 003	79.2	10 025	261 730	183 251	53 349	129 903	70.1
Class 5A Licence TOTAL	417	237	643	23 537	61 148	47 511	77.7	..	6 816	4 835	451	4 384	70.9
TOTAL Excludes 5A Licence	17 009	15 200	30 895	822 856	1 830 303	1 446 492	79.3	10 025	254 914	178 416	52 898	125 519	70.1

\*Does not include cargo carried under Class 5 Licences.

# Domestic Non-scheduled Services    October 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			
										Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	7	28	21	1 197	542	285	52.5	—	48	23	—	23	47.8
British Airways Helicopters	5	22	24	74	106	16	15.1	3	10	2	1	1	20.0
British Airways Regional Division—													
Channel Islands Airways	3	19	17	429	273	160	58.5	—	22	14	—	14	62.6
Scottish Airways	8	27	27	631	565	345	61.2	—	47	30	—	30	64.0
Cambrian Airways	29	154	97	4 950	1 861	1 128	60.6	—	169	92	2	90	54.6
Northeast Airlines	4	6	9	401	368	223	60.6	—	31	18	—	18	58.1
British Caledonian Airways	4	13	10	586	392	207	52.9	—	37	18	—	18	47.8
Air Anglia	38	119	103	236	266	73	27.6	—	27	7	—	7	27.6
Air Freight	13	42	61	536	254	162	63.8	11	28	16	3	12	55.5
Air-Bridge Carriers	12	50	46	—	—	—	—	10	136	43	43	—	31.5
Beecham Imperial	8	12	17	70	62	48	77.7	—	5	4	—	4	75.8
British Air Ferries	1	2	3	—	11	—	—	3	5	1	1	—	27.9
British Island Airways	29	57	92	551	224	168	75.0	59	132	48	34	14	36.5
British Midland Airways	89	162	253	4 859	6 479	2 621	40.5	71	510	244	40	204	47.9
Dan-Air Services	69	180	238	2 178	1 657	655	39.5	162	315	139	86	53	44.2
Fairflight Charters	27	51	10	291	209	153	73.2	—	16	12	1	11	75.0
Green Shield Stamp	4	7	7	24	36	17	46.0	—	4	1	—	1	37.3
IDS Aircraft	20	91	68	310	120	69	57.5	—	11	7	—	7	63.6
Loganair	64	699	297	2 596	561	168	30.0	—	51	15	—	15	30.1
MAM Aviation	3	6	4	12	27	6	22.2	—	3	1	—	1	33.3
McAlpine Aviation	58	150	124	291	361	115	31.9	—	29	9	—	9	31.0
McDonald Aviation	4	17	16	55	27	13	47.4	3	5	2	1	1	31.8
Merlot International Airlines	5	14	11	26	38	12	30.2	—	3	1	—	1	30.3
Moseley Aviation	4	18	13	90	22	19	86.4	—	2	2	—	2	88.4
Northern Executive Aviation	8	31	33	85	23	18	78.3	1.1	6	5	3	2	83.3
Peters Aviation	16	58	74	463	215	136	63.4	2	19	12	1	11	62.3
Ryburn Air	5	51	19	14	4	3	62.9	5	3	1	1	—	26.6
Thurston Aviation	13	61	44	134	75	26	34.7	1	6	3	—	3	50.0
Vernair Transport	46	92	156	432	319	228	71.5	—	27	19	—	19	67.7
<b>TOTAL</b>	<b>595</b>	<b>2 239</b>	<b>1 892</b>	<b>21 521</b>	<b>15 098</b>	<b>7 073</b>	<b>46.9</b>	<b>346</b>	<b>1 706</b>	<b>788</b>	<b>216</b>	<b>572</b>	<b>46.1</b>
Class 5A Licence TOTAL	50	231	167	6 292	2 782	1 611	57.9	..	366	171	42	129	46.7
TOTAL Excludes 5A Licence	545	2 008	1 725	15 229	12 316	5 462	44.4	346	1 340	617	174	443	46.0

\*Does not include cargo carried under Class 5 Licences.

## Class 2 Licence Operations    October 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
<b>International Services</b>											
British Airways Overseas Division	237	43	304	7 532	—	56 336	41 785	74·2	6 948	3 845	55·3
British Caledonian Airways	235	60	310	4 925	—	44 101	37 914	86·0	3 988	3 412	85·6
Dan-Air Services	84	21	105	2 209	—	15 440	11 795	76·4	1 234	946	76·7
Laker Airways	652	141	849	21 005	600	195 789	132 410	67·6	19 936	13 241	66·4
<b>TOTAL</b>	<b>1 206</b>	<b>265</b>	<b>1 567</b>	<b>35 671</b>	<b>600</b>	<b>311 666</b>	<b>223 903</b>	<b>71·8</b>	<b>32 106</b>	<b>21 443</b>	<b>66·8</b>

## Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers    October 1975

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Available (000)	Tonne—km Used (000)	Percentage of available	Number of IT passengers uplifted	
											Class 2	Class 4
<b>International Services</b>												
British Airways European Division	154	116	256	10 635	15 600	12 420	79·6	1 419	1 056	74·5	—	—
British Airtours	772	467	1 188	71 544	145 877	118 021	80·9	13 276	10 044	75·7	—	—
British Airways Regional Division—												
Channel Islands Airways	11	18	25	523	833	358	43·0	83	38	45·8	—	—
Cambrian Airways	140	116	226	5 359	11 710	8 428	72·0	1 031	675	65·4	—	—
Northeast Airlines	300	230	470	24 780	37 339	32 276	86·4	3 380	2 533	75·0	—	—
British Caledonian Airways	457	407	792	32 199	49 539	39 011	78·7	4 648	3 362	72·3	—	63
Britannia Airways	2 467	1 573	3 915	180 202	320 738	284 550	88·7	27 261	24 185	88·7	—	1 207
Dan-Air Services	2 607	1 735	4 292	164 804	309 381	254 890	82·4	24 787	20 395	82·3	—	—
Invicta International Airlines	71	71	140	4 993	11 003	6 092	55·4	1 070	589	55·1	—	—
Laker Airways	918	486	1 339	41 726	104 099	78 466	75·4	9 864	7 389	74·9	—	—
Monarch Airlines	771	519	1 199	60 880	117 467	97 402	82·9	11 457	8 835	77·1	—	—
<b>TOTAL International Services</b>	<b>8 667</b>	<b>5 738</b>	<b>13 839</b>	<b>597 645</b>	<b>1 123 585</b>	<b>931 916</b>	<b>82·9</b>	<b>98 274</b>	<b>79 101</b>	<b>80·5</b>	<b>—</b>	<b>1 270</b>
<b>Domestic Services</b>												
British Caledonian Airways	1	5	4	241	142	68	48·2	13	6	44·5	—	—
<b>TOTAL Domestic Services</b>	<b>1</b>	<b>5</b>	<b>4</b>	<b>241</b>	<b>142</b>	<b>68</b>	<b>48·2</b>	<b>13</b>	<b>6</b>	<b>44·5</b>	<b>—</b>	<b>—</b>
<b>GRAND TOTAL</b>	<b>8 669</b>	<b>5 743</b>	<b>13 843</b>	<b>597 886</b>	<b>1 123 727</b>	<b>931 984</b>	<b>82·9</b>	<b>98 288</b>	<b>79 107</b>	<b>80·5</b>	<b>—</b>	<b>1 270</b>

## All Class 4 Licence Operations    October 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	125	33	186	—	2 318	24 166	22 035	91·2	2 375	1 993	83·9
British Airways European Division	2	3	4	—	160	213	145	68·1	22	13	57·2
British Airtours	32	10	44	—	1 192	6 122	5 156	84·2	557	471	84·4
British Airways Regional Division— Northeast Airlines	2	4	5	—	319	210	173	82·5	18	14	81·1
British Caledonian Airways	136	65	206	63	5 542	22 686	18 733	82·6	2 063	1 676	81·2
Britannia Airways	78	44	127	1 207	3 428	10 158	8 089	79·6	864	689	79·7
British Air Ferries	1	2	3	—	130	55	55	100·0	6	6	100·0
British Island Airways	2	9	9	—	421	120	113	93·7	11	10	87·7
British Midland Airways	15	18	40	—	1 244	1 064	1 030	96·8	86	80	93·5
Dan-Air Services	557	334	909	—	26 286	69 141	53 622	77·6	5 533	4 290	77·5
Intra Airways	7	53	36	—	1 612	265	236	89·0	22	18	80·4
Invicta International Airlines	8	16	21	—	2 012	1 163	969	83·3	113	94	83·2
Laker Airways	198	126	346	—	7 837	17 623	12 588	71·4	1 584	1 143	72·1
Loganair	12	415	64	—	1 810	98	69	70·6	9	6	70·5
Monarch Airlines	20	15	35	—	1 476	2 444	1 884	77·1	240	171	71·2
<b>TOTAL</b>	<b>1 197</b>	<b>1 147</b>	<b>2 035</b>	<b>1 270</b>	<b>55 787</b>	<b>155 528</b>	<b>124 899</b>	<b>80·3</b>	<b>13 503</b>	<b>10 672</b>	<b>79·0</b>

## International Class 4 Licence Operations    October 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	125	33	186	—	2 318	24 166	22 035	91·2	2 375	1 993	83·9
British Airways European Division	2	3	4	—	160	213	145	68·1	22	13	57·2
British Airtours	32	10	44	—	1 192	6 122	5 156	84·2	557	471	84·4
British Airways Regional Division— Northeast Airlines	2	4	5	—	319	210	173	82·5	18	14	81·1
British Caledonian Airways	136	65	206	63	5 542	22 686	18 733	82·6	2 063	1 676	81·2
Britannia Airways	78	44	127	1 207	3 428	10 158	8 089	79·6	864	689	79·7
British Air Ferries	1	2	3	—	130	55	55	100·0	6	6	100·0
British Island Airways	1	2	3	—	97	34	33	97·0	3	3	92·4
British Midland Airways	14	16	39	—	1 137	1 037	1 010	97·4	84	79	94·2
Dan-Air Services	557	334	909	—	26 286	69 141	53 622	77·6	5 533	4 290	77·5
Intra Airways	7	53	36	—	1 612	265	236	89·0	22	18	80·4
Invicta International Airlines	8	16	21	—	2 012	1 163	969	83·3	113	94	83·2
Laker Airways	198	126	346	—	7 837	17 623	12 588	71·4	1 584	1 143	72·1
Monarch Airlines	20	15	35	—	1 476	2 444	1 884	77·1	240	171	71·2
<b>TOTAL</b>	<b>1 183</b>	<b>723</b>	<b>1 964</b>	<b>1 270</b>	<b>53 546</b>	<b>155 317</b>	<b>124 730</b>	<b>80·3</b>	<b>13 484</b>	<b>10 658</b>	<b>79·0</b>

## Domestic Class 4 Licence Operations    October 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	7	7	—	324	86	80	92·4	8	7	85·9
British Midland Airways	—	2	1	—	107	27	20	73·3	2	2	67·7
Loganair	12	415	64	—	1 810	98	69	70·6	9	6	70·5
<b>TOTAL</b>	<b>14</b>	<b>424</b>	<b>71</b>	<b>—</b>	<b>2 241</b>	<b>212</b>	<b>169</b>	<b>79·8</b>	<b>19</b>	<b>15</b>	<b>76·5</b>

# All Class 6 Licence Operations October 1975

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	21	19	35	135	563	421	74.8
British Caledonian Airways	513	146	690	1 872	17 445	11 337	65.0
Air-Bridge Carriers	9	20	31	65	82	32	39.6
British Air Ferries	7	14	27	39	49	16	33.0
Dan-Air Services	55	131	191	343	296	140	47.4
International Aviation Service	334	114	525	1 315	11 242	9 260	82.4
Tradewinds Airways	362	123	742	928	9 102	6 282	69.0
Trans-Meridian Air Cargo	305	116	664	816	8 355	6 948	83.2
TOTAL	1 606	683	2 906	5 513	47 134	34 437	73.1

# International Class 6 Licence Operations October 1975

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	21	19	35	135	563	421	74.8
British Caledonian Airways	513	146	690	1 872	17 445	11 337	65.0
Air-Bridge Carriers	9	18	30	54	76	30	39.0
British Air Ferries	7	14	27	39	49	16	33.0
Dan-Air Services	20	66	80	181	116	54	46.8
International Aviation Service	334	114	525	1 315	11 242	9 260	82.4
Tradewinds Airways	362	123	742	928	9 102	6 282	69.0
Trans-Meridian Air Cargo	305	116	664	816	8 355	6 948	83.2
TOTAL	1 571	616	2 792	5 340	46 948	34 348	73.2

# Domestic Class 6 Licence Operations October 1975

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		
					Available (000)	Used (000)	Percentage of available
Air-Bridge Carriers	1	2	2	11	6	3	48.6
Dan-Air Services	35	65	112	163	180	86	47.7
TOTAL	35	67	114	173	186	89	47.7



# All Class 7 Licence Operations    October 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	16	4	14	330	1 950	1 557	79.9	—	286	152	—	152	53.0
British Airways European Division	124	120	217	3 598	7 624	3 329	43.7	434	1 704	998	698	300	58.6
British Airways Helicopters	230	1 886	1 151	13 476	4 822	1 726	35.8	98	468	153	14	139	32.7
British Airways Regional Division—													
Channel Islands Airways	2	7	9	253	172	135	78.3	—	14	12	—	12	84.4
Scottish Airways	8	27	27	631	565	345	61.2	—	47	30	—	30	64.0
Cambrian Airways	3	10	10	128	78	64	81.3	3	20	7	2	5	32.5
Air Anglia	45	133	130	339	461	142	30.9	—	48	15	—	15	31.0
Air-Bridge Carriers	21	38	80	—	—	—	—	97	190	57	57	—	29.7
Aurigny Air Services	1	8	7	69	13	12	90.6	—	1	1	—	1	72.9
Beecham Imperial	9	14	19	73	71	50	69.6	—	6	4	—	4	68.3
Bristow Helicopters	435	2 827	2 755	24 175	7 054	4 018	57.0	246	591	402	37	365	68.0
British Air Ferries	25	25	92	8	178	21	11.6	43	200	88	86	2	44.0
British Executive Air Services	37	445	301	1 618	432	100	23.0	15	72	12	1	10	16.3
British Island Airways	14	29	50	866	699	368	52.6	6	64	38	6	32	58.9
British Midland Airways	6	10	23	353	307	194	63.2	4	33	18	3	15	54.1
Green Shield Stamp	25	32	39	115	255	96	37.7	—	26	7	—	7	29.2
I D S Aircraft	60	160	160	470	344	167	48.5	—	31	15	—	15	48.4
Intra Airways	9	27	44	341	283	103	36.4	12	28	16	7	9	58.2
Invicta International Airlines	2	3	4	363	361	232	64.3	—	33	21	—	21	63.6
Loganair	32	183	144	712	384	81	21.1	—	35	7	—	7	20.0
MAM Aviation	44	49	67	123	400	113	28.3	—	40	12	—	12	30.0
McAlpine Aviation	223	355	376	1 049	1 510	730	48.3	—	121	57	—	57	47.1
McDonald Aviation	7	23	28	56	35	13	37.9	7	9	3	2	1	38.9
Merlot International Airlines	21	64	46	143	159	59	37.2	—	14	5	—	5	34.9
Monarch Airlines	1	2	2	231	118	115	97.1	—	12	10	—	10	89.3
Northern Executive Aviation	15	34	36	101	28	22	78.6	12	12	10	4	6	83.3
Peters Aviation	26	78	115	614	317	205	64.6	4	29	18	1	16	61.0
Ryburn Air	6	53	24	19	15	7	44.0	6	5	1	1	1	24.4
Thurston Aviation	45	196	156	340	215	68	31.6	13	27	9	3	6	33.3
Tradewinds Airways	198	53	387	—	—	—	—	468	4 702	2 311	2 311	—	49.2
Vernair Transport	46	92	156	432	319	228	71.5	—	27	19	—	19	67.7
<b>TOTAL</b>	<b>1 739</b>	<b>6 987</b>	<b>6 668</b>	<b>51 026</b>	<b>29 171</b>	<b>14 300</b>	<b>49.0</b>	<b>1 466</b>	<b>8 893</b>	<b>4 506</b>	<b>3 233</b>	<b>1 274</b>	<b>50.7</b>

# International Class 7 Licence Operations    October 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	16	4	14	330	1 950	1 557	79.9	—	286	152	—	152	53.0
British Airways European Division	123	113	212	3 087	7 513	3 254	43.3	434	1 694	992	698	294	58.6
British Airways Helicopters	225	1 864	1 127	13 402	4 716	1 710	36.3	94	458	151	13	138	33.0
British Airways Regional Division— Cambrian Airways	2	4	6	—	—	—	—	3	14	2	2	—	11.1
Air Anglia	7	14	27	103	195	69	35.3	—	22	8	—	8	35.3
Air-Bridge Carriers	20	31	75	—	—	—	—	97	178	57	57	—	31.7
Aurigny Air Services	1	8	7	69	13	12	90.6	—	1	1	—	1	72.9
Beecham Imperial	1	2	2	3	10	2	17.2	—	1	—	—	—	19.6
Bristow Helicopters	435	2 827	2 755	24 175	7 054	4 018	57.0	246	591	402	37	365	68.0
British Air Ferries	24	23	89	8	167	21	12.4	39	196	87	85	2	44.4
British Executive Air Services	37	445	301	1 618	432	100	23.0	15	72	12	1	10	16.3
British Island Airways	11	22	40	639	561	279	49.8	6	52	30	6	24	58.6
British Midland Airways	5	8	20	278	269	165	61.1	4	30	16	3	13	52.1
Green Shield Stamp	22	25	32	91	218	79	36.3	—	22	6	—	6	27.8
I D S Aircraft	40	69	92	160	224	98	43.8	—	20	8	—	8	40.0
Intra Airways	9	27	44	341	283	103	36.4	12	28	16	7	9	58.2
Invicta International Airlines	2	3	4	363	361	232	64.3	—	33	21	—	21	63.6
MAM Aviation	41	43	62	111	373	107	28.7	—	37	11	—	11	29.7
McAlpine Aviation	165	205	252	758	1 149	615	53.5	—	92	48	—	48	52.2
McDonald Aviation	3	6	12	1	8	1	6.7	4	4	2	2	—	48.8
Merlot International Airlines	16	50	36	117	120	47	39.4	—	10	4	—	4	36.4
Monarch Airlines	1	2	2	231	118	115	97.1	—	12	10	—	10	89.3
Northern Executive Aviation	7	3	3	16	5	4	80.0	1	6	5	1	4	83.3
Peters Aviation	10	20	42	151	102	69	67.1	1	10	6	—	5	58.6
Ryburn Air	2	2	6	5	11	4	36.5	—	2	—	—	—	20.4
Thurston Aviation	32	135	113	206	140	42	30.0	12	21	6	3	3	28.6
Tradewinds Airways	198	53	387	—	—	—	—	468	4 702	2 311	2 311	—	49.2
TOTAL	1 457	6 008	5 759	46 263	25 994	12 701	48.9	1 436	8 590	4 362	3 225	1 137	50.8

Domestic Class 7 Licence Operations    October 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	7	6	511	111	76	68.0	—	10	6	—	6	59.5
British Airways Helicopters	5	22	24	74	106	16	15.1	4	10	2	1	1	20.0
British Airways Regional Division—													
Channel Islands Airways	2	7	9	253	172	135	78.3	—	14	12	—	12	84.4
Scottish Airways	8	27	27	631	565	345	61.2	—	47	30	—	30	64.0
Cambrian Airways	1	6	4	128	78	64	81.3	—	7	5	—	5	76.3
Air Anglia	38	119	103	236	266	73	27.6	—	27	7	—	7	27.6
Air-Bridge Carriers	1	7	5	—	—	—	—	—	12	—	—	—	—
Beecham Imperial	8	12	17	70	62	48	77.7	—	5	4	—	4	75.8
British Air Ferries	1	2	3	—	11	—	—	4	5	1	1	—	27.9
British Island Airways	3	7	10	227	138	89	64.2	—	13	8	—	8	60.0
British Midland Airways	1	2	3	75	38	30	78.1	—	3	2	—	2	73.8
Green Shield Stamp	4	7	7	24	36	17	46.0	—	4	1	—	1	37.3
I D S Aircraft	20	91	68	310	120	69	57.5	—	11	7	—	7	63.6
Loganair	32	183	144	712	384	81	21.1	—	35	7	—	7	20.0
MAM Aviation	3	6	4	12	27	6	22.2	—	3	1	—	1	33.3
McAlpine Aviation	58	150	124	291	361	115	31.9	—	29	9	—	9	31.0
McDonald Aviation	4	17	16	55	27	13	47.4	3	5	2	1	1	31.8
Merlot International Airlines	5	14	11	26	38	12	30.2	—	3	1	—	1	30.3
Northern Executive Aviation	8	31	33	85	23	18	78.3	11	6	5	3	2	83.3
Peters Aviation	16	58	74	463	215	136	63.4	3	19	12	1	11	62.3
Ryburn Air	5	51	19	14	4	3	62.9	6	3	1	1	—	26.6
Thurston Aviation	13	61	44	134	75	26	34.7	1	6	3	—	3	50.0
Vernair Transport	46	92	156	432	319	228	71.5	—	27	19	—	19	67.7
TOTAL	282	979	909	4 763	3 177	1 598	50.3	31	303	144	7	137	47.6

## All Exempt Operations October 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	136	134	303	2 027	4 174	2 295	55.0	780	2 335	1 050	834	215	44.9
British Airways Regional Division— Northeast Airlines	1	2	3	120	49	41	82.2	—	4	3	—	3	84.7
British Caledonian Airways	155	66	219	3 226	25 647	14 733	57.4	38	2 473	1 450	131	1 319	58.6
Air Freight	28	76	122	536	254	162	63.8	65	72	41	29	12	56.7
Britannia Airways	67	111	124	11 434	8 751	6 898	78.8	—	744	587	—	587	78.9
British Island Airways	25	45	77	87	24	20	83.5	60	113	35	34	2	31.2
British Midland Airways	86	153	243	4 350	6 266	2 440	38.9	71	492	230	40	190	46.8
Brymon Airways	1	4	3	46	11	9	84.7	—	1	1	—	1	85.1
Dan-Air Services	58	149	183	4 145	3 700	2 188	59.1	2	303	178	1	177	58.8
Fairflight Charters	141	245	53	1 117	845	606	71.7	4	107	71	26	45	66.4
International Aviation Service	363	151	635	—	—	—	—	1 024	11 288	4 846	4 846	—	42.9
Laker Airways	191	43	254	3 484	30 179	24 763	82.1	—	3 152	2 476	—	2 476	78.6
Loganair	20	101	89	74	79	18	22.8	—	7	2	—	2	28.6
Monarch Airlines	89	45	190	28	756	481	63.7	159	1 215	797	752	45	65.6
Moseley Aviation	10	26	35	130	60	51	85.0	—	6	5	—	5	83.3
Trans-Meridian Air Cargo	570	152	1 091	—	—	—	—	1 189	15 067	6 294	6 294	—	41.8
<b>TOTAL</b>	<b>1 940</b>	<b>1 503</b>	<b>3 623</b>	<b>30 804</b>	<b>80 795</b>	<b>54 706</b>	<b>67.7</b>	<b>3 393</b>	<b>37 379</b>	<b>18 067</b>	<b>12 988</b>	<b>5 079</b>	<b>48.3</b>

## International Exempt Operations October 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	136	134	303	2 027	4 174	2 295	55.0	780	2 335	1 050	834	215	44.9
British Caledonian Airways	152	58	213	2 881	25 397	14 595	57.5	38	2 449	1 439	131	1 307	58.7
Air Freight	15	34	61	—	—	—	—	54	45	26	26	—	57.4
Britannia Airways	67	111	124	11 434	8 751	6 898	78.8	—	744	587	—	587	78.9
British Island Airways	—	2	2	87	24	20	83.5	—	2	2	—	2	77.1
Brymon Airways	1	4	3	46	11	9	84.7	—	1	1	—	1	85.1
Dan-Air Services	24	34	57	1 967	2 043	1 534	75.1	2	167	125	1	123	74.4
Fairflight Charters	114	194	43	826	636	453	71.2	4	91	59	25	34	64.8
International Aviation Service	363	151	635	—	—	—	—	1 024	11 288	4 846	4 846	—	42.9
Laker Airways	191	43	254	3 484	30 179	24 763	82.1	—	3 152	2 476	—	2 476	78.6
Monarch Airlines	89	45	190	28	756	481	63.7	159	1 215	797	752	45	65.6
Moseley Aviation	6	8	22	40	38	32	84.2	—	4	3	—	3	75.0
Trans-Meridian Air Cargo	570	152	1 091	—	—	—	—	1 189	15 067	6 294	6 294	—	41.8
<b>TOTAL</b>	<b>1 729</b>	<b>970</b>	<b>2 996</b>	<b>22 820</b>	<b>72 010</b>	<b>51 080</b>	<b>70.9</b>	<b>3 250</b>	<b>36 560</b>	<b>17 703</b>	<b>12 910</b>	<b>4 793</b>	<b>48.4</b>

## Domestic Exempt Operations October 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 Airways Regional Division— Northeast Airlines	1	2	3	120	49	41	82.2	—	4	3	—	3	84.7
British Caledonian Airways	2	8	6	345	250	139	55.5	—	24	12	—	12	49.6
Air Freight	13	42	61	536	254	162	63.8	11	28	16	3	12	55.5
British Island Airways	24	43	75	—	—	—	—	60	111	34	34	—	30.3
British Midland Airways	86	153	243	4 350	6 266	2 440	38.9	71	492	230	40	190	46.8
Dan-Air Services	35	115	126	2 178	1 657	655	39.5	—	135	53	—	53	39.5
Fairflight Charters	27	51	10	291	209	153	73.2	—	16	12	1	11	75.0
Loganair	20	101	89	74	79	18	22.8	—	7	2	—	2	28.6
Moseley Aviation	4	18	13	90	22	19	86.4	—	2	2	—	2	86.4
<b>TOTAL</b>	<b>211</b>	<b>533</b>	<b>627</b>	<b>7 984</b>	<b>8 785</b>	<b>3 627</b>	<b>41.2</b>	<b>142</b>	<b>819</b>	<b>364</b>	<b>78</b>	<b>286</b>	<b>44.3</b>

Class 5 Operations for UK Operators    October 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		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways Overseas Division	90	68	148	5 412	14 486	7 240	50·0	..	1 816	908	—	—	908	50·0
British Airways European Division	7	23	18	843	578	325	56·2	..	52	27	—	—	27	51·9
British Airtours	183	64	262	10 631	34 947	31 270	89·5	..	3 181	2 716	—	—	2 716	85·4
British Airways Regional Division—														
Channel Islands Airways	4	20	14	490	201	88	43·8	..	20	7	—	—	7	35·0
Cambrian Airways	32	162	105	5 290	2 115	1 252	59·2	..	191	103	—	3	100	53·9
Northeast Airlines	4	8	10	661	496	318	64·1	..	42	26	—	—	26	61·9
British Caledonian Airways	22	12	32	1 093	2 045	1 690	82·6	..	370	293	—	144	149	79·2
Air-Bridge Carriers	10	41	39	—	—	—	—	..	118	40	—	40	—	33·9
British Air Ferries	1	2	1	47	17	11	64·7	..	1	1	—	—	1	100·0
British Island Airways	—	2	1	84	8	6	75·0	..	—	—	—	—	—	—
British Midland Airways	2	6	7	371	173	146	84·4	..	15	11	—	—	11	73·3
Dan-Air Services	61	27	87	2 214	3 788	3 271	86·4	..	365	291	—	41	250	79·7
Monarch Airlines	31	27	49	2 693	5 076	3 505	69·1	..	493	318	—	—	318	64·5
Tradewinds Airways	20	6	36	—	—	—	—	..	518	265	—	265	—	51·2
TOTAL	467	468	810	29 829	63 930	49 122	76·8	..	7 182	5 006	—	493	4 513	69·7

Class 5 Operations for Non-UK Operators    October 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		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways European Division	46	26	47	2 073	5 806	3 620	62·3	..	504	337	7	13	317	66·9
British Airtours	293	81	388	7 655	30 571	27 661	90·5	..	5 035	2 517	—	—	2 517	50·0
British Airways Regional Division—														
Channel Islands Airways	9	8	29	248	668	556	83·2	..	57	47	—	—	47	82·5
British Caledonian Airways	95	24	130	153	1 100	808	73·5	..	2 920	1 437	—	1 364	73	49·2
Air Freight	11	30	49	—	—	—	—	..	38	27	—	27	—	71·1
British Air Ferries	3	4	15	—	16	—	—	..	28	18	—	18	—	64·3
British Island Airways	78	220	284	4 580	2 736	1 566	57·2	..	358	190	—	57	133	53·1
British Midland Airways	648	481	1 016	50 218	100 664	67 855	67·4	..	9 688	61 30	—	838	5 292	63·3
Dan-Air Services	1	1	2	114	100	96	96·0	..	8	8	—	—	8	100·0
Tradewinds Airways	12	5	22	—	—	—	—	..	316	90	—	90	—	28·5
TOTAL	1 196	880	1 981	65 041	141 661	102 162	72·1	..	18 952	10 801	7	2 407	8 387	57·0

# Aircraft Type and Utilisation — All Airlines October 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 September 1975	Daily utilisation per aircraft (hrs) Quarter ended September 1975
Aviation Traders Carvair	116	432	18	467	42	6 730	1 274	5	3.7
Aviation Traders Merchantman	461	—	551	—	851	—	—	6	4.4
AW650 Argosy	64	—	184	—	239	—	—	2	2.7
BAC 111-200	672	1 370	5	1 510	7	58 103	32 263	9	6.1
BAC 111-300/400	2 168	1 911	1	3 729	1	113 417	140 093	16	10.0
BAC 111-500	3 206	5 291	2	6 486	1	355 648	232 365	37	7.7
BAC Britannia-300	264	12	126	78	491	31	486	3	5.8
BAC Vanguard 952	53	65	—	120	—	4 748	4 160	3	4.1
BAC VC10 Standard	112	53	—	167	—	3 241	7 508	5	1.9
BAC VC10 Super	3 072	956	—	4 124	—	43 491	255 189	15	10.8
BAC Viscount-700	32	238	—	131	—	6 238	825	4	3.8
BAC Viscount-700D/800/810	1 575	5 552	6	5 315	9	210 587	66 408	41	5.1
Beagle 206	..	..	..	..	..	..	..	1	..
Beechcraft B55 Baron	..	..	..	..	..	..	..	1	..
Beechcraft B80 Queen-Air	46	91	1	155	1	432	228	3	1.4
Beechcraft B90 King Air	..	..	..	..	..	..	..	1	..
Bell 206 Jetranger	—	—	—	—	—	127	—	1	0.9
Bell 212 Twin	71	958	—	513	—	4 195	309	7	1.5
Boeing 707-120/120B	451	124	—	579	—	10 918	51 836	2	11.4
Boeing 707-320C/336	4 984	1 266	419	4 864	1 855	72 654	369 499	27	9.2
Boeing 707-420	2 150	923	—	3 165	—	107 719	294 574	15	9.2
Boeing 720/720B	550	357	—	822	—	46 401	76 848	6	8.5
Boeing 727-100	840	492	—	1 305	—	51 023	95 374	5	10.8
Boeing 737-200	2 613	1 728	—	4 165	—	196 271	299 538	14	11.8
Boeing 747	4 734	1 124	—	6 172	—	139 229	1 045 589	17	14.1
Britten-Norman Islander	150	1 254	27	692	28	4 813	502	14	2.1
Britten-Norman Trislander	136	2 005	—	742	—	20 109	1 144	9	3.3
Canadair CL 44	1 408	—	440	—	2 858	—	—	13	6.8
Cessna 340	5	4	46	3	15	14	3	1	0.6
Cessna 401/421	6	12	—	15	—	32	16	2	0.3
Cessna 500 Citation	28	39	—	50	—	104	74	2	0.7
DC10	1 063	218	—	1 364	—	18 607	213 020	5	11.3
DC3 Dakota/Pionair	139	281	300	332	342	4 371	754	15	1.8
DC8-54/55F Jet Trader	424	—	133	—	578	—	—	2	6.8
DH 104 Dove	69	62	53	13	13	434	237	3	0.9
DH 106 Comet 4B/C	1 011	623	—	1 666	—	62 173	101 254	11	7.6
DH 114 Heron	63	109	35	129	28	920	370	7	1.2
DHC 6 Twin-Otter	26	138	—	98	—	1 568	293	1	4.8
Fokker Friendship 100/600	292	777	—	949	—	13 269	6 084	5	6.6
HP Herald 100/200	533	1 881	411	1 536	471	5 5093	11 778	17	4.7
HS 121 Trident 1C	532	956	—	1 104	—	65 101	35 988	11	4.1
HS 121 Trident 1E	396	479	—	713	—	43 066	38 308	3	9.0
HS 121 Trident 2E	1 924	1 640	—	3 100	—	104 118	121 535	15	6.6
HS 121 Trident 3B	2 690	3 318	—	5 190	—	298 680	238 622	26	6.6
HS 125	302	447	—	475	—	1 378	1 007	19	0.7
HS 748	367	1 126	125	1 113	184	22 988	7 552	10	6.0
Lockheed L1011 Tristar	445	506	—	838	—	89 698	82 537	6	4.8
PA23 Aztec/Apache	48	144	14	129	15	289	90	6	0.7
PA31 Navajo	109	341	37	270	32	974	293	9	1.2
Riley Dove	20	31	4	6	1	217	126	1	0.8
Sikorsky 58T	78	531	—	512	—	3 529	514	9	2.1
Sikorsky S61N	512	3 152	—	2 862	—	32 691	5 039	28	3.2
Westland Wessex	57	777	—	405	—	4 819	354	4	3.3
TOTAL	41 065	43 794	2 938	68 173	8 062	2 280 258	3 841 860	500	*5.9

\*Excluding airlines for which details not available.

# Aircraft Type & Utilisation — Individual Airlines

## October 1975

Table 31.2

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1975	Daily utilisation per aircraft (hrs) Quarter ended September 1975
<b>British Airways Overseas Division</b>									
DC10	490	56	—	601	—	9 014	78 900	2	13.0
BAC VC10 Standard	112	53	—	167	—	3 241	7 508	15	1.9
BAC VC10 Super	3 072	956	—	4 124	—	43 491	255 189	15	10.8
Boeing 707-320C/336	2 385	567	222	2 248	938	30 707	170 598	11	9.5
Boeing 707-420	869	301	—	1 283	—	16 697	112 466	6	9.1
Boeing 747	4 734	1 124	—	6 172	—	139 229	1 045 589	17	14.1
TOTAL	11 662	3 057	222	14 595	938	242 379	1 670 249	56	11.0
<b>British Airways European Division</b>									
BAC 111-500	1 577	3 514	—	3 473	—	226 334	97 476	18	6.4
HS 121 Trident 2E	1 924	1 640	—	3 100	—	104 118	121 535	15	6.6
Aviation Traders Merchantman	461	—	551	—	851	—	—	6	4.4
HS 121 Trident 1C	532	956	—	1 104	—	65 101	35 988	11	4.1
HS 121 Trident 3B	2 690	3 318	—	5 190	—	298 680	238 622	26	6.6
Lockheed L1011 Tristar	445	506	—	838	—	89 698	82 537	6	4.8
TOTAL	7 627	9 934	551	13 705	851	783 931	576 159	82	5.9
<b>British Airtours</b>									
Boeing 707-420	1 280	622	—	1 882	—	91 022	182 108	9	9.2
<b>British Airways Helicopters</b>									
Sikorsky S61N	219	1 726	—	1 088	—	17 821	1 984	12	2.7
Sikorsky 58T	12	69	—	66	—	289	51	2	1.1
Bell 212 Twin	15	351	—	82	—	1 458	63	1	1.6
TOTAL	246	2 146	—	1 236	—	19 568	2 098	15	2.5
<b>British Airways Regional Division—</b>									
<b>Channel Islands Airways</b>									
BAC Viscount-700D/800/810	476	1 542	—	1 608	—	67 946	21 394	9	6.2
BAC 111-300/400	215	393	—	457	—	19 667	10 585	2	8.2
TOTAL	691	1 935	—	2 065	—	87 613	31 979	11	6.5
<b>Scottish Airways</b>									
HS 748	65	231	—	218	—	5 938	1 849	2	4.2
BAC Viscount-700D/800/810	243	1 227	—	869	—	35 436	9 357	7	4.5
BAC 111-300/400	105	159	—	217	—	8 929	5 845	1	10.5
TOTAL	413	1 617	—	1 304	—	50 303	17 051	10	5.1
<b>Cambrian Airways</b>									
BAC Viscount-700	32	238	—	131	—	6 238	825	2	2.1
BAC Viscount-700D/800/810	186	946	4	682	6	34 422	7 517	7	4.5
BAC 111-300/400	247	414	—	487	—	21 868	14 694	3	8.1
TOTAL	465	1 598	4	1 300	6	62 528	23 036	12	5.0
<b>Northeast Airlines</b>									
BAC Viscount-700D/800/810	194	552	—	627	—	26 179	8 958	6	4.3
HS 121 Trident 1E	396	479	—	713	—	43 066	38 308	3	9.0
TOTAL	590	1 031	—	1 340	—	69 245	47 266	9	6.2

**Table 31.2 cont.**

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1975	Daily utilisation per aircraft (hrs) Quarter ended September 1975
		Passenger	Cargo	Passenger	Cargo				
<b>British Caledonian Airways</b>									
BAC 111-200	523	1 156	—	1 181	—	48 209	24 132	7	5.8
BAC 111-500	816	1 122	—	1 586	—	66 570	55 506	13	8.7
Boeing 707-320C/336	2 122	441	192	1 913	914	17 480	145 328	10	11.3
TOTAL	3 462	2 719	192	4 680	914	132 259	224 966	30	8.9
<b>Air Anglia</b>									
DC3 Dakota/Pionair	29	57	—	138	—	93	66	2	2.6
Fokker Friendship 100/600	292	777	—	949	—	13 269	6 084	5	6.7
PA31 Navajo	40	125	—	110	—	246	76	3	1.2
HP Herald 100/200	—	—	—	—	—	—	—	1	—
TOTAL	361	959	—	1 197	—	13 608	6 226	11	3.9
<b>Air Freight</b>									
DC3 Dakota/Pionair	67	42	191	61	250	536	162	7	1.1
<b>Air-Bridge Carriers</b>									
AW650 Argosy	64	—	184	—	239	—	—	2	2.7
BAC Viscount-700D/800/810	—	—	—	—	—	—	—	1	1.5
TOTAL	64	—	184	—	239	—	—	3	2.3
<b>Alidair</b>									
BAC Viscount 700	..	..	..	..	..	..	..	2	5.1
BAC Viscount 700D/800/810	..	..	..	..	..	..	..	1	3.7
TOTAL	..	..	..	..	..	..	..	3	4.6
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	97	1 826	—	562	—	19 102	980	6	4.1
Britten-Norman Islander	12	147	—	61	—	727	55	2	1.1
TOTAL	109	1 973	—	623	—	19 829	1 035	8	3.4
<b>Beecham Imperial</b>									
HS 125	9	14	—	19	—	73	50	2	0.5
<b>Bristow Helicopters</b>									
Sikorsky S61N	293	1 426	—	1 774	—	14 870	3 055	16	3.6
Westland Wessex	57	777	—	405	—	4 819	354	4	3.3
Sikorsky 58T	66	462	—	446	—	3 240	463	7	2.3
Bell 212 Twin	19	162	—	130	—	1 246	146	1	3.5
TOTAL	435	2 827	—	2 755	—	24 175	4 018	28	3.2
<b>Britannia Airways</b>									
Boeing 737-200	2 613	1 728	—	4 165	—	196 271	299 538	14	11.8
<b>British Air Ferries</b>									
HP Herald 100/200	47	228	—	171	—	5 593	1 158	2	3.9
Aviation Traders Carvair	116	432	18	467	42	6 730	1 274	5	3.7
TOTAL	163	660	18	638	42	12 323	2 432	7	3.8



Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1975	Daily utilisation per aircraft (hrs) Quarter ended September 1975
<b>British Executive Air Services</b>									
Bell 206 Jetranger	—	—	—	—	—	127	—	1	0.9
Bell 212 Twin	37	445	—	301	—	1 491	100	5	1.0
TOTAL	37	445	—	301	—	1 618	100	6	1.0
<b>British Island Airways</b>									
HP Herald 100/200	465	1 602	411	1 292	471	48 296	10 126	13	5.3
<b>British Midland Airways</b>									
HP Herald 100/200	21	51	—	73	—	1 204	494	1	2.5
BAC Viscount-700D/800/810	475	1 285	2	1 529	3	46 604	19 182	10	5.6
Boeing 707-320C/336	299	222	—	480	—	21 923	30 125	4	3.6
TOTAL	795	1 558	2	2 082	3	69 731	49 801	15	4.9
<b>Brymon Airways</b>									
Britten-Norman Islander	34	189	—	162	—	653	127	3	2.5
DHC 6 Twin-Otter	26	138	—	98	—	1 568	293	1	4.8
TOTAL	60	327	—	260	—	2 221	420	4	3.1
<b>Dan-Air Services</b>									
HS 748	302	895	125	896	184	17 050	5 703	8	6.3
BAC 111-200	149	214	5	329	7	9 894	8 131	2	7.3
BAC 111-300/400	667	435	1	1 123	1	30 417	46 699	5	10.1
BAC 111-500	526	435	2	944	1	42 414	51 709	4	9.4
DH6 Comet 4B/C	1 011	623	—	1 666	—	62 173	101 254	11	7.6
Boeing 727-100	840	492	—	1 305	—	51 023	95 374	5	10.8
Boeing 707-320C/336	178	36	5	223	3	2 544	23 448	2	9.1
TOTAL	3 674	3 130	138	6 485	196	215 515	332 317	37	8.4
<b>Eagle Flying Services</b>									
Beechcraft B55 Baron	..	..	..	..	..	..	..	1	..
Beechcraft B90 Kingair	..	..	..	..	..	..	..	1	..
TOTAL	..	..	..	..	..	..	..	2	..
<b>Fairflight Charters</b>									
DH 114 Heron	30	25	18	6	6	250	152	1	..
DH 104 Dove	69	62	53	13	13	434	237	3	..
PA23 Aztec/Apache	9	22	—	3	—	66	26	1	..
Riley Dove	20	31	4	6	1	217	126	1	..
PA31 Navajo	13	30	—	4	—	150	65	1	..
TOTAL	141	170	75	32	20	1 117	606	7	..
<b>Green Shield Stamp</b>									
HS 125	25	32	—	39	—	115	96	1	1.3
<b>I D S Aircraft</b>									
Cessna 500 Citation	28	39	—	50	—	104	74	2	0.7
PA23 Aztec/Apache	12	30	—	42	—	56	24	1	0.5
PA31 Navajo	20	91	—	68	—	310	69	2	1.3
TOTAL	60	160	—	160	—	470	167	5	0.9

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 September 1975	Daily utilisation per aircraft (hrs) Quarter ended September 1975
<b>International Aviation Service</b>									
BAC Britannia-300	172	—	91	—	373	—	—	2	6.4
DC8-54/55F Jet Trader	424	—	133	—	578	—	—	2	6.8
TOTAL	596	—	224	—	951	—	—	4	6.6
<b>Intra Airways</b>									
DC3 Dakota/Pionair	44	182	109	133	92	3 742	526	6	2.3
<b>Invicta International Airlines</b>									
BAC Vanguard 952	53	65	—	120	—	4 748	4 160	3	4.1
Boeing 720/720B	16	16	—	27	—	1 454	1 620	2	5.8
TOTAL	69	81	—	147	—	6 202	5 780	5	4.6
<b>Laker Airways</b>									
BAC 111-300/400	935	510	—	1 445	—	32 536	62 271	5	11.5
DC10	573	162	—	763	—	9 593	134 121	3	10.4
Boeing 707-120/120B	451	124	—	579	—	10 918	51 836	2	11.4
TOTAL	1 959	796	—	2 787	—	53 047	248 227	10	11.2
<b>Loganair</b>									
Britten-Norman Trislander	39	179	—	180	—	1 007	165	3	1.7
Britten-Norman Islander	82	872	—	431	—	3 204	277	7	2.5
TOTAL	122	1 051	—	611	—	4 211	442	10	2.2
<b>MAM Aviation</b>									
HS 125	44	49	—	67	—	123	113	1	2.4
<b>McAlpine Aviation</b>									
Cessna 401/421	6	12	—	15	—	32	16	2	0.3
HS 125	202	288	—	304	—	924	689	12	0.6
PA23 Aztec/Apache	15	55	—	57	—	93	25	2	0.8
TOTAL	223	355	—	376	—	1 049	730	16	0.6
<b>McDonald Aviation</b>									
DH 114 Heron	7	9	14	12	17	56	13	1	1.7
PA23 Aztec/Apache	—	—	—	—	—	—	—	1	—
TOTAL	7	9	14	12	17	56	13	2	0.9
<b>Merlot International Airlines</b>									
HS 125	21	64	—	46	—	143	59	3	0.4
<b>Monarch Airlines</b>									
BAC 111-500	286	220	—	483	—	20 330	27 673	2	11.1
BAC Britannia-300	92	12	35	78	118	31	486	1	4.5
Boeing 720/720B	534	341	—	795	—	44 947	75 228	4	9.9
TOTAL	913	573	35	1 356	118	65 308	103 388	7	9.4
<b>Moseley Aviation</b>									
PA31 Navajo	10	26	—	35	—	130	51	1	1.1

**Table 31.2 cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1975	Daily utilisation per aircraft (hrs) Quarter ended September 1975
<b>Northern Executive Aviation</b>									
Britten-Norman Islander	15	14	20	14	22	101	22	1	1.8
<b>Peters Aviation</b>									
DH 114 Heron	26	75	3	111	5	614	205	5	1.1
<b>Ryburn Air</b>									
Cessna 340	5	4	46	3	15	14	3	1	0.6
Beagle 206	—	—	—	—	—	—	—	1	—
TOTAL	5	4	46	3	15	14	3	2	0.3
<b>Thurston Aviation</b>									
Britten-Norman Islander	7	32	7	24	6	128	21	1	0.8
PA23 Aztec/Apache	12	37	14	27	15	74	15	1	1.5
PA31 Navajo	26	69	37	53	32	138	32	2	1.2
TOTAL	45	138	58	104	53	340	68	4	1.1
<b>Tradewinds Airways</b>									
Canadair CL 44	592	—	187	—	1 187	—	—	5	7.0
<b>Trans-Meridian Air Cargo</b>									
Canadair CL 44	816	—	253	—	1 671	—	—	8	6.7
<b>Vernair Transport</b>									
Beechcraft B80 Queen-Air	46	91	1	155	1	432	228	3	1.4
GRAND TOTAL	41 065	43 794	2 938	68 173	8 062	2 280 258	3 841 860	500	*5.9

\*Excluding airlines for which details not available.

# Operations Subject to Variable Charge by Type of Licence    October 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
<b>Chargeable Operations (Own Aircraft)</b>					
Class 1	499 485	263 340	47 759	215 582	52.7
Class 2	32 106	21 443	—	21 443	66.8
Class 3	97 591	78 690	—	78 690	80.6
Class 4	13 499	10 669	—	10 669	79.0
Class 5	20 932	12 323	2 348	9 975	58.9
Class 6	46 795	34 180	34 180	—	73.0
Class 7	8 889	4 497	3 233	1 265	49.3
TOTAL	719 297	425 142	87 520	337 624	59.1
<b>Non-Chargeable Operations</b>					
Aircraft hired from Foreign Operators	5 549	3 749	809	2 940	67.6
Exempt Services	37 229	17 923	12 844	5 079	48.1
TOTAL	42 778	21 672	13 653	8 019	50.7
GRAND TOTAL	762 075	446 814	101 173	345 643	58.6

# Output by Type of Licence and Aircraft Ownership    October 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	499 485	817	27	500 330
Class 2	32 106	—	—	32 106
Class 3	97 591	697	—	98 288
Class 4	13 499	3	—	13 503
Class 6	46 795	—	339	47 134
Class 7	8 889	4	—	8 893
Exempt Services	32 994	150	4 235	37 379
TOTAL	731 359	1 671	4 601	737 633
Class 5 hired to UK Airlines	7 182			
Non UK Airlines	18 952			
TOTAL	26 134			
GRAND TOTAL	757 493			

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# Appendix A Definitions

## AIRPORT ACTIVITY

<b>An air transport movement</b>	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.).
<b>Empty charter positioning flights</b>	are flights by chartered aircraft moving into position for transport flights or returning to base after such flights.
<b>Other commercial flights</b>	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).
<b>Test and training flights</b>	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'.
<b>Other non-commercial flights</b>	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.
<b>Private flights</b>	are flights for purely private purposes by private owners or other private aircraft operators, excluding aero-club flights.
<b>Aero-club flights</b>	are flights operated by aero-club members for instruction or pleasure.
<b>Official flights</b>	are flights for official purposes by British or foreign civil Government Departments excluding air transport movements.
<b>Military flights</b>	are flights by British or foreign military personnel exclusively for military purposes.

## AIR PASSENGERS

<b>Passengers</b>	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.
<b>Revenue passengers</b>	are those who pay 25 per cent or more of the normal applicable fare.
<b>A terminal passenger</b>	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.
<b>A transit passenger</b>	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.

<b>International services</b>	are services flown between the United Kingdom (including Great Britain, Isle of Man, Channel Islands and Northern Ireland) and places outside.
<b>Domestic services</b>	are services flown entirely within Great Britain, Isle of Man, Channel Islands and Northern Ireland.
<b>Cabotage</b>	is traffic carried between territories of the United Kingdom other than domestic services.
<b>Scheduled services</b>	are those performed according to a published timetable, including those supplementary thereto, and open to use by members of the public.
<b>Non-scheduled services</b>	include all air transport flights other than scheduled services.
<b>Charter services</b>	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.

<b>Cargo uplifted</b>	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.
<b>Daily utilisation per a/c (hrs)</b>	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.
<b>Exempt operations</b>	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.
<b>Inclusive tours (IT)</b>	are separate fare charters where the cost to the passenger includes the cost of accommodation.
<b>Licence</b>	means an air transport licence granted under Section 22 of the Civil Aviation Act 1971.
<b>Mail</b>	covers only that handled by postal administrations and includes troop mail.
<b>Mail tonne-km</b>	are calculated using the same principle as when calculating cargo tonne-km.
<b>Overall load factor</b>	is an expression of tonne-km used as a percentage of tonne-km available.
<b>Passengers</b>	in airline statistics means revenue passengers only, i.e. passengers paying 25 per cent or more of the normal fare.
<b>Passenger-km</b>	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.
<b>Passenger load factor</b>	is an expression of seat-km used as a percentage of seat-km available.
<b>Passengers uplifted and passengers carried</b>	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.
<b>Passenger tonne-kilometres</b>	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.