

Civil Aviation Authority



CAA Monthly Statistics
(up to and including March 1975)

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Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

Tonne	=	1000 kilograms
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 209 Shell Mex House Strand London WC2R 0DP Tel. 01 217 4210
Airline Statistics:	Civil Aviation Authority Room 622 Aviation House 129 Kingsway London WC2B 6NN Tel. 01 405 6922 Ext. 244

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

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

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

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

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

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

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

Table 31.1

Boeing 707–120/120B	13 820
Boeing 707–320C/336	55 799
Boeing 707–420	61 312
DC 10	23 403
Total	1 817 547

Table 31.2

BAOD	Boeing 707–420	30 105
	Total	241 467
British Airtours	Boeing 707–420	31 207
BCAL	Boeing 707–320C/336	17 813
	Total	113 636
Dan Air Services	Boeing 707–320C/336	11 796
	Total	168 354
Laker Airways	DC 10	23 403
	Boeing 707–120/120B	13 820
	Total	70 988
Grand Total		1 817 547

July 1976

Civil Aviation Statistics—March 1975

Activity at UK Airports

The level of UK Air Transport Movements was just over 50 000 during March 1975. This represented a 0.9 per cent growth over March 1974, and comprised a 3.3 per cent increase within the London area, against a decline of 1.9 per cent over the rest of the UK. Comparing the first quarters of 1974 and 1975 an overall growth of 3.1 per cent was achieved, and this comprised 1.0 per cent in the London area and 5.6 per cent over the rest of the UK. Movements at Gatwick showed a 3.9 per cent growth (173 additional movements per month) in the first quarter of 1975 compared with 1974. Heathrow achieved a 3.0 per cent growth (561 additional movements) and Stansted 26.5 per cent growth (41 additional movements). The rate of decline at Luton remained steady at 33.5 per cent (472 less movements), but that at Southend diminished to 4.7 per cent (36 less movements). The greatest increase in actual movements continued to be reported by Aberdeen (752 additional movements per month; 60.1 per cent growth). Movements at Edinburgh, boosted as a result of industrial action at Glasgow, showed a 40.0 per cent growth (392 additional movements per month) and those at Lydd almost 8 fold growth (310 additional movements). Glasgow reported the greatest actual decline in movements (1 218 less per month; 40.3 per cent decline), whilst Gloucester reported the heaviest rate of decline (77.6 per cent). ATM's in the first quarter of 1975 showed growth in both scheduled (3.3 per cent) and charter (2.3 per cent) movements compared with a year earlier. The UK operators' share of total movements fell marginally to 75.4 per cent as did their share of scheduled movements (to 72.0 per cent) and their share of charter movements (to 90.2 per cent).

Over 2.9 million terminal passengers used UK airports during March 1975; a growth (of 4.6 per cent) for the first time in a year. London area passengers increased by 8.9 per cent but over the rest of the UK the number of terminal passengers declined by 5.3 per cent. The same pattern occurred in the first quarter's figures; a national growth of 0.4 per cent, London area passengers showing a 2.8 per cent growth whilst over the rest of the UK a decline of 5.3 was reported. Heathrow reported a growth of 6.5 per cent (86 918 additional passengers a month) and Stansted one of 33.7 per cent (2 920 passengers). Gatwick reported a decline of 0.7 per cent (2 033 less passengers), Luton a 28.3 per cent decline (36 876 less passengers) and Southend 9.6 per cent decline (1 080 less passengers). Aberdeen again achieved the greatest increase in actual passengers handled outside the London area (14 523 additional passengers per month; 55.0 per cent growth) followed by Prestwick and Edinburgh (10 296 additional passengers; 86.6 per cent growth and 9 288 additional passengers; 15.8 per cent growth respectively), the latter handling many of the passengers normally using Glasgow (67 711 less passengers; 47.5 per cent decline). Swansea reported the heaviest rate of decline (75.6 per cent) and Lydd once again the highest rate of growth (16 fold). The marginal growth in passengers travelling through UK airports in the first quarter of 1975 compared with a year earlier comprised a 2.6 per cent increase in those travelling

by scheduled services against a 7.9 per cent drop in those by charter services. The UK operators' share of total passengers carried declined 2.4 percentage points to 69.9 per cent. Their share of charter traffic passengers fell 1.0 percentage point to 87.9 per cent, and their share of scheduled traffic passengers by 2.4 percentage points to 65.5 per cent.

Of the monthly average of 2.5 million terminal passengers who travelled through UK airports in the first quarter of 1975, 1.8 million travelled by international services and 0.7 million by domestic services. The marginal overall growth compared with 1974 (0.4 per cent) comprised a 7.8 per cent decline in domestic service passengers against a 4.1 per cent growth in international passengers. Total international scheduled passengers grew by 10.9 per cent, the most important routes being to France, USA and Netherlands (12.9 per cent of total scheduled passengers, 7.8 per cent growth; 10.8 per cent, 1.1 per cent growth; 8.1 per cent, 8.1 per cent growth respectively). Charter service passengers declined 9.4 per cent in total. Services to Spain carried 36.2 per cent (21.3 per cent decline), those to Germany 13.2 per cent (1.0 per cent decline) and those to Italy 9.3 per cent (13.4 per cent decline). Domestic route passengers declined 5.6 per cent in total, and only routes serving the Channel Islands, Edinburgh and Isle of Man experienced growth (31.9, 36.2 and 10.3 per cent growth respectively). Passengers travelling to and from Glasgow declined by 50.8 per cent, those to Belfast by 4.8 per cent and to London by 7.7 per cent.

Although air transport movements and passengers showed growth in March 1975 and in the first quarter of 1975 the amount of freight handled at UK airports decreased. At nearly 60 500 tonnes, freight handled in the UK in March, was 5.2 per cent less than in March 1974. Cargo handled in the London area declined by 1.3 per cent, and that over the rest of the UK by 20.1 per cent. Comparing the first quarters of 1974 and 1975 the level of air freight handled at UK airports dropped by 7.2 per cent. Most of this occurred at airports outside the London area which reported handling an aggregate of 21.1 per cent less cargo than a year earlier. Gatwick reported a growth rate of 18.8 per cent (874 additional tonnes per month) and Stansted one of 54.5 per cent (563 additional tonnes). Heathrow reported a decline of 6.7 per cent (2 615 less tonnes), Luton a decline of 50.2 per cent (171 less tonnes) and Southend a decline of 9.0 per cent (154 less tonnes). Outside the London area Lydd achieved both the highest increase in actual tonnage (320 tonnes) and the highest rate of growth (more than 17 fold its 1974 level), Edinburgh handled 166 additional tonnes (96.4 per cent growth) and Aberdeen 86 additional tonnes (53.3 per cent growth). Glasgow recorded the heaviest decline in actual tonnage (1 191 less tonnes). The 7.2 per cent decline in air freight tonnage comprised an 11.8 per cent decline in that carried by scheduled services and 25.2 per cent in that carried by charter services. The UK operators handled 53.3 per cent of total tonnage and whilst their share of scheduled service cargo fell by 1.5 percentage points to 48.9 per cent, their share of charter traffic increased by 3.6 percentage points to 69.1 per cent.

Output of UK Airlines

The output of UK airlines for all services in March 1975 was 699 million available tonne-kilometres, an increase of 4·0 per cent on March 1974.

The scheduled service output of 503 million available tonne-kilometres was 4·2 per cent higher than a year earlier. The overall load factor of 57·5 per cent compared with 55·6 per cent in March 1974. Seat kilometres used were 58·9 per cent of those available compared with 55·6 per cent the previous year. Seat factors on domestic and international scheduled services were 69·7 and 58·3 per cent respectively compared with 67·4 and 54·3 per cent in March 1974. The non-scheduled output of 196 million available

tonne-kilometres was 3·3 per cent higher than a year earlier. Advance Booking Charters and Inclusive Tour Charters accounted for 10·1 and 64·1 million available tonne-kilometres respectively compared with 3·8 and 80·4 million in March 1974.

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

Size Structure of UK

Table 1

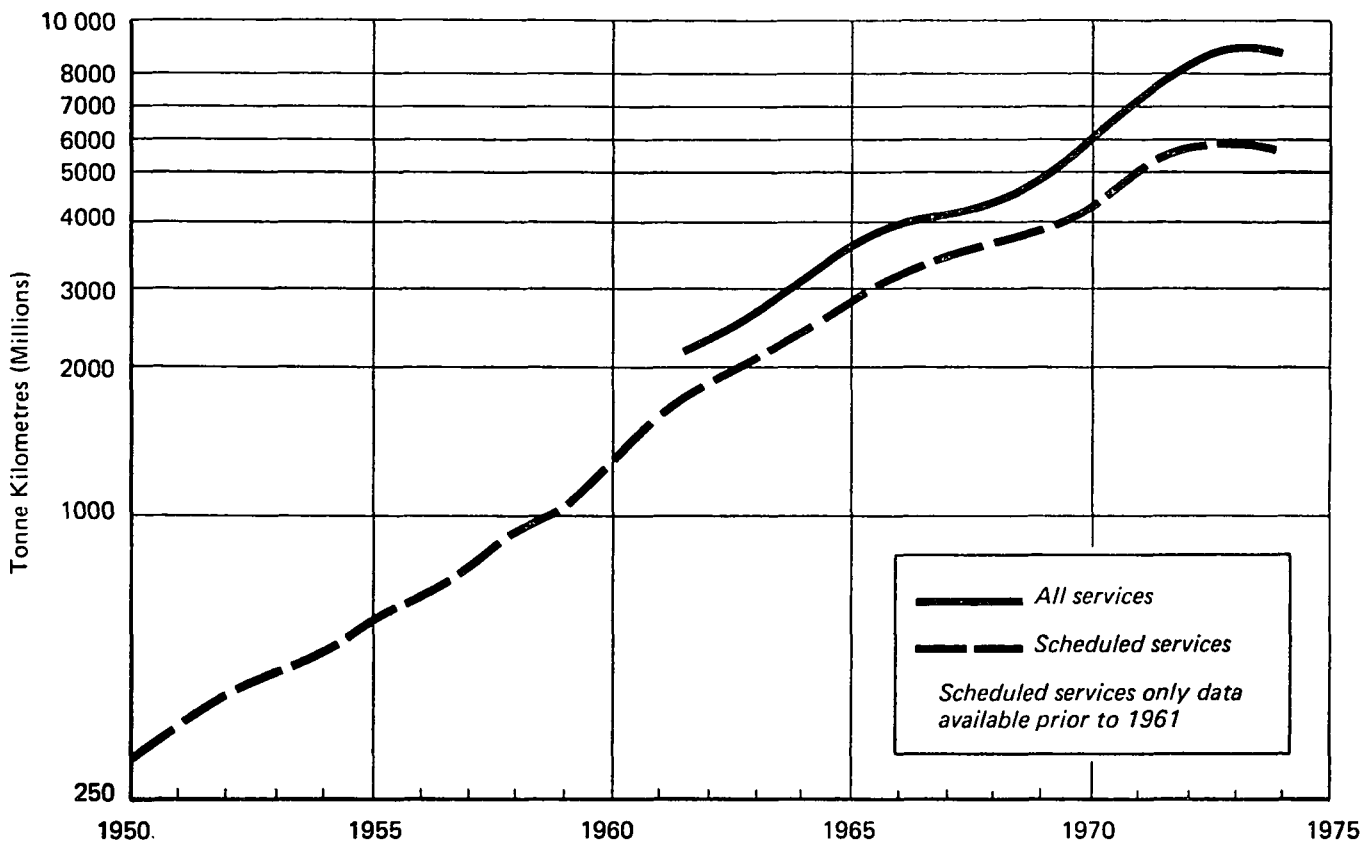
Airports and Airlines Year ended 31 March 1975

Airports				
	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	20 338	50.71	100	100.00
Gatwick	5 113	12.75	98	49.29
Manchester	2 268	5.65	95	36.55
Luton	1 912	4.77	93	30.89
Glasgow	1 732	4.32	91	26.12
Belfast	1 210	3.02	89	21.81
Birmingham	1 026	2.56	86	18.79
Edinburgh	819	2.04	84	16.23
Newcastle	580	1.45	82	14.19
Liverpool	504	1.26	80	12.75
Aberdeen	490	1.22	77	11.49
East Midlands	455	1.14	75	10.27
Isle of Man	434	1.08	73	9.13
Prestwick	374	0.93	70	8.05
Southampton	310	0.77	68	7.12
Leeds/Bradford	280	0.70	66	6.34
Southend	248	0.62	64	5.65
Glamorgan	231	0.58	61	5.03
Stansted	208	0.52	59	4.45
Tees-side	184	0.46	57	3.94
Bristol	176	0.44	55	3.48
Sumburgh	160	0.40	52	3.04
Others (22 reporting airports)	1 058	2.64	50	2.64
Airlines				
	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of all UK airlines with a.t – km of this size and smaller
British Airways Overseas Division	4 191	50.16	100	100.00
British Airways European Division	1 148	13.74	98	49.84
British Caledonian Airways	826	9.89	96	36.10
Dan-Air Services	326	3.90	94	26.21
Laker Airways	318	3.81	92	22.31
Britannia Airways	291	3.48	90	18.50
Trans-Meridian Air Cargo	209	2.50	88	15.02
British Airtours	149	1.78	86	12.52
Trandewinds Airways	139	1.66	84	10.74
Monarch Airlines	129	1.54	82	9.08
Court Line Aviation*	106	1.27	80	7.54
British Midland Airways	86	1.03	78	6.27
International Aviation Services	79	0.95	76	5.24
British Airways—Northeast Airlines	64	0.77	73	4.29
Invicta International Airlines	58	0.69	71	3.52
British Airways—Cambrian Airways	52	0.62	69	2.83
British Airways—Channel Island Airways	52	0.62	67	2.83
British Island Airways	29	0.35	65	1.59
British Airways—Scottish Airways	28	0.34	63	1.24
Donaldson International Airways*	17	0.20	61	0.90
British Air Ferries	12	0.14	59	0.70
Others (28 airlines)	47	0.56	57	0.56

*Estimated.

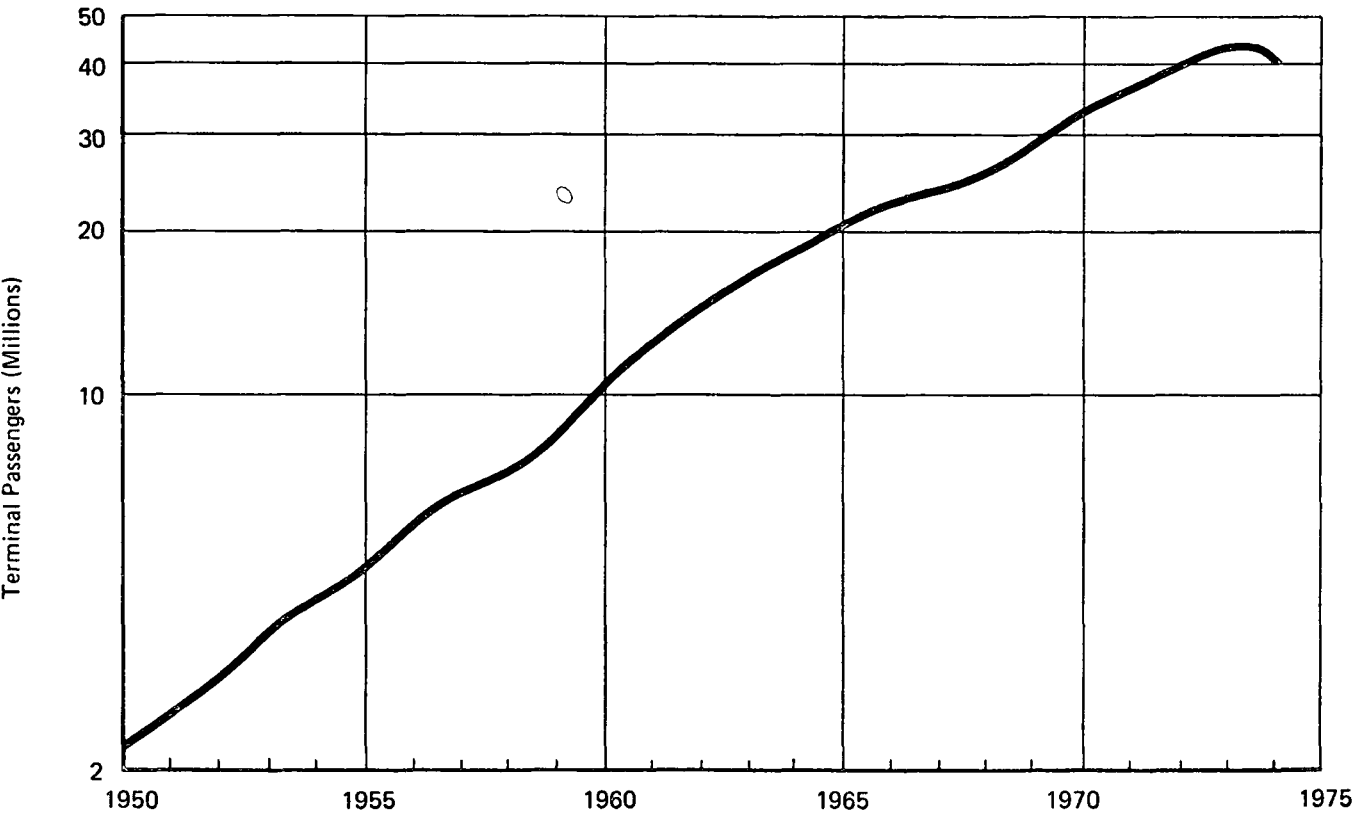
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1974

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	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	29 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
Year ended						
March 1974	1 849	719	43 140	8 906	5 943	2 964
March 1975	1 883	714	4 0110	8 356	5 812	2 543
Mean rates of growth (percentages) to 1974						
20 years	6.5	5.1	12.5	..	13.6	..
10 years	7.7	3.7	9.1	12.5	9.9	19.7
5 years	6.4	4.6	7.1	10.2	9.6	16.9
Latest year's growth (percentages)						
	1.8	-0.7	-7.0	-6.2	-2.2	-14.2

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
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
1973 October	61.0	3 656	35.8	1 816	10.6	792	12.7	889	1.9	159
November	52.7	2 917	32.0	1 511	8.5	611	10.9	699	1.3	97
December	46.4	2 710	27.3	1 407	7.7	511	10.3	715	1.2	77
1974 January	47.9	2 562	28.5	1 400	7.8	450	10.8	658	0.8	54
February	43.5	2 229	25.9	1 232	7.2	413	9.7	542	0.7	43
March	49.6	2 777	28.5	1 419	9.0	557	11.1	719	1.0	81
October	60.4	3 412	36.0	1 736	9.7	599	13.1	936	1.6	141
November	51.1	2 574	30.5	1 392	8.2	398	11.5	719	0.9	64
December	49.7	2 547	29.8	1 377	7.8	381	11.3	727	0.9	63
1975 January	51.0	2 506	30.9	1 375	7.8	369	11.5	706	0.8	56
February	44.3	2 186	26.5	1 178	7.0	352	10.3	617	0.6	38
March	50.0	2 904	27.8	1 460	9.6	572	11.4	787	1.2	84

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total (000)	Total (000)	Commercial Air transport (000)	Other (000)	Total (000)	Non-commercial Aero club and private (000)	Test and training (000)	Other (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
1973 October	160.0	69.2	61.0	8.2	90.8	64.8	16.4	9.6
November	138.5	59.1	52.7	6.4	79.4	57.0	15.6	6.8
December	104.0	51.8	46.5	5.3	52.2	37.4	10.5	4.4
1974 January	112.3	51.9	47.9	4.0	60.4	40.8	13.6	6.0
February	118.1	47.5	43.5	4.1	70.5	49.1	15.2	6.2
March	138.3	54.6	49.6	5.0	83.6	57.0	19.0	7.6
October	153.9	67.6	60.4	7.2	86.3	64.0	13.6	8.8
November	131.1	56.9	51.1	5.8	74.2	53.3	13.2	7.7
December	120.1	54.3	49.7	4.5	65.8	47.3	11.5	7.0
1975 January	128.5	55.5	51.0	4.4	73.0	48.6	16.9	7.5
February	116.3	48.5	44.3	4.2	67.8	44.5	16.7	6.6
March	157.8	56.4	50.0	6.4	101.4	72.2	20.1	9.1

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	6 924	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
1973 October	33 157	6 125	3 098	1 383	1 302	4 283	6 109	2 743	2 822	8 909
November	28 101	5 550	2 574	1 319	1 027	3 390	5 502	2 665	2 557	6 278
December	26 233	4 585	1 851	1 116	897	2 777	4 443	2 152	2 391	5 207
1974 January	26 735	4 817	1 773	1 205	778	2 353	4 658	3 420	2 200	4 647
February	23 666	4 469	1 650	1 079	768	2 290	4 307	3 315	1 959	4 517
March	26 854	5 043	2 020	1 152	959	2 972	4 762	3 684	2 153	5 704
October	31 279	5 943	2 859	1 510	1 103	4 221	5 903	4 928	2 678	8 209
November	26 697	5 400	2 196	1 240	1 018	2 890	4 614	4 341	2 665	5 924
December	26 660	4 938	1 986	1 109	986	2 862	4 380	4 289	2 530	5 958
1975 January	26 821	5 174	1 907	1 286	1 047	2 755	4 770	4 838	2 420	5 485
February	23 496	4 333	1 748	1 095	878	2 541	3 996	4 257	1 983	5 052
March	27 739	4 707	2 199	1 205	1 109	3 456	2 814	4 616	2 198	7 104

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
1973 October	2 539	286	150	67	47	86	288	62	129	179
November	2 009	233	120	61	39	55	246	51	104	91
December	1 954	188	80	46	27	42	212	42	119	80
1974 January	1 808	196	69	52	25	32	219	58	103	61
February	1 530	186	67	49	24	35	193	55	90	61
March	1 940	210	96	52	30	53	227	64	104	93
October	2 351	265	140	64	31	92	259	90	120	182
November	1 790	201	95	50	25	49	196	74	93	97
December	1 815	180	72	44	21	45	182	76	112	88
1975 January	1 782	181	64	48	22	39	192	78	100	67
February	1 535	161	76	44	20	41	162	69	78	74
March	2 112	197	114	58	30	67	141	80	105	125

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
1973 October	51 356	5 404	956	185	89	1 462	4 063	293	1 767	2 018
November	49 668	5 442	895	183	115	1 380	4 652	298	1 740	1 800
December	44 390	5 103	851	418	106	1 573	4 184	251	1 443	1 584
1974 January	43 967	5 050	700	472	57	1 390	3 635	386	1 432	1 823
February	45 222	4 888	863	238	85	1 744	3 657	339	1 406	2 444
March	50 391	5 175	821	149	73	1 645	3 597	389	1 563	2 503
October	49 110	4 885	947	176	80	1 462	3 586	528	1 894	1 668
November	48 607	5 389	1 492	146	76	1 201	3 873	511	3 824	1 335
December	43 061	4 199	759	123	87	1 199	3 339	476	1 381	1 381
1975 January	42 296	4 257	815	127	63	1 256	2 511	437	1 212	1 796
February	43 036	3 979	769	161	74	1 217	2 246	376	1 145	1 850
March	49 744	4 355	765	126	64	1 380	2 223	475	1 325	1 829

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
1973 October	502.9	262.2	8.9	68.3	185.0	52.1	3 863.1	2 090.3	54.1
November	452.4	240.4	9.4	71.1	159.9	53.1	3 395.8	1 795.3	52.9
December	476.0	290.4	13.6	76.0	200.7	61.0	3 546.2	2 273.0	64.1
1974 January	392.8	214.4	7.6	51.8	155.0	54.6	2 985.4	1 740.9	58.3
February	376.7	201.7	8.4	62.6	130.8	53.5	2 808.7	1 453.1	51.7
March	482.8	268.5	11.0	81.8	175.7	55.6	3 555.2	1 960.3	55.1
October	488.8	267.2	10.0	66.0	191.2	54.7	3 794.2	2 125.2	56.0
November	432.2	232.9	11.2	67.3	154.4	53.9	3 270.9	1 750.9	52.2
December	489.7	283.0	16.4	71.9	194.6	57.8	3 703.5	2 177.7	58.8
1975 January	422.5	226.6	9.2	50.8	166.7	53.6	3 253.4	1 863.7	57.3
February	392.3	209.0	10.3	59.3	139.4	53.3	2 957.6	1 543.7	52.2
March	503.2	289.2	12.9	79.4	196.9	57.5	3 735.7	2 198.6	58.9

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
1973 October	32.5	19.7	0.3	2.1	17.4	60.7	313.1	225.4	72.0
November	28.7	16.4	0.3	2.0	14.1	57.0	272.1	170.5	62.7
December	25.3	15.3	0.3	1.8	13.2	60.4	238.3	158.3	66.5
1974 January	25.4	15.4	0.3	1.7	13.4	60.8	237.6	158.7	66.8
February	23.1	14.0	0.2	1.8	11.9	60.6	215.6	142.1	65.9
March	24.5	15.0	0.2	1.9	12.9	61.4	231.1	155.7	67.4
1974 October	31.8	18.3	0.3	1.9	16.1	57.4	307.6	192.4	62.6
November	24.3	13.4	0.3	1.8	11.3	55.4	228.0	135.2	59.3
December	23.9	12.7	0.3	1.6	10.9	53.2	222.4	129.0	58.0
1975 January	25.0	12.6	0.3	1.5	10.8	50.4	232.8	128.3	55.1
February	21.0	10.6	0.2	1.1	9.3	50.7	195.8	110.5	56.4
March	19.1	11.9	0.2	1.1	10.6	62.4	179.8	125.4	69.7

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	471.6	229.8	10.6	61.9	157.5	55.0	3 112.7	1 747.2	56.1
1973 October	470.4	242.5	8.6	66.2	167.7	51.6	3 550.0	1 864.9	52.5
November	423.7	224.1	9.1	69.1	145.9	52.9	3 123.6	1 624.8	52.0
December	450.7	275.1	13.3	74.2	187.6	61.0	3 307.9	2 114.6	63.9
1974 January	367.5	199.0	7.3	50.0	141.6	54.1	2 747.8	1 582.2	57.6
February	353.7	187.7	8.2	60.7	118.8	53.1	2 593.1	1 310.9	50.6
March	458.3	253.4	10.8	79.9	162.7	55.3	3 324.1	1 804.6	54.3
1974 October	456.9	248.9	9.8	64.0	175.1	54.5	3 486.6	1 932.8	55.4
November	407.9	219.5	10.9	65.5	143.1	53.8	3 043.0	1 570.7	51.6
December	465.8	270.3	16.2	70.4	183.8	58.0	3 481.1	2 048.7	58.8
1975 January	397.4	214.0	9.0	49.3	155.8	53.9	3 020.6	1 735.4	57.5
February	371.3	198.3	10.1	58.1	130.2	53.4	2 761.8	1 433.2	51.9
March	484.1	277.2	12.6	78.2	186.4	57.3	3 555.8	2 073.1	58.3

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	12.0
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
1973 October	246.2	32.9	107.7	14.4	37.4	5.0	101.1	13.5
November	200.6	30.7	88.4	13.5	17.7	2.7	94.5	14.5
December	204.2	30.0	72.3	10.6	26.9	4.0	105.0	15.4
1974 January	181.1	31.6	66.2	11.6	27.7	4.8	87.2	15.1
February	152.7	28.8	61.7	11.7	14.0	2.6	77.1	14.6
March	189.7	28.2	80.4	12.0	19.7	2.9	89.6	13.3
1974 October	190.8	28.1	77.4	11.4	38.1	5.6	75.3	11.1
November	144.9	25.1	51.9	9.0	13.7	2.4	79.3	13.7
December	173.4	26.2	43.9	6.6	30.3	4.6	99.2	15.0
1975 January	183.4	30.3	41.5	6.9	27.8	4.6	114.1	18.8
February	146.8	27.2	41.1	7.6	13.8	2.6	91.9	17.1
March	196.1	28.0	64.1	9.2	29.8	4.3	102.2	14.6

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
1973	October	1 257.6	984.1	78.3	657.1	6 541	9 449	1 445	1 498
	November	1 033.7	840.3	81.3	534.1	5 140	7 854	1 528	1 573
	December	836.8	617.1	73.7	394.3	4 305	6 512	1 513	1 565
1974	January	752.8	559.6	74.3	341.3	3 832	5 786	1 510	1 640
	February	704.9	541.6	76.8	349.9	3 626	5 354	1 477	1 548
	March	905.0	698.8	77.2	450.8	4 610	6 880	1 492	1 550
	October	894.0	738.5	82.6	481.5	4 677	6 939	1 484	1 534
	November	597.5	517.3	86.6	324.5	3 035	4 692	1 546	1 594
	December	500.0	399.2	79.8	255.5	2 638	3 966	1 503	1 562
1975	January	475.3	390.0	82.0	259.4	2 539	3 742	1 474	1 504
	February	469.9	423.1	90.1	285.8	2 616	3 711	1 419	1 480
	March	734.2	647.0	88.1	441.4	3 990	5 676	1 423	1 466

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
1973 October	339.4	273.4	80.5	78.2	1 343	1 994	1 485	3 496
November	162.5	122.9	75.6	34.7	917	985	1 074	3 542
December	253.3	205.8	81.3	66.7	1 198	1 553	1 296	3 085
1974 January	249.7	201.1	80.5	49.6	1 023	1 525	1 491	4 054
February	131.9	103.5	78.5	26.3	750	859	1 145	3 935
March	196.0	144.0	73.5	55.3	1 103	1 277	1 158	2 605
October	385.2	291.9	75.8	80.0	1 246	2 013	1 616	3 649
November	139.7	112.2	80.3	32.1	725	780	1 076	3 495
December	303.1	245.6	81.0	73.2	1 195	1 781	1 490	3 355
1975 January	275.2	227.9	82.8	64.0	1 062	1 653	1 556	3 561
February	140.1	113.0	80.7	31.5	718	840	1 170	3 587
March	309.9	255.5	82.5	82.8	1 297	1 832	1 413	3 086

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation
Monthly Averages

European continent and Mediterranean Sea area(b)	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968	914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969	1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970	1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971	1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972	1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973	1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1974	1 648	72	40	223	187	45	148	67	135	23	36	36	403	23	86	27	96
1973 1st quarter	1 272	59	29	155	191	26	95	44	99	12	34	19	323	15	82	7	83
2nd quarter	2 040	87	42	297	220	70	199	58	184	28	48	33	497	27	111	38	101
3rd quarter	2 601	97	51	305	252	106	268	111	162	35	68	57	746	30	127	68	117
4th quarter	1 575	68	36	219	179	47	114	46	133	17	44	34	426	20	74	19	98
1974 1st quarter	1 216	56	32	178	180	27	89	46	102	15	32	30	266	14	76	6	68
2nd quarter	1 778	78	44	241	199	62	167	61	157	26	39	35	413	26	94	32	103
3rd quarter	2 237	84	50	277	212	67	232	93	152	31	46	53	615	32	105	54	131
4th quarter	1 361	68	34	196	157	24	103	67	129	20	26	27	320	21	70	16	84
1975 1st quarter	1 244	57	32	192	179	20	99	66	111	20	22	30	241	20	81	7	68

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 1st quarter	375.5	14.1	18.9	46.2	12.0	17.9	6.9	14.7	170.4	7.4	66.8
2nd quarter	573.7	16.2	18.8	112.0	10.4	15.1	9.7	12.8	308.1	7.5	63.2
3rd quarter	808.7	19.3	26.1	200.5	17.3	36.0	11.9	16.1	401.1	14.3	66.0
4th quarter	483.3	19.5	18.1	70.9	11.3	23.6	9.5	16.9	227.1	9.8	76.7
1974 1st quarter	384.2	18.4	17.9	47.1	11.5	21.0	8.5	17.9	157.2	8.8	75.9
2nd quarter	537.0	19.6	19.2	109.9	9.0	18.4	10.0	16.7	258.9	8.8	66.7
3rd quarter	794.3	24.5	28.4	200.5	15.0	24.8	12.2	21.8	355.7	17.0	94.5
4th quarter	488.9	23.2	20.7	76.9	10.4	28.5	11.5	20.9	203.4	10.5	82.9
1975 1st quarter	425.0	21.0	19.4	56.1	11.7	27.7	14.4	21.4	158.9	10.0	84.4

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.

Aircraft Movements March 1975

Table 11

	Total	Commercial Movements					Other flights by air transport operators	Non-commercial Movements			
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training		Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	7 629	5 081	—	442	—	336	78	—	1 632	—	60
+ Heathrow	22 259	20 166	—	77	—	237	289	—	1 389	16	85
+ Luton	3 475	1 273	22	326	199	126	46	744	721	—	18
+ Southend	4 404	976	—	—	—	117	—	1 901	1 392	18	—
+ Stansted	2 251	243	—	58	—	1 178	28	9	648	87	—
TOTAL (London Area)	40 018	27 739	22	903	199	1 994	441	2 654	5 782	121	163
Westland Heliport (Battersea)	695	274	—	104	—	—	—	—	209	—	108
Other UK Airports											
+ Leeds/Bradford	4 611	609	—	26	52	136	13	3 108	651	16	—
+ Liverpool	6 721	1 108	—	84	56	50	20	4 174	1 169	8	52
+ Manchester	5 081	2 990	86	209	27	149	107	481	1 008	6	18
+ Birmingham	4 641	1 392	—	60	8	375	25	1 824	933	—	24
+ Coventry	4 503	24	4	8	91	760	42	2 429	1 141	—	4
+ East Midlands	4 232	783	12	125	21	647	45	1 774	788	3	34
+ Newcastle	2 308	811	—	32	532	482	1	207	226	—	17
+ Tees-side	3 784	394	593	17	4	369	—	1 722	386	1	298
+ Bristol	2 554	562	—	3	—	20	19	964	974	—	12
+ Glamorgan	5 159	525	—	101	—	427	—	3 799	290	—	17
Swansea	2 114	22	30	19	40	10	2	1 725	258	—	8
+ Blackpool	7 456	268	92	37	13	713	—	5 428	901	—	4
+ Bournemouth	5 941	519	—	152	2	1 813	—	1 651	1 757	6	41
+ Cambridge	2 680	32	2	10	14	186	—	500	364	—	1 572
+ Exeter	2 163	138	—	1	78	257	—	906	483	—	300
Gloucester/Cheltenham	3 406	28	22	—	20	906	—	1 738	666	—	26
Hawarden	1 082	—	—	—	—	44	—	778	239	—	21
Isles of Scilly	369	252	—	9	15	8	—	—	63	—	22
+ Lydd	3 450	426	—	—	—	12	—	2 187	711	—	114
+ Manston	229	88	—	25	16	2	—	—	98	—	..
+ Norwich	1 656	449	—	171	9	152	8	45	820	—	2
Penzance Heliport	312	232	—	—	—	70	8	—	—	—	2
+ Southampton	4 874	750	8	49	10	3 410	31	112	496	—	8
+ Edinburgh	6 954	1 767	—	30	—	1 822	38	2 463	722	—	112
+ Glasgow	4 835	205	—	67	3	65	34	2 251	681	—	1 529
+ Prestwick	5 959	842	—	21	—	3 642	13	712	340	—	389
Aberdeen	7 351	2 160	—	11	913	785	—	2 982	16	3	481
Benbecula	142	82	—	4	50	—	—	—	2	—	4
Inverness	1 713	425	—	4	236	203	—	718	125	—	2
Islay	112	56	—	8	11	—	—	10	27	—	—
+ Kirkwall	1 049	605	—	46	72	—	6	276	44	—	—
Stornoway	214	126	—	6	58	2	—	4	—	2	16
+ Sumburgh	1 302	916	—	82	254	50	—	—	—	—	—
Tiree	26	24	—	2	—	—	—	—	—	—	—
Wick	286	222	—	9	19	—	—	22	6	—	8
+ Belfast	6 054	1 597	—	14	39	2	—	1 313	399	—	2 690
+ Isle of Man	1 793	601	—	171	30	543	—	340	102	2	4
TOTAL (Incl. London Area)	157 829	50 043	871	2 620	2 892	20 106	853	49 297	22 877	168	8 102
Channel Islands Airports											
Alderney	784	784	..	..	..	..	..	..	..	..	..
Guernsey	2 497	2 497	..	..	..	..	..	..	..	..	..
Jersey	3 823	3 823	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	7 104	7 104	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator March 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	5 081	37	2 210	335	182	1 967	350
+ Heathrow	20 166	9 616	346	9 627	315	19	243
+ Luton	1 273	—	1	—	—	1 153	119
+ Southend	976	—	651	—	—	251	74
+ Stansted	243	—	2	—	—	72	169
TOTAL (London Area)	27 739	9 653	3 210	9 962	497	3 462	955
Westland Heliport (Battersea)	274	—	—	—	8	266	—
Other UK Airports							
+ Leeds/Bradford	609	304	219	22	2	56	6
+ Liverpool	1 108	807	48	56	22	142	33
+ Manchester	2 990	1 348	239	714	11	661	17
+ Birmingham	1 392	626	257	98	45	346	20
+ Coventry	24	—	—	—	—	11	13
+ East Midlands	783	55	435	13	1	266	13
+ Newcastle	811	240	427	4	—	121	19
+ Tees-side	394	—	342	—	—	48	4
Bristol	562	348	85	37	67	21	4
Glamorgan	525	206	152	36	55	62	14
Swansea	22	—	—	—	—	22	—
+ Blackpool	268	—	254	—	—	10	4
+ Bournemouth	519	—	401	—	—	118	—
+ Cambridge	32	—	—	—	—	23	9
Exeter	138	—	134	—	—	—	4
Gloucester/Cheltenham	28	—	18	—	—	10	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	252	232	20	—	—	—	—
+ Lydd	426	—	273	—	—	153	—
Manston	88	—	—	—	—	85	3
Norwich	449	—	322	—	—	119	8
Penzance Heliport	232	232	—	—	—	—	—
+ Southampton	750	126	603	—	—	16	5
+ Edinburgh	1 767	893	737	80	33	22	2
+ Glasgow	205	70	39	—	—	96	—
+ Prestwick	842	380	7	295	—	111	49
+ Aberdeen	2 160	536	267	—	194	1 135	28
Benbecula	82	82	—	—	—	—	—
Inverness	425	218	113	—	—	94	—
Islay	56	—	—	—	—	56	—
+ Kirkwall	605	188	—	24	10	383	—
Stornoway	126	104	—	—	—	22	—
+ Sumburgh	916	144	81	—	226	463	2
Tiree	24	10	—	—	—	14	—
Wick	222	208	—	—	—	14	—
+ Belfast	1 597	1 204	337	34	—	7	15
+ Isle of Man	601	432	169	—	—	—	—
TOTAL (Incl. London Area)	50 043	18 646	9 189	11 375	1 171	8 435	1 227
Channel Islands Airports							
Alderney	784	—	713	—	—	71	—
Guernsey	2 497	182	2 107	—	—	204	4
Jersey	3 823	841	2 469	48	4	437	24
TOTAL (Channel Islands Airports)	7 104	1 023	5 289	48	4	712	28

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages

	January 1975 —March 1975	January 1974 —March 1974	Percentage Change
London Area Airports			
+ Gatwick	4 591	4 418	3.9
+ Heathrow	19 559	18 998	3.0
+ Luton	937	1 409	-33.5
+ Southend	736	772	-4.7
+ Stansted	196	155	26.5
TOTAL (London Area)	26 019	25 752	1.0
Westland Heliport (Battersea)	209	161	29.8
Other UK Airports			
+ Leeds/Bradford	596	534	11.6
+ Liverpool	1 092	1 018	7.3
+ Manchester	3 050	3 224	-5.4
+ Birmingham	1 254	1 205	4.1
+ Coventry	24	7	—
+ East Midlands	673	602	11.8
+ Newcastle	795	785	1.3
+ Tees-side	401	360	11.4
+ Bristol	489	368	32.9
+ Glamorgan	499	434	15.0
Swansea	24	32	-25.0
+ Ashford	..	293	..
+ Blackpool	253	203	24.6
+ Bournemouth	467	427	9.4
+ Cambridge	29	24	20.8
+ Exeter	132	115	14.8
Gloucester/Cheltenham	26	116	-77.6
Hawarden	—	—	—
Isles of Scilly	148	130	13.8
+ Lydd	351	41	—
+ Manston	97	97	—
+ Norwich	443	273	62.3
Penzance Heliport	141	121	16.5
+ Southampton	622	540	15.2
+ Edinburgh	1 371	979	40.0
+ Glasgow	1 807	3 025	-40.3
+ Prestwick	682	572	19.2
+ Aberdeen	2 004	1 252	60.1
Benbecula	115	98	17.3
Inverness	439	366	19.9
Islay	65	121	-46.3
+ Kirkwall	584	496	17.7
Stornoway	139	150	-7.3
+ Sumburgh	964	708	36.2
Tiree	50	65	-23.1
Wick	210	217	-3.2
+ Belfast	1 622	1 591	1.9
+ Isle of Man	578	513	12.7
TOTAL (Incl. London Area)	48 463	47 014	3.1
Channel Islands Airports			
Alderney	538	441	22.0
Guernsey	2 138	1 865	14.6
Jersey	3 205	2 650	20.9
TOTAL (Channel Islands Airports)	5 880	4 956	18.6

Ashford Airport closed with effect from 31.10.74.

Air Transport Landings Diverted to UK Reporting Airports March 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	7							1He								1He												1Lu 1Bi	1He 1Ma 1Bi 1Ga 2Pr 1He 1Bi 1Ga 1He			
Heathrow	6															1Em						1Pr		1Ga								
Luton	6				1Bi					2Bi																						
Stansted	1																															
Leeds/Bradford	7	2Em		1Em 2Te	1Em 1Ma																											
Manchester	47	1Bi 3Bi	1Bi 5Bi	1Bi 4Bi											5Bi 1Ga							1Li 4Em	10Em 2Bi 1Te 1Ga			6Em 1Ga						
Birmingham	6			2Ma																								1Em				
Newcastle	1																															
Tees-side	1															1Em																
Bristol	1																											1Em				
Blackpool	2																															
Norwich	2																															
Edinburgh	9	2Pr			2St 1Pr	2Pr	4Pr																									
Glasgow	2	1Li			1Ed																											
Aberdeen	1																															
Kirkwall	1																															
Sumburgh	1																															
Belfast	2	1Pr																														
Isle of Man	1																															
Other UK	5																															
Overseas	13																															
All Aerodromes	122	10	6	10	9	10	8	1	1	2	—	1	—	—	8	3	1	—	—	1	1	6	14	1	3	9	1	4	11	—	1	—

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator
March 1975

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators					
				British Airways		Others		British Airways		Others					
				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit		
London Area Airports															
+ Gatwick	361 142	357 245	3 897	1 439	—	93 219	—	4 063	—	28 291	40	198 159	141	32 074	3 716
+ Heathrow	1 619 364	1 595 695	23 669	792 114	46	12 615	—	739 233	19 375	37 825	—	75	—	13 833	4 248
+ Luton	131 217	131 121	96	—	—	33	—	—	—	—	—	121 336	83	9 752	13
+ Southend	13 431	13 431	—	—	—	12 563	—	—	—	—	—	558	—	310	—
+ Stansted	14 849	14 599	250	—	—	44	—	—	—	—	—	—	—	14 555	250
TOTAL (London Area)	2 140 003	2 112 091	27 912	793 553	46	118 474	—	743 296	19 375	66 116	40	320 128	224	70 524	8 227
Westland Heliport (Battersea)	399	399	—	—	—	—	—	—	—	8	—	391	—	—	—
Other UK Airports															
+ Leeds/Bradford	18 947	17 171	1 776	13 775	—	1 953	1 772	1 011	—	84	—	228	4	120	—
+ Liverpool	36 880	34 731	2 149	25 207	2 041	515	44	3 040	—	819	—	5 145	64	5	—
+ Manchester	152 073	144 859	7 214	72 291	1 174	3 929	967	20 127	2 602	936	—	45 765	2 418	1 811	53
+ Birmingham	80 670	77 756	2 914	28 058	181	2 917	2 446	6 375	170	3 161	—	35 835	117	1 410	—
+ Coventry	121	121	—	—	—	—	—	—	—	—	—	20	—	101	—
+ East Midlands	36 231	36 031	200	2 546	—	13 687	36	603	50	121	—	18 458	73	616	41
+ Newcastle	46 951	44 432	2 519	19 598	—	11 172	2 080	123	28	—	—	12 819	—	720	411
+ Tees-side	14 822	13 292	1 530	—	—	10 299	1 210	—	—	—	—	2 706	320	287	—
+ Bristol	17 130	11 939	5 191	5 100	3 736	601	214	1 373	285	2 213	930	2 386	26	266	—
+ Glamorgan	19 569	18 011	1 558	5 612	50	1 517	782	739	551	3 055	175	6 127	—	961	—
Swansea	73	73	—	—	—	—	—	—	—	—	—	73	—	—	—
+ Blackpool	5 498	5 444	54	—	—	4 767	54	—	—	—	—	564	—	113	—
+ Bournemouth	8 383	8 369	14	—	—	6 182	8	—	—	—	—	2 187	6	—	—
+ Cambridge	235	235	—	—	—	—	—	—	—	—	—	152	—	83	—
+ Exeter	4 088	3 604	484	—	—	3 469	484	—	—	—	—	—	—	135	—
Gloucester/Cheltenham	395	395	—	—	—	367	—	—	—	—	—	28	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	5 120	5 120	—	5 063	—	57	—	—	—	—	—	—	—	—	—
+ Lydd	8 931	8 931	—	—	—	8 931	—	—	—	—	—	—	—	—	—
+ Manston	444	444	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Norwich	8 734	8 734	—	—	—	7 277	—	—	—	—	—	274	—	170	—
Penzance Heliport	5 063	5 063	—	5 063	—	—	—	—	—	—	—	1 295	—	162	—
+ Southampton	19 959	19 885	74	6 055	—	13 615	74	—	—	—	—	112	—	103	—
+ Edinburgh	108 753	106 939	1 814	72 511	248	25 778	1 566	5 227	—	2 019	—	1 209	—	195	—
+ Glasgow	343	343	—	—	—	136	—	—	—	—	—	207	—	—	—
+ Prestwick	45 904	34 020	11 884	12 247	5 388	492	—	4 633	5 435	—	—	12 356	378	4 292	683
Aberdeen	45 959	44 256	1 703	23 808	1 377	5 347	5	—	—	1 683	—	12 777	78	641	243
Benbecula	2 112	1 487	625	1 487	625	—	—	—	—	—	—	—	—	—	—
Inverness	9 696	9 696	—	8 561	—	799	—	—	—	—	—	336	—	—	—
Islay	193	193	—	—	—	—	—	—	—	—	—	193	—	—	—
+ Kirkwall	7 825	6 878	947	4 663	570	—	—	195	304	287	—	1 733	73	—	—
Stornoway	3 410	2 802	608	2 731	608	—	—	—	—	—	—	71	—	—	—
+ Sumburgh	13 236	12 567	669	4 614	—	257	—	—	—	2 540	—	5 107	669	49	—
Tiree	88	43	45	12	36	—	—	—	—	—	—	31	9	—	—
Wick	4 979	2 187	2 792	2 135	2 788	—	—	—	—	—	—	52	4	—	—
+ Belfast	86 055	86 053	2	74 158	—	9 498	—	524	—	—	—	565	—	1 308	2
+ Isle of Man	20 900	19 016	1 884	14 420	1 646	4 596	238	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	2 980 172	2 903 610	76 562	1 203 268	20 514	256 632	11 980	787 266	28 800	83 042	1 145	489 330	4 463	84 072	9 660
Channel Islands Airports															
Alderney	4 035	4 035	—	—	—	3 891	—	—	—	—	—	144	—	—	—
Guernsey	32 410	32 410	—	8 219	—	23 156	—	—	—	—	—	744	—	291	—
Jersey	89 566	88 288	1 278	42 128	—	43 651	1 188	895	—	132	—	1 102	90	380	—
TOTAL (Channel Is. Airports)	126 011	124 733	1 278	50 347	—	70 698	1 188	895	—	132	—	1 990	90	671	—

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	January 1975 —March 1975	January 1974 —March 1974	Percentage change
London Area Airports			
+ Gatwick	279 124	281 157	-0.7
+ Heathrow	1 415 106	1 328 188	6.5
+ Luton	93 585	130 461	-28.3
+ Southend	10 125	11 205	-9.6
+ Stansted	11 575	8 655	33.7
TOTAL (London Area)	1 809 514	1 759 665	2.8
Westland Heliport (Battersea)	328	404	-18.8
Other UK Airports			
+ Leeds/Bradford	15 518	16 540	-6.2
+ Liverpool	32 067	30 597	4.8
+ Manchester	132 213	150 126	-11.9
+ Birmingham	59 740	56 888	5.0
+ Coventry	93	74	25.7
+ East Midlands	24 737	20 450	21.0
+ Newcastle	37 917	38 281	-1.0
+ Tees-side	11 827	12 754	-7.3
+ Bristol	8 443	10 922	-22.7
+ Glamorgan	15 392	14 977	2.8
Swansea	80	328	-75.6
+ Ashford	—	4 679	—
+ Blackpool	4 326	2 768	56.3
+ Bournemouth	5 945	5 421	9.7
+ Cambridge	165	123	34.1
+ Exeter	2 808	2 394	17.3
Gloucester/Cheltenham	192	634	-69.7
Hawarden	—	—	—
Isles of Scilly	2 904	1 884	54.1
+ Lydd	6 090	350	—
+ Manston	402	237	69.6
+ Norwich	7 993	5 142	55.4
Penzance Heliport	2 885	1 804	59.9
+ Southampton	14 630	14 282	2.4
+ Edinburgh	67 894	58 606	15.8
+ Glasgow	74 878	142 589	-47.5
+ Prestwick	22 185	11 889	86.6
Aberdeen	40 922	26 399	55.0
Benbecula	1 610	1 543	4.3
Inverness	8 658	10 341	-16.3
Islay	681	1 241	-45.1
+ Kirkwall	6 105	5 107	19.5
Stornoway	3 142	3 037	3.5
+ Sumburgh	12 564	8 983	39.9
Tiree	125	229	-45.4
Wick	2 174	2 366	-8.1
+ Belfast	78 587	83 790	-6.2
+ Isle of Man	16 084	14 855	8.3
TOTAL (Incl. London Area)	2 531 817	2 522 697	0.4
Channel Islands Airports			
Alderney	2 956	2 355	25.5
Guernsey	24 419	19 092	27.9
Jersey	61 174	50 178	21.9
TOTAL (Channel Islands Airports)	88 550	71 625	23.6

Ashford Airport closed with effect from 31.10.74.

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
	Jan.-Mar. 1975	Jan.-Mar. 1975	Jan.-Mar. 1974	Per- centage change	Jan.-Mar. 1975	Jan.-Mar. 1974	Per- centage change
London Area Airports							
+ Gatwick	279 124	240 321	236 262	2	38 803	44 895	-14
+ Heathrow	1 415 106	1 198 909	1 096 923	9	216 197	231 266	-7
+ Luton	93 585	93 276	129 219	-28	309	1 242	-75
+ Southend	10 125	10 014(a)	10 373(a)	-3	111	831	-87
+ Stansted	11 575	11 499	8 442	36	76	213	-64
TOTAL (London Area)	1 809 514	1 554 018	1 481 219	5	255 496	278 447	-8
Westland Heliport (Battersea)	328	1	—	—	328	404	-19
Other UK Airports							
+ Leeds/Bradford	15 518	2 356	2 575	-9	13 161	13 965	-6
+ Liverpool	32 067	9 580	7 038	36	22 487	23 559	-5
+ Manchester	132 213	80 286	92 518	-13	51 927	57 608	-10
+ Birmingham	59 740	42 029	39 671	6	17 710	17 217	3
+ Coventry	93	50	74	-32	42	—	—
+ East Midlands	24 737	15 599	11 658	34	9 138	8 792	4
+ Newcastle	37 917	13 061	12 520	4	24 856	25 761	-4
+ Tees-side	11 827	1 787	1 689	6	10 040	11 065	-9
+ Bristol	8 443	5 826	8 494	-31	2 617	2 428	8
+ Glamorgan	15 392	9 755	11 326	-14	5 637	3 651	54
Swansea	80	21	286	-93	59	42	40
+ Ashford	—	—	4 679	—	—	—	—
+ Blackpool	4 326	451	194	—	3 875	2 574	51
+ Bournemouth	5 945	1 547	1 797	-14	4 398	3 624	21
+ Cambridge	165	115	100	15	50	23	—
+ Exeter	2 808	382	319	20	2 426	2 075	17
Gloucester/Cheltenham	192	—	—	—	192	634	-70
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	2 904	—	—	—	2 904	1 884	54
+ Lydd	6 090	6 090	327	—	—	23	—
+ Manston	402	402	237	70	—	—	—
+ Norwich	7 993	4 576	3 383	35	3 418	1 759	94
Penzance	2 885	—	—	—	2 885	1 804	60
+ Portsmouth	—	—	—	—	—	—	—
+ Southampton	14 630	504	306	65	14 127	13 975	1
+ Edinburgh	67 894	4 935	3 563	39	62 959	55 043	14
+ Glasgow	74 878	13 415	26 242	-49	61 462	116 347	-47
+ Prestwick	22 185	18 111	10 398	74	4 074	1 491	—
Aberdeen	40 922	11 635	5 512	—	29 287	20 887	40
Benbecula	1 610	—	—	—	1 610	1 543	4
Inverness	8 658	4	22	-82	8 654	10 319	-16
Islay	681	—	—	—	681	1 241	-45
+ Kirkwall	6 105	188	133	41	5 917	4 974	19
Stornoway	3 142	—	—	—	3 142	3 037	3
+ Sumburgh	12 564	4 387	2 794	57	8 177	6 189	32
Tiree	125	—	—	—	125	229	-45
Wick	2 174	—	—	—	2 174	2 366	-8
+ Belfast	78 587	1 926	3 021	-36	76 661	80 770	-5
+ Isle of Man	16 084	416	276	51	15 667	14 579	7
TOTAL (Incl. London Area)	2 531 817	1 803 452	1 732 371	4	728 365	790 329	-8

(a) Includes Channel Islands Traffic.

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

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

International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	Jan— Mar 1975			Jan— Mar 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	9.9	7.4	2.5	8.7	6.5	2.2	15
London – Vienna	9.1	7.2	1.9	5.9	5.5	0.5	54
Other Routes	0.8	0.2	0.6	2.7	1.0	1.7	-70
Belgium	57.3	56.0	1.3	55.8	54.7	1.1	3
London – Brussels	42.4	42.4	—	41.1	41.0	0.1	3
Other S.E. England – Belgium	10.7	10.2	0.5	10.8	10.0	0.8	-1
Other Routes	4.1	3.4	0.7	3.9	3.6	0.2	6
Denmark	31.5	24.6	6.9	31.6	25.2	6.4	—
London – Copenhagen	26.6	20.9	5.7	26.5	20.9	5.6	—
Other Routes	4.9	3.7	1.2	5.1	4.3	0.8	-3
Finland	5.9	5.0	0.9	4.8	4.3	0.5	23
France	192.1	172.2	19.9	177.7	159.7	18.0	8
London – Nice	7.4	6.6	0.8	5.9	5.4	0.5	25
– Paris	137.4	130.6	6.7	130.0	123.6	6.3	6
– N. France (a)	7.8	7.0	0.7	6.0	6.0	0.1	28
– Other France	16.1	10.4	5.8	10.2	8.4	1.8	59
Manchester – Paris	4.5	4.5	—	5.1	5.0	0.1	-12
Other U.K. – Paris	7.0	5.8	1.2	8.6	5.1	3.4	-18
Luton – Other France	2.1	—	2.1	1.9	—	1.9	10
Other S.E. England – France	7.0	7.0	—	5.8	5.7	—	21
Other Routes	2.9	0.4	2.5	4.2	0.4	3.8	-32
Germany (Fed. Republic)	167.3	107.2	60.1	169.6	108.9	60.7	-1
London – Dusseldorf	20.9	17.8	3.0	19.6	18.0	1.6	6
– Frankfurt	38.2	32.7	5.5	35.4	33.6	1.8	8
– Hamburg	15.3	14.8	0.5	15.1	14.9	0.2	1
– Munich	39.3	11.0	28.3	34.3	11.2	23.0	15
– Other Germany	24.9	23.2	1.7	28.2	22.5	5.7	-12
Luton – Germany	10.9	—	10.9	20.1	0.3	19.8	-46
Manchester – Germany	7.6	5.1	2.4	9.4	5.9	3.5	-20
Other Routes	10.4	2.6	7.7	7.5	2.5	5.0	39
Gibraltar	7.1	6.8	0.2	6.7	6.6	0.1	5
Greece	19.8	15.2	4.5	26.9	14.2	12.7	-27
Iceland	2.0	1.9	0.1	1.6	1.6	—	25
London – Reykjavik	1.1	1.1	—	0.9	0.9	—	16
Glasgow – Reykjavik	0.8	0.8	—	0.6	0.6	—	25
Other Routes	0.1	—	0.1	—	—	—	—

Table 18 cont.

	Jan— Mar 1975			Jan— Mar 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	105.6	103.6	2.0	111.0	108.9	2.1	-5
London – Cork	8.3	8.1	0.1	8.5	8.4	—	-2
– Dublin	53.8	53.6	0.2	58.6	57.7	0.8	-8
– Shannon	5.6	5.4	0.1	5.2	5.0	0.2	7
Manchester – Dublin	10.0	10.0	—	10.2	10.2	—	-2
Birmingham – Dublin	7.9	7.6	0.4	7.9	7.8	0.1	—
Glasgow – Dublin	2.3	2.3	—	4.3	4.3	—	-47
Liverpool – Dublin	4.7	4.7	—	5.2	5.1	0.1	-10
Leeds/Bradford – Dublin	1.8	1.8	—	2.0	2.0	—	-10
Edinburgh – Dublin	3.5	3.0	0.5	1.5	1.5	—	—
Bristol – Dublin	1.5	1.5	0.1	1.4	1.4	—	10
Other Routes	6.3	5.6	0.7	6.2	5.4	0.8	1
Italy	99.1	56.8	42.3	88.7	51.4	37.3	12
London – Genoa (g)	0.3	—	0.3	0.1	—	0.1	—
– Milan	29.9	20.5	9.4	28.3	20.2	8.0	6
– Rimini (g)	0.2	—	0.2	—	—	—	—
– Rome	30.5	24.5	6.0	28.7	21.7	7.0	6
– Venice	4.1	2.0	2.1	2.8	1.9	1.0	45
– Other Italy	15.1	8.0	7.1	16.2	6.5	9.7	7
Luton – Rimini	0.5	—	0.5	—	—	—	—
– Other Italy	14.0	—	14.0	8.7	—	8.6	61
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	1.9	—	1.9	2.4	—	2.4	-21
Other Routes	2.8	1.8	1.0	1.6	1.1	0.5	73
Luxembourg	3.7	3.5	0.2	3.7	3.7	—	—
London – Luxembourg	3.6	3.5	0.1	3.7	3.7	—	-5
Other Routes	0.2	—	0.2	—	—	—	—
Netherlands	111.0	108.2	2.7	102.1	100.1	1.9	9
London – Amsterdam	68.4	67.6	0.8	64.0	62.9	1.1	7
– Rotterdam	15.7	15.7	0.1	14.2	14.1	0.1	11
Other S.E. England – Netherlands	4.2	3.6	0.6	3.1	2.9	0.1	36
Manchester – Amsterdam	7.3	7.2	—	8.2	8.1	0.1	-11
Other Routes	15.4	14.2	1.3	12.7	12.2	0.6	21
Norway	19.6	16.2	3.4	14.7	12.0	2.7	33
London – Oslo	11.7	9.9	1.8	10.2	8.7	1.5	14
Other Routes	7.9	6.3	1.6	4.5	3.3	1.2	75
Portugal	22.4	12.4	10.0	32.0	14.7	17.3	-30
London – Lisbon	11.5	8.6	2.8	15.7	10.9	4.8	-27
Other Routes	11.0	3.8	7.2	16.3	3.9	12.5	-33
Soviet Union and Eastern Europe (b)	23.4	14.7	8.6	21.0	11.8	9.2	11
London – Moscow	6.3	5.0	1.3	4.9	3.2	1.6	29
– Prague	1.8	1.8	—	1.5	1.5	—	22
Other Routes	15.3	7.9	7.4	14.6	7.1	7.5	5

Table 18 cont.

	Jan— Mar 1975			Jan— Mar 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	240.6	75.5	165.1	266.5	56.7	209.8	-10
London — Barcelona	17.9	12.9	5.0	11.3	10.1	1.2	58
— Ibiza	3.1	0.7	2.4	4.5	0.3	4.3	-32
— Madrid	27.6	23.7	3.9	22.3	19.2	3.2	23
— Malaga	19.3	12.9	6.4	16.7	9.8	6.9	16
— Palma	31.1	10.3	20.8	33.0	8.4	24.7	-6
— Other Spain	26.2	13.8	12.4	26.6	8.1	18.5	-2
Luton — Alicante	7.3	—	7.3	16.9	—	16.9	-57
— Barcelona	4.9	—	4.9	2.9	—	2.9	67
— Gerona	0.7	—	0.7	2.0	—	2.0	-66
— Ibiza	2.7	—	2.7	5.0	—	5.0	-46
— Palma	10.2	—	10.2	18.7	—	18.7	-46
— Other Spain	6.5	—	6.5	9.5	—	9.5	-31
Other S.E. England — Spain	0.2	—	0.2	0.1	—	0.1	70
Manchester — Barcelona	1.2	—	1.2	1.4	—	1.4	-15
— Palma	9.9	—	9.9	14.2	—	14.2	-31
Other N. England — Spain	23.9	0.6	23.3	25.4	0.6	24.9	-6
Scotland — Spain	10.0	0.5	9.5	13.4	0.1	13.3	-25
Other Routes	38.0	0.2	37.8	42.2	0.2	42.1	-10
Sweden	19.7	12.3	7.4	14.4	10.2	4.2	37
London — Stockholm	13.2	8.1	5.1	10.0	7.6	2.4	32
Other Routes	6.5	4.2	2.3	4.4	2.7	1.7	49
Switzerland	80.5	62.0	18.6	75.8	57.4	18.4	6
London — Basle	5.1	4.6	0.5	4.7	4.5	0.3	8
— Geneva	35.8	26.0	9.8	32.4	22.8	9.6	10
— Zurich	34.4	28.1	6.4	34.5	27.4	7.0	—
Luton — Switzerland	1.6	—	1.6	0.8	0.1	0.7	—
Other Routes	3.6	3.2	0.4	3.4	2.6	0.7	7
Yugoslavia	7.4	5.7	1.7	6.0	4.3	1.7	24
London — Dubrovnic	0.5	—	0.5	0.7	—	0.7	-22
— Ljubljana	1.2	1.2	—	1.0	0.7	0.2	22
Luton — Yugoslavia	0.1	—	0.1	—	—	—	61
Other Routes	5.6	4.5	1.1	4.3	3.5	0.7	31
Other Europe	41.6	27.3	14.4	44.6	32.4	12.2	-7
WESTERN HEMISPHERE							
Canada	56.1	46.9	9.2	47.1	40.4	6.7	19
London — Montreal	11.2	10.9	0.3	10.2	10.2	—	10
— Toronto	23.4	17.6	5.8	18.6	14.6	4.0	26
— Other Canada	10.9	8.9	2.0	9.4	7.3	2.2	15
Other UK — Montreal	1.5	1.5	—	1.2	1.1	—	27
— Toronto	7.9	6.9	0.9	6.9	6.5	0.4	14
Other Routes	1.3	1.2	0.2	0.9	0.7	0.1	53

Table 18 cont.

	Jan— Mar 1975			Jan— Mar 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	158.9	144.2	14.7	157.4	142.7	14.7	1
London – New York	61.4	55.9	5.5	62.0	56.7	5.3	–1
– Other East Coast USA	46.9	44.7	2.2	44.9	42.8	2.2	4
– Chicago and Detroit	15.8	14.1	1.6	16.4	14.5	1.9	–4
– West Coast USA	25.8	23.7	2.1	25.6	24.0	1.6	1
– Other USA	2.3	0.9	1.5	3.2	1.3	2.0	–28
Other UK – New York	5.4	4.7	0.7	3.1	2.9	0.3	70
Other Routes	1.3	0.2	1.2	2.1	0.6	1.5	–37
West Atlantic and Caribbean Islands	19.4	19.4	0.1	18.5	16.2	2.3	5
Central and South America	7.4	7.2	0.3	7.1	7.0	0.1	4
REST OF THE WORLD							
Canary Islands	32.4	5.8	26.6	26.2	4.4	21.8	24
North Africa (c)	16.1	8.6	7.5	17.3	5.6	11.8	–7
East Africa (d)	11.7	9.9	1.8	11.5	8.8	2.7	2
Central Africa (e)	6.0	5.9	—	5.6	5.5	—	7
West Africa (d)	10.0	9.5	0.6	8.8	8.0	0.8	14
South Africa	21.4	21.0	0.4	17.9	17.4	0.5	20
Middle East (f)	66.1	64.9	1.2	46.2	44.5	1.7	43
India	17.6	17.6	—	15.0	15.0	—	17
Pakistan	7.0	7.0	—	3.2	3.2	—	—
Far East	44.6	39.3	5.3	38.3	27.4	10.9	16
Australia and New Zealand	21.0	20.8	0.2	18.4	17.7	0.8	14
Other Routes n.e.i.	23.5	8.8	14.7	16.7	6.2	10.4	41
ALL ROUTES	1 786.6	1 331.1	455.5	1 703.2	1 200.5	502.7	5

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

(a) N. France comprises the airports north of the line of 49° latitude.

(b) Soviet Union and Eastern Europe includes the United Soviet Socialist Republics, Bulgaria, Czechoslovakia, Hungary, Poland, Roumania and the Eastern Zone of Germany but excluding Berlin.

(c) North Africa includes Algeria, Libya, Morocco and Tunisia.

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

(f) Middle East includes Iraq, Iran, Israel, Jordan, Lebanon, Persian Gulf States, Saudi Arabia, Sudan and the United Arab Republic.

(g) Total is in respect of charter passengers only. Passengers on scheduled flights included in London – Other Italy.

(h) Total is in respect of charter passengers only. Passengers on scheduled flights included in other routes to Italy.

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		January 1975 —March 1975 (000)	January 1974 —March 1974 (000)	Percentage change
London (a)	Aberdeen	12.2	9.7	26
	Belfast	39.1	41.3	-5
	Birmingham	2.4	—	—
	Channel Islands	31.3	26.3	19
	Edinburgh	47.7	44.3	8
	Glasgow	38.4	69.0	-44
	Isle of Man	1.3	1.3	-3
	Leeds/Bradford	8.1	9.3	-13
	Liverpool	9.9	9.1	9
	Manchester	28.9	30.8	-6
	Newcastle	19.6	19.4	1
	Tees-side	8.9	10.0	-11
	Other airports	7.3	5.9	24
Belfast	Birmingham	5.4	5.6	-3
	East Midlands	3.3	2.5	31
	Edinburgh	2.5	1.5	69
	Glasgow	4.7	9.7	-52
	Isle of Man	1.1	1.1	2
	Leeds/Bradford	2.3	2.0	16
	Liverpool	3.2	2.6	24
	Manchester	9.5	10.2	-8
	Newcastle	1.5	1.4	9
	Other airports	4.1	2.9	38
Channel Islands	Bournemouth	3.0	2.0	46
	Birmingham	3.1	2.6	20
	Bristol/Glamorgan	3.0	1.7	79
	East Midlands	2.2	1.2	96
	Glasgow	—	0.2	-97
	Leeds/Bradford	—	—	-36
	Liverpool	—	1.5	—
	Manchester	2.0	1.5	32
	Newcastle	—	—	—
	Southampton	13.6	10.8	25
	Other airports	2.9	1.1	—
Edinburgh	Birmingham	1.9	3.2	-41
	Glasgow	—	0.4	-90
	Manchester	2.9	3.4	-15
	Other airports	8.0	2.4	—
Glasgow	Birmingham	2.6	4.9	-46
	East Midlands	2.0	3.9	-48
	Isle of Man	0.4	0.4	-17
	Leeds/Bradford	0.9	2.1	-57
	Liverpool	0.9	2.1	-57
	Manchester	2.7	6.2	-57
	Southampton	—	2.2	—
	Other Scottish airports	7.5	13.2	-43
	Other airports	1.3	2.2	-40
Isle of Man	Blackpool	2.4	2.4	1
	Liverpool	7.5	7.1	5
	Manchester	2.3	2.2	6
	Newcastle	—	—	—
	Other airports	0.7	—	—
Penzance	Isles of Scilly	2.9	1.8	60
Other Routes		25.5	19.4	31
TOTAL		394.7	418.0	-6

(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 March 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	5 775.4	—	—	570.8	900.8	23.8	18.0	—	—	1 514.8	2 520.0	49.5	177.7	
+Heathrow	39 450.2	7 191.2	7 569.7	30.6	196.2	10 413.4	11 723.4	95.6	43.5	282.8	228.6	679.8	995.4	
+Luton	160.3	—	—	—	—	—	—	—	—	24.4	3.6	38.8	93.5	
+Southend	2 356.0	—	—	729.0	627.0	—	—	—	—	25.0	975.0	—	—	
+Stansted	2 001.9	—	—	—	—	—	—	—	—	237.6	1 085.5	128.2	550.6	
TOTAL (London Area)	49 743.8	7 191.2	7 569.7	1 330.4	1 724.0	10 437.2	11 741.4	95.6	43.5	2 084.6	4 812.7	896.3	1 817.2	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+Leeds/Bradford	48.1	18.3	16.1	0.4	0.6	4.9	7.4	—	—	—	0.4	—	—	
+Liverpool	1 173.2	96.2	622.7	1.9	0.1	73.6	41.1	—	—	6.3	14.0	52.1	265.2	
+Manchester	3 133.9	568.5	422.4	7.8	2.8	948.4	1 035.1	—	—	0.2	108.3	—	40.4	
+Birmingham	219.4	59.6	46.1	6.2	1.4	35.1	66.2	—	—	0.3	—	2.5	2.0	
+Coventry	43.6	—	—	—	—	—	—	—	—	—	0.1	19.5	24.0	
+East Midlands	502.1	1.2	—	184.9	237.6	—	—	0.2	—	27.2	35.3	15.7	—	
+Newcastle	82.1	10.6	25.6	24.7	16.0	1.6	—	—	—	—	—	1.7	1.9	
+Tees-side	43.7	—	—	10.3	13.1	—	—	—	—	20.3	—	—	—	
+Bristol	47.4	10.6	5.7	1.5	0.1	13.9	10.8	—	—	—	—	4.8	—	
+Glamorgan	16.7	1.2	7.3	1.1	0.4	5.1	1.6	—	—	—	—	—	—	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Blackpool	39.3	—	—	4.3	27.9	—	—	—	—	—	7.1	—	—	
+Bournemouth	512.7	—	—	386.6	123.3	—	—	—	—	—	2.8	—	—	
+Cambridge	22.1	—	—	—	—	—	—	—	—	0.4	0.5	13.7	7.5	
+Exeter	14.9	—	—	4.1	10.8	—	—	—	—	—	—	—	—	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	9.0	5.6	3.4	—	—	—	—	—	—	—	—	—	—	
+Lydd	424.2	—	—	—	—	—	—	—	—	200.3	223.9	—	—	
+Manston	275.9	—	—	—	—	—	—	—	—	121.8	119.8	17.4	16.9	
+Norwich	22.5	—	—	10.8	11.2	—	—	—	—	0.5	—	—	—	
Penzance Heliport	9.0	3.4	5.6	—	—	—	—	—	—	—	—	—	—	
+Southampton	50.6	1.2	6.1	11.5	31.8	—	—	—	—	—	—	—	—	
+Edinburgh	417.4	255.8	63.3	36.8	45.7	3.8	8.7	0.1	1.5	0.4	1.3	—	—	
+Glasgow	576.9	281.6	295.3	—	—	—	—	—	—	—	—	—	—	
+Prestwick	1 229.0	449.4	146.7	—	—	325.9	295.7	—	—	—	—	2.4	8.9	
Aberdeen	289.1	33.8	55.6	12.9	26.1	—	—	10.8	15.7	43.8	89.1	1.1	0.2	
Benbecula	14.3	12.0	2.3	—	—	—	—	—	—	—	—	—	—	
Inverness	25.1	4.7	20.4	—	—	—	—	—	—	—	—	—	—	
Islay	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Kirkwall	39.9	22.5	11.4	—	—	0.3	0.5	2.1	0.3	0.2	2.6	—	—	
Stornoway	10.8	7.8	3.0	—	—	—	—	—	—	—	—	—	—	
+Sumburgh	91.5	20.3	7.9	—	—	—	—	13.4	18.4	19.8	11.7	—	—	
Tiree	—	—	—	—	—	—	—	—	—	—	—	—	—	
Wick	4.2	1.9	2.3	—	—	—	—	—	—	—	—	—	—	
+Belfast	1 058.5	719.6	179.4	79.3	32.3	2.4	2.9	—	—	—	8.0	—	34.6	
+Isle of Man	266.1	153.3	78.9	31.7	2.2	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	60 457.0	9 930.3	9 597.2	2 147.2	2 307.4	11 852.2	13 211.4	122.2	79.4	2 526.1	5 437.6	1 027.2	2 218.8	
Channel Islands Airports														
Alderney	17.1	—	—	13.0	1.4	—	—	—	—	2.7	—	—	—	
Guernsey	941.8	83.6	36.1	168.3	275.6	—	—	—	—	119.6	258.6	—	—	
Jersey	870.5	144.9	107.6	392.5	206.7	1.1	0.4	—	—	11.5	5.8	—	—	
TOTAL (Channel Islands Airports)	1 829.4	228.5	143.7	573.8	483.7	1.1	0.4	—	—	133.8	264.4	—	—	

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages	January 1975 —March 1975 (tonnes)	January 1974 —March 1974 (tonnes)	Percentage change
London Area Airports			
+Gatwick	5 522·8	4 648·5	18·8
+Heathrow	36 175·0	38 789·7	−6·7
+Luton	169·4	340·2	−50·2
+Southend	1 561·0	1 714·7	−9·0
+Stansted	1 597·1	1 033·7	54·5
TOTAL (London Area)	45 025·3	46 526·9	−3·2
Westland Heliport (Battersea)	—	—	
Other UK Airports			
+Leeds/Bradford	46·9	57·8	−18·9
+Liverpool	1 066·7	1 276·8	−16·5
+Manchester	3 083·4	3 703·0	−16·7
+Birmingham	215·4	247·4	−12·9
+Coventry	18·3	13·9	13·7
+East Midlands	549·5	533·1	3·1
+Newcastle	103·3	226·0	54·3
+Tees-side	34·6	60·2	−42·5
+Bristol	44·7	52·1	−14·2
+Glamorgan	22·0	19·6	12·2
Swansea	—	—	
+Ashford	—	348·9	—
+Blackpool	43·9	54·2	−19·0
+Bournemouth	449·4	593·4	−24·3
+Cambridge	36·3	67·9	−46·5
+Exeter	17·6	19·2	−8·3
Gloucester/Cheltenham	—	—	
Hawarden	—	—	
Isles of Scilly	9·8	25·7	−61·9
+Lydd	338·0	18·2	—
+Manston	298·3	337·9	−11·7
+Norwich	23·6	29·3	−19·5
Penzance Heliport	9·8	25·4	−61·4
+Southampton	57·8	73·3	−21·1
+Edinburgh	337·4	171·8	96·4
+Glasgow	890·8	2 081·4	−57·2
+Prestwick	1 098·3	1 376·6	−20·2
Aberdeen	246·6	160·9	53·3
Benbecula	14·5	14·2	2·1
Inverness	25·4	38·9	−34·7
Islay	2·0	3·3	−39·4
+Kirkwall	38·7	35·5	9·0
Stornoway	18·1	32·8	−44·8
+Sumburgh	78·8	79·2	−0·5
Tiree	0·2	1·0	−80·0
Wick	5·0	5·7	−12·3
+Belfast	987·0	1 178·7	−16·3
+Isle of Man	240·3	288·2	−16·6
TOTAL (Incl. London Area)	55 477·8	59 778·4	−7·2
Channel Islands Airports			
Alderney	16·0	15·3	4·6
Guernsey	794·3	905·4	−12·3
Jersey	1 015·0	1 335·6	−24·0
TOTAL (Channel Islands Airports)	1 825·3	2 256·2	−19·1

Ashford Airport closed w.e.f. 31.10.74.

All Scheduled Services March 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	12 152	3 858	16 612	234 657	2 700 188	1 554 370	57.6	8 180	353 733	201 791	10 954	49 981	140 856	57.0
British Airways European Division	5 832	8 002	13 149	586 718	681 761	439 435	64.5	3 443	70 689	41 355	896	2 193	38 268	58.5
British Airways Helicopters	14	232	81	4 888	398	298	75.0	11	30	25	—	1	24	82.5
British Airways Regional Division—														
Channel Islands Airways	468	1 318	1 477	64 283	33 652	22 364	66.5	196	3 043	1 952	20	56	1 875	64.1
Scottish Airways	97	596	924	14 904	5 641	3 567	63.2	132	496	331	9	23	300	66.8
Cambrian Airways	314	1 309	968	52 475	24 316	14 952	61.5	358	2 157	1 270	4	70	1 196	58.9
Northeast Airlines	262	692	744	39 927	23 542	16 308	69.3	85	2 098	1 388	—	34	1 354	66.1
British Caledonian Airways	1 701	1 755	2 906	75 221	206 987	116 493	56.3	1 093	24 232	13 362	430	2 472	10 460	55.1
Air Anglia	217	698	724	10 996	9 824	4 770	48.6	43	975	498	—	21	477	51.1
Aurigny Air Services	110	1 892	623	15 128	1 315	800	60.8	48	132	66	—	2	64	50.1
British Air Ferries	92	443	420	9 603	3 376	1 809	53.6	1 296	626	440	—	275	165	70.2
British Island Airways	207	1 123	860	32 130	10 392	6 253	60.2	122	955	553	—	21	531	58.3
British Midland Airways	292	881	945	28 509	21 211	11 056	52.1	109	1 676	908	—	46	862	54.2
Brymon Airways	40	249	172	1 437	545	268	49.2	—	49	22	—	—	22	44.9
Dan-Air Services	196	788	686	19 329	11 734	5 422	46.2	—	958	442	—	—	442	46.2
Intra Airways	11	96	58	1 496	372	192	51.6	—	33	15	—	—	15	46.7
Loganair	33	394	192	1 283	400	200	50.1	—	36	18	—	—	18	50.1
TOTAL Passenger Services	22 038	24 236	41 540	1 192 984	3 735 653	2 198 559	58.9	15 114	461 918	264 435	12 313	55 195	196 929	57.2
Cargo Services														
British Airways Overseas Division	939	281	1 190					2 874	30 071	19 268	374	18 895		64.1
British Airways European Division	559	830	1 106					4 890	7 914	3 400	98	3 303		43.0
British Airways Cambrian Airways	39	150	121					467	276	123	—	123		44.5
British Caledonian Airways	73	29	97					280	2 062	1 387	55	1 333		67.3
Air Freight	37	175	190					424	125	89	—	89		71.2
Air-Bridge Carriers	21	65	78					374	222	150	—	150		67.5
British Island Airways	124	407	437					579	569	261	39	222		45.9
Dan-Air Services	1	8	5					76	14	12	—	12		86.9
Intra Airways	13	74	82					188	46	32	—	32		69.1
TOTAL Cargo Services	1 806	2 019	3 306					10 151	41 299	24 723	565	24 158		59.9
GRAND TOTAL	23 844	26 255	44 846	1 192 984	3 735 653	2 198 559	58.9	25 266	503 216	289 158	12 877	79 353	196 929	57.5

International Scheduled Services March 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 uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways Overseas Division	12 152	3 858	16 612	234 657	2 700 188	1 554 370	57·6	8 180	353 733	201 791	10 954	49 981	140 856	57·0
British Airways European Division	5 232	6 772	11 575	478 188	610 170	385 173	63·1	3 199	63 561	36 600	859	2 114	33 628	57·6
British Airways Regional Division—														
Channel Islands Airways	153	258	332	10 416	11 757	6 073	51·7	87	1 164	565	1	45	519	48·5
Cambrian Airways	106	295	259	11 656	8 841	5 366	60·7	43	773	451	—	21	429	58·3
Northeast Airlines	98	180	260	8 498	8 518	5 217	61·2	27	724	447	—	13	433	61·7
British Caledonian Airways	1 494	1 317	2 447	47 352	188 699	103 183	54·7	801	22 308	12 070	320	2 432	9 318	54·1
Air Anglia	129	292	392	6 164	5 805	2 531	43·6	43	581	274	—	21	253	47·2
Aurigny Air Services	80	1 697	477	13 772	930	591	63·6	45	94	49	—	2	47	52·3
British Air Ferries	92	443	420	9 603	3 376	1 809	53·6	1 296	626	440	—	275	165	70·2
British Island Airways	89	394	342	12 369	4 497	2 632	58·5	28	413	231	—	7	224	57·0
British Midland Airways	95	258	306	6 624	6 883	3 153	45·8	37	531	265	—	19	246	50·0
Brymon Airways	12	60	54	232	133	47	35·6	—	12	4	—	—	—	32·2
Dan-Air Services	108	344	370	10 878	5 830	2 909	49·9	—	476	237	—	—	237	49·9
Intra Airways	6	78	35	1 121	179	81	44·9	—	15	6	—	—	6	41·4
TOTAL Passenger Services	19 846	16 446	33 880	851 530	3 555 806	2 073 136	58·3	13 786	445 011	253 428	12 134	54 930	186 366	56·9
Cargo Services														
British Airways Overseas Division	939	281	1 190					2 874	30 071	19 268	374	18 895		64·1
British Airways European Division	487	647	847					3 939	6 603	2 970	82	2 889		45·0
British Caledonian Airways	70	24	91					255	2 043	1 374	41	1 333		67·3
Air Freight	37	175	190					424	125	89	—	89		71·2
British Island Airways	59	99	192					192	270	111	10	101		41·2
TOTAL Cargo Services	1 591	1 226	2 509					7 684	39 111	23 813	507	23 306		60·9
GRAND TOTAL	21 437	17 472	36 389	851 530	3 555 806	2 073 136	58·3	21 471	484 122	277 241	12 640	78 236	186 366	57·3

Domestic Scheduled Services March 1975

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways European Division	600	1 230	1 574	108 530	71 592	54 262	75.8	244	7 128	4 755	37	79	4 640	66.7
British Airways Helicopters	14	232	81	4 888	398	298	75.0	11	30	25	—	1	24	82.5
British Airways Regional Division—														
Channel Islands Airways	315	1 060	1 145	53 867	21 895	16 291	74.4	108	1 878	1 387	20	11	1 356	73.8
Scottish Airways	97	596	924	14 904	5 641	3 567	63.2	132	496	331	9	23	300	66.8
Cambrian Airways	208	1 014	709	40 819	15 475	9 585	61.9	315	1 384	820	4	49	767	59.2
Northeast Airlines	164	512	484	31 429	15 024	11 092	73.8	58	1 374	941	—	21	921	68.5
British Caledonian Airways	207	438	459	27 869	18 288	13 310	72.8	292	1 924	1 292	110	40	1 142	67.1
Air Anglia	88	406	332	4 832	4 019	2 239	55.7	—	394	224	—	—	224	56.8
Aurigny Air Services	30	195	146	1 356	385	209	54.2	3	38	17	—	1	17	44.6
British Island Airways	118	729	518	19 761	5 895	3 621	61.4	93	542	322	—	15	308	59.4
British Midland Airways	197	623	639	21 885	14 328	7 903	55.2	72	1 146	643	—	26	616	56.1
Brymon Airways	28	189	118	1 205	412	221	53.7	—	37	18	—	—	18	49.1
Dan-Air Services	89	444	316	8 451	5 904	2 513	42.6	—	482	205	—	—	205	42.5
Intra Airways	5	18	23	375	193	112	57.9	—	17	9	—	—	9	51.4
Loganair	33	304	192	1 283	400	200	50.1	—	36	18	—	—	18	50.1
TOTAL Passenger Services	2 192	7 990	7 660	341 454	179 847	125 423	69.7	1 328	16 907	11 007	179	264	10 564	65.1
Cargo Services														
British Airways European Division	72	183	260					950	1 311	430	16	414		32.8
British Airways Cambrian Airways	39	150	121					467	276	123	—	123		44.5
British Caledonian Airways	3	5	6					25	20	14	14	—		68.7
Air-Bridge Carriers	21	65	78					374	222	150	—	150		67.5
British Island Airways	65	308	245					387	299	150	29	121		50.1
Dan-Air Services	1	8	5					76	14	12	—	12		86.9
Intra Airways	13	74	82					188	46	32	—	32		69.1
TOTAL Cargo Services	215	793	797					2 467	2 188	910	58	852		41.6
GRAND TOTAL	2 407	8 783	8 456	341 454	179 847	125 423	69.7	3 795	19 094	11 917	237	1 117	10 564	62.4

All Non-scheduled Services March 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)	Cargo (000)	Tonne-kilometres used	
												Passengers (000)	As percentage of available
British Airways Overseas Division	328	79	438	7 072	62 588	54 584	87.2	—	7 490	5 426	—	5 426	72.4
British Airways European Division	190	217	634	15 506	14 882	11 938	80.2	1 668	4 726	2 830	1 762	1 068	59.9
British Airtours	488	236	680	31 207	92 871	70 087	75.5	—	8 373	6 091	—	6 091	72.7
British Airways Helicopters	136	982	762	7 843	2 916	1 176	40.3	95	274	103	15	88	37.6
British Airways Regional Division—													
Channel Islands Airways	79	88	282	4 361	6 041	4 954	82.0	—	546	427	—	427	78.3
Scottish Airways	—	1	2	41	24	14	57.7	—	2	1	—	1	62.7
Cambrian Airways	93	189	200	6 519	7 547	5 874	77.8	—	665	471	—	471	70.8
Northeast Airlines	173	181	297	19 624	21 087	18 890	89.6	—	1 801	1 567	—	1 567	87.0
British Caledonian Airways	1 434	715	2 124	38 829	80 572	68 949	85.6	3 537	39 622	27 408	21 112	6 295	69.2
Air Anglia	52	153	158	851	797	321	40.3	1	88	32	1	32	37.0
Air Freight	8	16	34	—	—	—	—	10	25	16	16	—	62.2
Air-Bridge Carriers	38	132	130	3 695	1 290	691	53.6	36	1 190	565	39	526	47.5
Alidair	77	195	226	3 564	3 594	1 546	43.0	144	540	199	69	130	36.9
Aurigny Air Services	1	7	4	66	7	7	98.0	—	1	1	—	1	76.1
Beecham Imperial	7	11	14	67	58	48	81.7	—	5	4	—	4	73.2
Bristow Helicopters	416	2 513	2 129	19 108	6 808	3 944	57.9	350	614	377	78	299	61.4
Britannia Airways	2 032	1 380	3 274	165 597	264 164	245 856	93.1	—	22 446	20 901	—	20 901	93.1
British Air Ferries	58	175	249	87	73	58	79.1	656	460	232	227	5	50.5
British Executive Air Services	20	226	110	1 391	259	119	46.0	10	50	12	1	11	24.1
British Island Airways	114	349	421	7 430	4 494	2 278	50.7	17	520	262	64	199	50.5
British Midland Airways	510	620	1 128	22 287	54 729	27 726	50.7	69	4 652	2 471	310	2 161	53.1
Dan-Air Services	2 213	1 622	3 766	152 822	280 280	239 851	85.6	—	22 419	19 134	—	19 134	85.3
Fairflight Charters	47	77	175	399	285	221	77.5	8	34	25	8	17	73.5
Green Shield Stamp	22	22	36	92	219	105	48.0	—	22	8	—	8	36.6
I D S Aircraft	55	211	185	449	318	114	35.9	—	26	9	—	9	35.9
International Aviation Service	463	193	948	—	—	—	—	1 467	10 503	6 095	6 095	—	58.0
Intra Airways	4	26	22	761	141	127	90.0	—	12	10	—	10	80.5
Invicta International Airlines	354	269	659	11 144	26 387	12 375	46.9	663	5 480	2 929	1 732	1 197	53.4
Laker Airways	1 449	673	2 226	70 988	225 255	179 806	79.8	—	22 139	17 416	—	17 416	78.7
Loganair	72	723	268	2 400	557	292	52.4	—	50	27	—	27	54.0
MAM Aviation	34	39	50	135	301	116	38.5	—	30	11	—	11	36.7
McAlpine Aviation	185	416	334	889	1 440	478	33.2	—	108	38	—	38	34.9
McDonald Aviation	11	34	44	154	100	53	52.7	3	16	6	2	5	39.7
Merlot International Airlines	24	42	37	86	183	49	26.8	—	15	4	—	4	26.7
Monarch Airlines	993	391	981	42 972	90 596	73 963	81.6	34	9 411	7 143	440	6 703	75.9
Moseley Aviation	5	23	19	115	40	28	70.0	—	3	2	—	2	66.7
Northern Air Taxis	74	128	246	485	438	292	66.7	—	45	23	—	23	51.1
Northern Executive Aviation	6	23	23	130	39	30	76.9	3	5	4	1	3	80.0
Peters Aviation	33	107	148	790	444	250	56.2	5	43	21	2	19	48.8
Ryburn Air	5	43	21	10	10	3	32.9	4	3	1	—	—	21.8
Thurston Aviation	28	128	104	124	89	32	36.0	13	15	5	2	3	33.3
Tradewinds Airways	490	139	967	—	—	—	—	874	11 942	8 389	8 389	—	70.2
Trans-Meridian Air Cargo	750	216	1 461	—	—	—	—	1 668	19 684	10 187	10 187	—	51.8
Vernair Transport	7	25	23	86	46	25	55.0	—	4	2	—	2	54.7
TOTAL	13 576	14 035	26 036	640 176	1 251 975	1 027 272	82.1	11 346	196 097	140 883	50 549	90 334	71.8
Class 5A Licence TOTAL	669	705	794	29 236	30 096	19 684	65.4	..	3 922	2 463	21	2 442	62.8
TOTAL Excludes 5A Licence	12 907	13 330	25 243	610 940	1 221 879	1 007 588	82.5	11 346	192 175	138 420	50 528	87 892	72.0

*Does not include cargo carried under Class 5 licences.

International Non-scheduled Services March 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* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	328	79	438	7 072	62 588	54 584	87.2	—	7 490	5 426	—	5 426	72.4
British Airways European Division	184	203	621	14 327	14 307	11 460	80.1	1 668	4 671	2 789	1 762	1 027	59.7
British Airtours	488	236	680	31 207	92 871	70 087	75.5	—	8 373	6 091	—	6 091	72.7
British Airways Helicopters	136	982	762	7 843	2 916	1 176	40.3	95	274	103	15	88	37.6
British Airways Regional Division—													
Channel Islands Airways	73	72	265	4 152	5 661	4 814	85.0	—	514	414	—	414	80.6
Cambrian Airways	79	95	145	4 122	6 687	5 489	82.1	—	587	439	—	439	74.9
Northeast Airlines	173	181	297	19 624	21 087	18 890	89.6	—	1 801	1 567	—	1 567	87.0
British Caledonian Airways	1 434	715	2 124	38 829	80 572	68 949	85.6	3 537	39 622	27 408	21 112	6 295	69.2
Air Anglia	20	47	69	571	521	237	45.5	—	58	24	—	24	40.7
Air Freight	8	16	34	—	—	—	—	10	25	16	16	—	62.2
Air-Bridge Carriers	35	109	113	3 695	1 290	691	53.6	36	1 151	554	28	526	48.1
Alidair	35	83	102	2 394	2 426	1 162	47.9	26	246	108	10	98	44.0
Aurigny Air Services	1	7	4	66	7	7	98.0	—	1	1	—	1	76.1
Beecham Imperial	3	4	6	30	25	25	96.8	—	2	2	—	2	83.5
Bristow Helicopters	416	2 513	2 129	19 108	6 808	3 944	57.9	350	614	377	78	299	61.4
Britannia Airways	2 032	1 380	3 274	165 597	264 164	245 856	93.1	—	22 446	20 901	—	20 901	93.1
British Air Ferries	58	174	247	87	73	58	79.1	648	455	227	222	5	50.0
British Executive Air Services	20	226	110	1 391	259	119	46.0	10	50	12	1	11	24.1
British Island Airways	76	217	270	4 396	2 674	1 461	54.6	5	349	184	59	125	52.8
British Midland Airways	397	348	776	14 421	47 205	24 359	51.6	—	4 031	2 169	270	1 899	53.8
Dan-Air Services	2 186	1 527	3 669	150 975	278 960	239 288	85.8	—	22 311	19 088	—	19 088	85.6
Fairflight Charters	27	35	105	126	116	90	77.6	6	20	14	7	7	70.0
Green Shield Stamp	22	22	36	92	219	105	48.0	—	22	8	—	8	36.6
International Aviation Service	463	193	948	—	—	—	—	1 467	10 503	6 095	6 095	—	58.0
Intra Airways	3	13	15	414	113	104	92.4	—	10	8	—	8	82.4
Invicta International Airlines	354	269	659	11 144	26 387	12 375	46.9	663	5 480	2 929	1 732	1 197	53.4
Laker Airways	1 449	673	2 226	70 988	225 255	179 806	79.8	—	22 139	17 416	—	17 416	78.7
MAM Aviation	27	29	40	101	239	92	38.5	—	24	9	—	9	37.5
McAlpine Aviation	132	194	213	494	1 049	357	34.0	—	79	28	—	28	35.5
McDonald Aviation	2	4	10	—	—	—	—	1	4	1	1	—	25.9
Merlot International Airlines	18	26	27	50	135	35	25.9	—	11	3	—	2	27.3
Monarch Airlines	993	391	981	42 972	90 596	73 963	81.6	34	9 411	7 143	440	6 703	75.9
Moseley Aviation	2	4	8	20	16	11	68.8	—	1	1	—	1	68.8
Northern Air Taxis	1	2	5	—	—	—	—	—	1	—	—	—	50.0
Northern Executive Aviation	1	3	3	10	7	3	42.9	—	1	—	—	—	42.9
Peters Aviation	9	24	40	149	118	66	55.6	—	12	6	—	6	48.8
Ryburn Air	1	2	3	6	3	2	60.0	—	—	—	—	—	41.7
Thurston Aviation	12	44	45	72	63	21	33.3	2	7	2	—	2	28.6
Tradewinds Airways	490	139	967	—	—	—	—	874	11 942	8 389	8 389	—	70.2
Trans-Meridian Air Cargo	750	216	1 461	—	—	—	—	1 668	19 684	10 187	10 187	—	51.8
Vernair Transport	2	2	6	2	14	2	14.3	—	1	—	—	—	16.7
TOTAL	12 937	11 499	23 930	616 547	1 235 433	1 019 687	82.5	11 110	194 420	140 137	50 423	89 714	72.1
Class 5A Licence TOTAL	566	247	398	19 006	25 409	17 133	67.4	..	3 477	2 234	7	2 227	64.2
TOTAL Excludes 5A Licence	12 371	11 252	23 532	597 541	1 210 024	1 002 554	82.9	11 110	190 943	137 903	50 416	87 487	72.2

*Does not include cargo carried under Class 5 licences.

Domestic Non-scheduled Services March 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)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	6	14	13	1 179	575	478	83.1	—	55	41	—	41	74.5
British Airways Regional Division—													
Channel Islands Airways	5	16	17	209	381	140	36.8	—	32	13	—	13	40.7
Scottish Airways	—	1	2	41	24	14	57.7	—	2	1	—	1	62.7
Cambrian Airways	15	94	55	2 397	861	385	44.7	—	79	32	—	32	40.0
Air Anglia	32	106	89	280	276	84	30.5	1	29	9	1	8	29.8
Air-Bridge Carriers	3	23	17	—	—	—	—	—	39	11	11	—	27.9
Alidair	42	112	124	1 170	1 168	385	32.9	118	294	91	59	32	31.0
Beecham Imperial	4	7	8	37	33	23	70.0	—	3	2	—	2	65.3
British Air Ferries	1	1	2	—	—	—	—	8	5	5	5	—	97.6
British Island Airways	38	132	152	3 034	1 820	818	44.9	12	171	78	4	74	45.7
British Midland Airways	114	272	352	7 866	7 525	3 367	44.7	69	621	302	40	262	48.6
Dan-Air Services	27	95	97	1 847	1 320	563	42.7	—	108	46	—	46	42.6
Fairflight Charters	20	42	70	273	169	131	77.5	1	14	11	1	10	78.6
I D S Aircraft	55	211	185	449	318	114	35.9	—	26	9	—	9	35.9
Intra Airways	1	13	7	347	29	23	80.6	—	3	2	—	2	73.3
Loganair	72	723	268	2 400	557	292	52.4	—	50	27	—	27	54.0
MAM Aviation	7	10	10	34	62	24	38.7	—	6	2	—	2	33.3
McAlpine Aviation	53	222	121	395	391	121	30.9	—	30	10	—	10	33.3
McDonald Aviation	8	30	34	154	100	53	52.7	1	12	5	1	5	43.7
Merlot International Airlines	6	16	10	36	48	14	29.2	—	4	1	—	1	25.0
Moseley Aviation	3	19	11	95	24	17	70.8	—	2	1	—	1	50.0
Northern Air Taxis	73	126	241	485	438	292	66.7	—	44	23	—	23	52.3
Northern Executive Aviation	5	20	20	120	32	27	84.4	3	4	4	1	3	84.4
Peters Aviation	24	83	108	641	326	184	56.4	4	31	15	2	14	48.8
Ryburn Air	5	41	18	4	7	2	21.4	4	3	1	—	—	19.1
Thurston Aviation	16	84	59	52	26	11	42.3	11	8	3	2	1	37.5
Vernair Transport	5	23	17	84	32	23	73.3	—	3	2	—	2	71.8
TOTAL	639	2 536	2 107	23 629	16 541	7 584	45.9	236	1 677	746	126	621	44.5
Class 5A Licence TOTAL	103	458	396	10 230	4 687	2 551	54.4	..	445	229	14	215	51.5
TOTAL Excludes 5A Licence	536	2 078	1 711	13 399	11 854	5 033	42.5	236	1 232	517	112	406	42.0

*Does not include cargo carried under Class 5 licences.

Class 2 Licence Operations March 1975

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted ABC	Other	Seat—km Available (000)	Used (000)	Percentage of available	Available (000)	Tonne—km Used (000)	Percentage of available
International Services											
British Airways Overseas Division	62	11	82	1 671	—	10 771	9 415	87·4	1 187	893	75·2
British Airtours	46	10	59	847	—	8 703	7 801	89·6	792	709	89·4
British Caledonian Airways	11	2	15	179	—	2 092	996	47·6	287	90	31·2
Dan-Air Services	17	4	23	546	—	3 169	3 052	96·3	253	244	96·3
Laker Airways	256	54	332	9 482	—	74 641	54 412	72·9	7 607	5 441	71·5
TOTAL	392	81	511	12 725	—	99 377	75 676	76·2	10 127	7 376	72·8

There were no U.S. originating passengers in March 1975.

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers March 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
International Services												
British Airways European Division	73	95	142	12 414	10 181	9 458	92·9	999	852	85·3	—	—
British Airtours	316	184	460	25 701	60 661	45 053	74·3	5 443	3 881	71·3	—	679
British Airways Regional Division—												
Channel Islands Airways	72	66	260	4 043	5 557	4 755	85·6	505	409	80·9	—	—
Cambrian Airways	61	67	105	2 727	5 231	4 400	84·1	460	352	76·5	—	—
Northeast Airlines	147	151	248	16 911	18 106	16 425	90·7	1 546	1 362	88·1	—	—
British Caledonian Airways	316	324	576	31 405	35 463	31 266	88·2	3 172	2 678	84·4	—	—
Alidair	7	17	22	895	559	396	70·9	50	33	66·5	—	—
Britannia Airways	1 949	1 264	3 096	153 733	253 353	237 391	93·7	21 527	20 181	93·7	—	63
Dan-Air Services	1 445	1 089	2 459	108 152	170 987	147 271	86·1	13 678	11 784	86·1	—	—
Invicta International Airlines	28	38	61	3 125	4 126	2 259	54·7	400	218	54·6	—	—
Laker Airways	805	410	1 215	45 842	97 938	86 747	88·6	9 337	8 233	88·2	—	—
Monarch Airlines	457	285	668	36 411	72 082	61 593	85·4	7 022	5 586	79·6	—	238
TOTAL International Services	5 676	3 990	9 313	441 359	734 245	647 014	88·1	64 139	55 569	86·6	—	980
Domestic Services—Nil.												
GRAND TOTAL	5 676	3 990	9 313	441 359	734 245	647 014	88·1	64 139	55 569	86·6	—	980

All Class 4 Licence Operations March 1975

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	162	37	215	—	2 955	30 415	29 401	96.7	3 304	2 768	83.8
British Airtours	63	19	73	679	912	11 860	9 697	81.8	1 079	870	80.6
British Airways Regional Division—											
Channel Islands Airways	1	4	2	—	66	34	17	50.0	3	1	46.6
Northeast Airlines	17	18	30	—	1 682	2 060	1 667	80.9	175	138	79.2
British Caledonian Airways	147	73	223	—	5 548	24 629	21 050	85.5	3 247	1 884	58.0
Britannia Airways	28	25	47	63	1 844	3 579	2 390	66.8	305	203	66.8
British Island Airways	2	9	8	—	411	106	94	89.0	10	8	82.0
British Midland Airways	13	14	76	—	899	913	836	91.6	75	65	87.3
Dan-Air Services	674	391	1 095	—	39 059	98 435	83 848	85.2	7 869	6 651	84.5
Intra Airways	4	26	22	—	761	141	127	90.0	12	10	80.5
Invicta International Airlines	15	16	34	—	1 485	2 246	1 180	52.5	225	118	52.5
Laker Airways	218	150	393	—	10 541	25 206	20 876	82.8	2 357	1 966	83.4
Loganair	26	391	59	—	1 390	212	133	62.7	19	12	63.0
Monarch Airlines	70	43	106	238	1 532	10 710	8 541	79.7	1 043	775	74.3
TOTAL	1 440	1 216	2 383	980	69 085	210 545	179 856	85.4	19 722	15 471	78.4

International Class 4 Licence Operations March 1975

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	162	37	215	—	2 955	30 415	29 401	96.7	3 304	2 768	83.8
British Airtours	63	19	73	679	912	11 860	9 697	81.8	1 079	870	80.6
British Airways Regional Division—											
Channel Islands Airways	1	4	2	—	66	34	17	50.0	3	1	46.6
Northeast Airlines	17	18	30	—	1 682	2 060	1 667	80.9	175	138	79.2
British Caledonian Airways	147	73	223	—	5 548	24 629	21 050	85.5	3 247	1 884	58.0
Britannia Airways	28	25	47	63	1 844	3 579	2 390	66.8	305	203	66.8
British Island Airways	1	7	6	—	337	71	68	96.4	7	6	89.2
British Midland Airways	13	14	76	—	899	913	836	91.6	75	65	87.3
Dan-Air Services	674	391	1 095	—	39 059	98 435	83 848	85.2	7 869	6 651	84.5
Intra Airways	3	13	15	—	414	113	104	92.4	10	8	82.4
Invicta International Airlines	15	16	34	—	1 485	2 246	1 180	52.5	225	118	52.5
Laker Airways	218	150	393	—	10 541	25 206	20 876	82.8	2 357	1 966	83.4
Monarch Airlines	70	43	106	238	1 532	10 710	8 541	79.7	1 043	775	74.3
TOTAL	1 412	810	2 315	980	67 274	210 270	179 675	85.4	19 697	15 455	78.5

Domestic Class 4 Licence Operations March 1975

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Island Airways	1	2	3	—	74	35	26	74.0	3	2	67.4
Intra Airways	1	13	7	—	347	29	23	80.6	3	2	73.3
Loganair	26	391	59	—	1 390	212	133	62.7	19	12	63.0
TOTAL	28	406	68	—	1 811	275	182	66.0	25	16	64.6

All Class 6 Licence Operations March 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	9	20	22	119	126	60	47.8
British Caledonian Airways	702	219	948	3 538	25 414	17 526	69.0
Air Freight	4	6	18	10	12	6	46.5
Air-Bridge Carriers	2	8	9	22	27	7	27.7
Alidair	3	10	9	21	21	9	41.2
British Air Ferries	10	9	39	18	82	44	53.8
International Aviation Service	35	13	62	170	1 028	1 023	99.6
Invicta International Airlines	24	14	45	134	403	366	90.9
Tradewinds Airways	360	114	700	875	9 310	5 970	64.1
Trans-Meridian Air Cargo	410	119	794	914	10 958	6 468	59.0
TOTAL	1 559	532	2 646	5 821	47 379	31 479	66.4

International Class 6 Licence Operations March 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	9	20	22	119	126	60	47.8
British Caledonian Airways	702	219	948	3 538	25 414	17 526	69.0
Air Freight	4	6	18	10	12	6	46.5
Air-Bridge Carriers	2	6	8	22	23	7	32.0
Alidair	3	10	9	21	21	9	41.2
British Air Ferries	10	9	39	18	82	44	53.8
International Aviation Service	35	13	62	170	1 028	1 023	99.6
Invicta International Airlines	24	14	45	134	403	366	90.9
Tradewinds Airways	360	114	700	875	9 310	5 970	64.1
Trans-Meridian Air Cargo	410	119	794	914	10 958	6 468	59.0
TOTAL	1 558	530	2 644	5 821	47 376	31 479	66.4

Domestic Class 6 Licence Operations March 1975

Table 27.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Air-Bridge Carriers	—	2	2	—	4	—	—
TOTAL	—	2	2	—	4	—	—

All Class 7 Licence Operations March 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	101	29	137	2 238	21 238	15 613	73.5	—	2 983	1 752	—	1 752	58.7
British Airways European Division	52	43	104	902	1 336	671	50.2	265	720	484	427	57	67.2
British Airtours	1	2	2	281	116	86	74.3	—	11	6	—	6	59.9
British Airways Helicopters	136	982	762	7 843	2 916	1 176	40.3	96	274	103	15	88	37.6
British Airways Regional Division—													
Channel Islands Airways	6	18	20	252	451	183	40.5	—	38	17	—	17	44.5
Scottish Airways	—	1	2	41	24	14	57.7	—	2	1	—	1	62.7
Cambrian Airways	20	34	44	1 541	1 579	1 146	72.6	—	137	92	—	92	66.7
Northeast Airlines	7	8	15	666	683	621	90.9	—	58	52	—	52	89.5
British Caledonian Airways	49	19	71	862	9 136	7 853	86.0	—	1 186	705	—	705	59.5
Air Anglia	47	135	141	810	761	309	40.6	2	84	31	1	31	37.6
Air-Bridge Carriers	17	17	44	—	—	—	—	14	141	21	21	—	14.5
Alidair	67	168	195	2 669	3 035	1 150	37.9	124	468	157	61	96	33.5
Aurigny Air Services	1	7	4	66	7	7	98.0	—	1	1	—	1	76.1
Beecham Imperial	7	11	14	67	58	48	81.7	—	5	4	—	4	73.2
Bristow Helicopters	416	2 513	2 129	19 108	6 808	3 944	57.9	351	614	377	78	299	61.4
Britannia Airways	2	1	2	126	206	199	96.9	—	18	17	—	17	96.4
British Air Ferries	48	166	210	87	73	58	79.1	639	378	188	183	5	49.7
British Executive Air Services	20	226	110	1 391	259	119	46.0	11	50	12	1	11	24.1
British Island Airways	4	14	15	351	148	115	78.1	18	19	14	5	10	75.5
British Midland Airways	5	10	14	534	359	274	76.4	—	29	21	—	21	73.0
Dan-Air Services	61	125	162	3 622	5 559	3 972	71.4	—	447	319	—	319	71.4
Fairflight Charters	47	77	175	399	285	221	77.5	8	34	25	8	17	73.5
Green Shield Stamp	22	22	36	92	219	105	48.0	—	22	8	—	8	36.6
IDS Aircraft	55	211	185	449	318	114	35.9	—	26	9	—	9	35.9
International Aviation Service	298	140	632	—	—	—	—	863	5 916	3 046	3 046	—	51.5
Invicta International Airlines	134	99	276	435	510	507	99.5	530	2 065	1 142	1 091	51	55.3
Loganair	10	119	49	357	96	37	38.5	—	9	3	—	3	33.3
MAM Aviation	34	39	50	135	301	116	38.5	—	30	11	—	11	36.7
McAlpine Aviation	185	416	334	889	1 440	478	33.2	—	108	38	—	38	34.9
McDonald Aviation	11	34	44	154	100	53	52.7	3	16	6	2	5	39.7
Merlot International Airlines	24	42	37	86	183	49	26.8	—	15	4	—	4	26.7
Monarch Airlines	39	13	70	221	4 796	1 677	35.0	11	604	183	31	152	30.3
Moseley Aviation	5	23	19	115	40	28	70.0	—	3	2	—	2	66.7
Northern Air Taxis	74	128	246	485	438	292	66.7	—	45	23	—	23	51.1
Northern Executive Aviation	6	23	23	130	39	30	76.9	3	5	4	1	3	80.0
Peters Aviation	33	107	148	790	444	250	56.2	5	43	21	2	19	48.8
Ryburn Air	5	43	21	10	10	3	32.9	4	3	1	—	—	21.8
Thurston Aviation	28	128	104	124	89	32	36.0	14	15	5	2	3	33.3
Trans-Meridian Air Cargo	340	97	667	—	—	—	—	754	8 725	3 719	3 719	—	42.6
Vernair Transport	7	25	23	86	46	25	55.0	—	4	2	—	2	54.7
TOTAL	2 421	6 315	7 336	48 414	64 108	41 577	64.9	3 712	25 349	12 626	8 692	3 935	49.8

International Class 7 Licence Operations March 1975

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	101	29	137	2 238	21 238	15 613	73.5	—	2 983	1 752	—	1 752	58.7
British Airways European Division	52	43	104	902	1 336	671	50.2	265	720	484	427	57	67.2
British Airtours	1	2	2	281	116	86	74.3	—	11	6	—	6	59.9
British Airways Helicopters	136	982	762	7 843	2 916	1 176	40.3	96	274	103	15	88	37.6
British Airways Regional Division—													
Channel Islands Airways	1	2	3	43	71	43	60.6	—	6	4	—	4	65.0
Cambrian Airways	18	28	40	1 395	1 456	1 090	74.8	—	127	87	—	87	68.8
Northeast Airlines	7	8	15	666	683	621	90.9	—	58	52	—	52	89.5
British Caledonian Airways	49	19	71	862	9 136	7 853	86.0	—	1 186	705	—	705	59.5
Air Anglia	20	47	69	571	521	237	45.5	—	58	24	—	24	40.7
Air-Bridge Carriers	16	11	39	—	—	—	—	14	131	21	21	—	15.7
Alidair	25	56	70	1 499	1 867	765	41.0	5	174	66	2	64	37.9
Aurigny Air Services	1	7	4	66	7	7	98.0	—	1	1	—	1	76.1
Beecham Imperial	3	4	6	30	25	25	96.8	—	2	2	—	2	83.5
Bristow Helicopters	416	2 513	2 129	19 108	6 808	3 944	57.9	351	614	377	78	299	61.4
Britannia Airways	2	1	2	126	206	199	96.9	—	18	17	—	17	96.4
British Air Ferries	48	165	208	87	73	58	79.1	631	373	183	178	5	49.1
British Executive Air Services	20	226	110	1 391	259	119	46.0	11	50	12	1	11	24.1
British Island Airways	3	8	11	274	124	97	78.3	5	13	10	2	8	78.5
British Midland Airways	3	6	9	424	241	229	95.3	—	20	18	—	18	89.3
Dan-Air Services	34	30	65	1 775	4 239	3 409	80.4	—	339	273	—	273	80.5
Fairflight Charters	27	35	105	126	116	90	77.6	7	20	14	7	7	70.0
Green Shield Stamp	22	22	36	92	219	105	48.0	—	22	8	—	8	36.6
International Aviation Service	298	140	632	—	—	—	—	863	5 916	3 046	3 046	—	51.5
Invicta International Airlines	134	99	276	435	510	507	99.5	530	2 065	1 142	1 091	51	55.3
MAM Aviation	27	29	40	101	239	92	38.5	—	24	9	—	9	37.5
McAlpine Aviation	132	194	213	494	1 049	357	34.0	—	79	28	—	28	35.5
McDonald Aviation	2	4	10	—	—	—	—	2	4	1	1	—	25.9
Merlot International Airlines	18	26	27	50	135	35	25.9	—	11	3	—	3	27.3
Monarch Airlines	39	13	70	221	4 796	1 677	35.0	11	604	183	31	152	30.3
Moseley Aviation	2	4	8	20	16	11	68.8	—	1	1	—	1	68.8
Northern Air Taxis	1	2	5	—	—	—	—	—	1	—	—	—	50.0
Northern Executive Aviation	1	3	3	10	7	3	42.9	—	1	—	—	—	42.9
Peters Aviation	9	24	40	149	118	66	55.6	—	12	6	—	6	48.8
Ryburn Air	1	2	3	6	3	2	60.0	—	—	—	—	—	41.7
Thurston Aviation	12	44	45	72	63	21	33.3	2	7	2	—	2	28.6
Trans-Meridian Air Cargo	340	97	667	—	—	—	—	754	8 725	3 719	3 719	—	42.6
Vernair Transport	2	2	6	2	14	2	14.3	—	1	—	—	—	16.7
TOTAL	2 021	4 927	6 042	41 359	58 608	39 211	66.9	3 545	24 648	12 358	8 619	3 740	50.1

Domestic Class 7 Licence Operations March 1975

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Regional Division—													
Channel Islands Airways	5	16	17	209	381	140	36.8	—	32	13	—	13	40.7
Scottish Airways	—	1	2	41	24	14	57.7	—	2	1	—	1	62.7
Cambrian Airways	2	6	5	146	123	56	45.7	—	11	5	—	5	41.8
Air Anglia	27	88	72	239	240	72	30.1	2	25	8	1	7	30.6
Air-Bridge Carriers	1	6	5	—	—	—	—	—	11	—	—	—	—
Alidair	42	112	124	1 170	1 168	385	32.9	118	294	91	59	32	31.0
Beecham Imperial	4	7	8	37	33	23	70.0	—	3	2	—	2	65.3
British Air Ferries	1	1	2	—	—	—	—	8	5	5	5	—	97.6
British Island Airways	1	6	5	77	23	18	77.1	12	6	4	2	2	68.8
British Midland Airways	2	4	5	110	118	45	37.9	—	9	4	—	4	37.8
Dan-Air Services	27	95	97	1 847	1 320	563	42.7	—	108	46	—	46	42.6
Fairflight Charters	20	42	70	273	169	131	77.5	1	14	11	1	10	78.6
IDS Aircraft	55	211	185	449	318	114	35.9	—	26	9	—	9	35.9
Loganair	10	119	49	357	96	37	38.5	—	9	3	—	3	33.3
MAM Aviation	7	10	10	34	62	24	38.7	—	6	2	—	2	33.3
McAlpine Aviation	53	222	121	395	391	121	30.9	—	30	10	—	10	33.3
McDonald Aviation	8	30	34	154	100	53	52.7	2	12	5	1	5	43.7
Merlot International Airlines	6	16	10	36	48	14	29.2	—	4	1	—	1	25.0
Moseley Aviation	3	19	11	95	24	17	70.8	—	2	1	—	1	50.0
Northern Air Taxis	73	126	241	485	438	292	66.7	—	44	23	—	23	52.3
Northern Executive Aviation	5	20	20	120	32	27	84.4	3	4	4	1	3	84.4
Peters Aviation	24	83	108	641	326	184	56.4	5	31	15	2	14	48.8
Ryburn Air	5	41	18	4	7	2	21.4	4	3	1	—	—	19.1
Thurston Aviation	16	84	59	52	26	11	42.3	12	8	3	2	1	37.5
Vernair Transport	5	23	17	84	32	23	73.3	—	3	2	—	2	71.8
TOTAL	401	1 388	1 294	7 055	5 500	2 366	43.0	167	701	268	73	195	38.2

All Exempt Operations March 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	49	45	353	1 011	2 790	1 330	47·7	1 285	2 826	1 393	1 275	118	49·3
British Caledonian Airways	46	8	60	629	8 568	7 167	83·6	—	1 176	645	—	645	54·8
Britannia Airways	54	90	128	9 831	7 027	5 876	83·6	—	597	499	—	499	83·6
British Midland Airways	82	146	236	4 378	5 979	2 456	41·1	69	494	231	39	192	46·7
International Aviation Service	129	40	255	—	—	—	—	435	3 560	2 025	2 025	—	56·9
Laker Airways	129	26	170	1 983	20 365	13 951	68·5	—	2 127	1 395	—	1 395	65·6
Loganair	25	136	111	155	100	30	30·0	—	9	3	—	3	33·3
Monarch Airlines	34	14	75	163	—	—	—	24	450	408	408	—	90·8
TOTAL	549	505	1 387	18 150	44 829	30 810	68·7	1 813	11 239	6 600	3 748	2 852	58·7

International Exempt Operations March 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	49	45	353	1 011	2 790	1 330	47·7	1 285	2 826	1 393	1 275	118	49·3
British Caledonian Airways	46	8	60	629	8 568	7 167	83·6	—	1 176	645	—	645	54·8
Britannia Airways	54	90	128	9 831	7 027	5 876	83·6	—	597	499	—	499	83·6
International Aviation Service	129	40	255	—	—	—	—	435	3 560	2 025	2 025	—	56·9
Laker Airways	129	26	170	1 983	20 365	13 951	68·5	—	2 127	1 395	—	1 395	65·6
Monarch Airlines	34	14	75	163	—	—	—	24	450	408	408	—	90·8
TOTAL	442	223	1 040	13 617	38 750	28 324	73·1	1 744	10 735	6 366	3 709	2 658	59·3

Domestic Exempt Operations March 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 Midland Airways	82	146	236	4 378	5 979	2 456	41·1	69	494	231	39	192	46·7
Loganair	25	136	111	155	100	30	30·0	—	9	3	—	3	33·3
TOTAL	107	282	347	4 533	6 079	2 486	40·9	69	503	234	39	195	46·4

Class 5 Operations for UK Operators March 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	2	2	3	208	164	154	93.9	..	16	13	—	—	13	81.3
British Airways European Division	6	14	13	1 179	575	478	83.1	..	55	41	—	—	41	74.5
British Airtours	26	12	37	1 660	4 822	3165	65.6	..	439	269	—	—	269	61.3
British Airways Regional Division—														
Cambrian Airways	13	88	50	2 251	738	329	44.6	..	68	27	—	—	27	39.7
Northeast Airlines	2	4	4	365	238	177	74.4	..	23	15	—	—	15	65.2
British Caledonian Airways	6	6	11	206	684	618	90.4	..	323	293	—	—	293	90.7
Air Anglia	5	18	17	41	36	12	33.3	..	4	1	—	—	1	25.0
Air-Bridge Carriers	19	107	77	3 695	1 290	691	53.6	..	1 022	537	—	11	526	52.5
British Island Airways	36	124	145	2 883	1 762	774	43.9	..	162	72	—	2	70	44.4
British Midland Airways	71	150	158	4 560	4 314	2 289	53.1	..	354	186	—	8	178	52.5
Dan-Air Services	16	13	26	1 443	2 130	1 708	80.2	..	172	136	—	—	136	79.1
Invicta International Airlines	36	30	62	3 489	5 842	4 351	74.5	..	544	405	—	—	405	74.4
Laker Airways	28	24	78	2 351	4 345	2 694	62.0	..	435	269	—	—	269	61.8
Loganair	11	77	49	498	149	92	61.7	..	13	9	—	—	9	69.2
Monarch Airlines	392	36	63	4 407	3 007	2 152	71.6	..	292	190	—	—	190	65.1
TOTAL	669	705	794	29 236	30 096	19 684	65.4	..	3 922	2 463	—	21	2 442	62.8

Class 5 Operations for Non-UK Operators March 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 Airtours	36	9	50	1 127	6 709	4 285	63.9	..	610	357	—	—	357	58.5
British Caledonian Airways	158	64	221	—	—	—	—	..	4 817	3 586	—	3 586	—	74.4
Air Freight	4	10	16	—	—	—	—	..	13	10	—	10	—	76.9
British Island Airways	72	202	253	3 785	2 479	1 295	52.2	..	329	168	4	53	111	51.1
British Midland Airways	340	300	644	11 916	43 164	21 870	50.7	..	3 700	1 968	—	263	1 705	53.2
Invicta International Airlines	117	72	181	2 610	13 663	4 078	29.8	..	1 844	680	—	275	405	36.9
Laker Airways	14	9	38	789	2 759	1 126	40.8	..	276	112	—	—	112	40.6
Tradewinds Airways	130	25	267	—	—	—	—	..	2 632	2 419	—	2 419	—	91.9
TOTAL	871	691	1 669	20 227	68 774	32 654	47.5	..	14 221	9 300	4	6 606	2 690	65.4

Aircraft Type and Utilisation—All Airlines March 1975

Table 31.1

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1975	Daily utilisation per aircraft (hrs) Quarter ended March 1975
Aviation Traders Carvair	150	445	173	426	244	9 690	1 867	7	3.4
Aviation Traders Merchantman	539	—	792	—	1 355	—	—	9	4.9
AW650 Argosy	39	—	95	—	130	—	—	2	2.3
BAC 111-200	361	879	—	865	—	31 947	13 636	7	6.7
BAC 111-300/400	1 460	1 486	—	2 919	—	90 403	104 824	17	5.4
BAC 111-500	2 591	4 218	5	5 501	6	257 114	171 947	30	6.0
BAC Britannia-300	348	8	155	37	716	336	1 307	5	5.2
BAC Vanguard 952	200	59	110	103	314	5 324	3 900	5	2.8
BAC VC10 Standard	1 993	216	1	747	3	6 734	35 167	6	6.2
BAC VC10 Super	4 198	1 395	—	5 755	—	57 091	355 916	15	10.4
BAC Viscount-700	14	89	—	54	—	2 339	361	2	0.8
BAC Viscount-700D/800/810	1 474	4 611	240	5 045	222	177 671	59 620	49	3.5
Beagle 206	74	126	2	241	5	485	292	4	1.8
Beechcraft 18/Super H18	2	8	—	9	—	22	5	1	0.7
Beechcraft B55 Baron	—	—	—	—	—	—	—	2	—
Beechcraft B80 Queen-Air	7	25	—	23	—	86	25	1	0.4
Beechcraft B90 King-Air	—	—	—	—	—	—	—	2	—
Bell 212 Twin	43	648	—	279	—	3 423	249	6	1.7
Boeing 707-120/120B	338	122	—	518	—	12 678	38 537	2	8.1
Boeing 707-320C/336	5 071	961	588	5 649	1 260	55 074	323 140	25	8.7
Boeing 707-420	2 010	758	—	2 754	—	58 794	235 519	18	4.8
Boeing 720/720B	933	359	—	865	—	39 581	70 011	6	5.5
Boeing 727-100	618	405	—	963	—	47 095	73 014	5	4.6
Boeing 737-200	2 032	1 380	—	3 274	—	165 597	245 856	14	8.6
Boeing 747	4 599	1 250	—	6 177	—	122 981	895 598	17	10.4
Britten-Norman Islander	146	1 550	15	650	13	5 398	513	13	1.7
Britten-Norman Trislander	101	1 536	—	562	—	14 087	888	8	2.2
Canadair CL 44	1 239	—	355	—	2 428	—	—	12	6.8
Cessna 340	5	6	37	7	13	10	3	1	1.0
Cessna 401/421	8	23	—	25	—	28	19	2	0.5
Cessna 500 Citation	9	36	—	34	—	63	15	1	0.9
DC10	286	95	—	396	—	15 063	79 197	3	4.4
DC3 Dakota/Pionair	89	146	265	131	305	2 747	557	10	1.2
DC8-54/55F Jet Trader	48	—	17	—	72	—	—	1	5.1
DH 104 Dove	24	21	17	36	59	147	65	4	0.9
DH 106 Comet 4B/C	579	445	—	1 013	—	43 815	59 184	11	2.1
DH 114 Heron	43	128	13	171	21	944	303	6	0.8
DHC 6 Twin-Otter	19	122	—	72	—	1 080	205	1	1.6
Fokker Friendship 100/600	169	530	—	556	—	7 998	3 591	4	5.4
HP Herald 100/200	426	1 336	457	1 145	500	37 417	8 010	13	4.1
HP Herald 700	68	152	—	154	—	4 044	1 616	2	1.5
HS 121 Trident 1C	847	1 361	—	1 778	—	83 552	55 350	17	4.1
HS 121 Trident 1E	253	348	—	463	—	35 741	26 672	4	3.4
HS 121 Trident 2E	1 408	1 025	—	2 390	—	62 899	88 171	15	5.1
HS 121 Trident 3B	2 278	2 783	—	5 818	—	258 298	209 238	26	6.0
HS 125	244	423	—	378	—	1 044	726	19	0.7
HS 748	184	736	—	673	—	15 253	4 479	7	3.5
Lockheed L1011 Tristar	133	162	—	270	—	30 030	26 898	6	1.3
PA23 Aztec/Apache	40	130	48	126	33	224	54	4	0.9
PA31 Navajo	111	350	17	329	15	1 068	380	11	1.0
Sikorsky 58T	71	275	—	237	—	1 688	529	6	0.8
Sikorsky S61N	441	2 047	—	2 307	—	22 713	4 570	25	3.2
Westland Wessex	30	983	—	259	—	5 406	189	7	2.3
TOTAL	38 395	36 197	3 402	62 184	7 714	1 804 822	3 202 017	496	*4.5

*Excluding airlines for which details not available.

Aircraft Type and Utilisation—Individual Airlines

March 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 March 1975	Daily utilisation per aircraft (hrs) Quarter ended March 1975
British Airways Overseas Division									
BAC VC10 Standard	1 993	216	1	747	3	6 734	35 167	6	6.2
BAC VC10 Super	4 198	1 395	—	5 755	—	57 091	355 916	15	10.4
Boeing 707-320C/336	2 593	463	281	3 523	—	24 556	159 859	11	8.8
Boeing 707-420	1 522	522	—	2 074	—	28 434	165 432	9	7.4
Boeing 747	4 599	1 250	—	6 177	—	122 981	895 398	17	10.4
TOTAL	14 906	3 846	282	18 276	3	239 796	1 611 772	58	9.3
British Airways European Division									
BAC 111-500	1 266	2 815	—	3 096	—	156 170	68 915	18	5.6
HS 121 Trident 2E	1 408	1 025	—	2 390	—	62 899	88 170	15	5.1
Aviation Traders Merchantman	539	—	792	—	1 355	—	—	9	4.9
HS 121 Trident 1C	847	1 361	—	1 778	—	93 552	55 351	17	4.1
HS 121 Trident 3B	2 278	2 783	—	5 818	—	258 298	209 238	26	6.0
Lockheed L1011 Tristar	133	162	—	270	—	30 030	26 898	6	1.3
TOTAL	6 471	8 146	792	13 352	1 355	600 949	448 572	91	5.0
British Airtours									
Boeing 707-420	488	236	—	680	—	30 360	70 087	9	2.2
British Airways Helicopters									
Sikorsky S61N	142	1 032	—	781	—	11 823	1 426	10	2.5
Bell 212 Twin	8	182	—	62	—	908	48	1	2.5
TOTAL	150	1 214	—	843	—	12 731	1 474	11	2.5
British Airways Regional Division									
Channel Islands Airways									
BAC Viscount-700D/800/810	357	1 163	—	1 302	—	57 279	17 768	12	3.3
BAC 111-300/400	184	235	—	667	—	10 857	9 265	3	6.4
TOTAL	541	1 398	—	1 969	—	68 036	27 033	15	3.9
Scottish Airways									
BAC Viscount-700D/800/810	93	579	—	693	—	14 850	3 525	7	4.3
Cambrian Airways									
BAC Viscount-700	14	89	—	54	—	2 339	361	2	0.8
BAC Viscount-700D/800/810	207	878	150	621	121	33 222	7 387	8	3.2
BAC 111-300/400	226	533	—	495	—	23 579	13 078	4	3.4
TOTAL	447	1 500	150	1 170	121	59 140	20 826	14	2.9
Northeast Airlines									
BAC Viscount-700D/800/810	175	510	—	562	—	22 455	7 907	6	2.9
HS 121 Trident 1E	253	348	—	463	—	35 741	26 672	4	3.4
TOTAL	428	858	—	1 025	—	58 196	34 579	10	3.1

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 March 1975	Daily utilisation per aircraft (hrs) Quarter ended March 1975
British Caledonian Airways									
BAC 111-200	361	879	—	865	—	31 947	13 636	7	6.7
BAC 111-500	658	908	5	1 276	6	63 876	52 519	6	6.6
Boeing 707-320C/336	2 142	390	307	1 659	1 260	17 634	110 939	9	10.5
TOTAL	3 160	2 177	312	3 800	1 266	113 457	177 095	22	8.2
Air Anglia									
DC3 Dakota/Pionair	17	39	—	59	—	605	245	2	0.9
Fokker Friendship 100/600	169	530	—	556	—	7 998	3 591	4	5.4
PA31 Navajo	34	114	—	99	—	246	76	3	1.0
TOTAL	220	683	—	714	—	8 849	3 912	9	2.9
Air Freight									
DC3 Dakota/Pionair	45	—	191	—	223	—	—	4	1.7
Air-Bridge Carriers									
AW650 Argosy	39	—	95	—	130	—	—	2	2.3
BAC Viscount-700D/800/810	20	92	10	66	12	3 695	691	1	1.7
TOTAL	60	92	105	66	142	3 695	691	3	2.1
Alidair									
BAC Viscount-700D/800/810	77	115	80	137	89	3 564	1 546	3	2.7
Aurigny Air Services									
Britten-Norman Trislander	73	1 355	—	423	—	12 713	638	5	2.9
Britten-Norman Islander	38	544	—	204	—	2 481	169	3	2.2
TOTAL	111	1 899	—	627	—	15 194	807	8	2.6
Beecham Imperial									
HS 125	7	11	—	14	—	67	48	2	0.4
Bristow Helicopters									
Sikorsky S61N	299	1 015	—	1 526	—	10 890	3 144	15	3.7
Westland Wessex	30	983	—	259	—	5 406	189	7	2.3
Sikorsky 58T	71	275	—	237	—	1 688	529	6	0.8
Bell 212 Twin	15	240	—	107	—	1 124	81	1	3.4
TOTAL	416	2 513	—	2 129	—	19 108	3 944	29	2.9
Britannia Airways									
Boeing 737-200	2 032	1 380	—	3 274	—	165 597	245 856	14	8.6
British Air Ferries									
Aviation Traders Carvair	150	445	173	426	244	9 690	1 867	7	3.4
British Executive Air Services									
Bell 212 Twin	20	226	—	110	—	1 391	119	4	1.0

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1975	Daily utilisation per aircraft (hrs) Quarter ended March 1975
British Island Airways									
HP Herald 100/200	426	1 336	457	1 145	500	37 017	8 010	13	4.1
British Midland Airways									
HP Herald 700	68	152	—	154	—	4 044	1 616	2	1.5
BAC Viscount-700D/800/810	544	1 274	—	1 664	—	42 606	20 795	12	3.9
Boeing 707-320C/336	64	28	—	76	—	1 634	4 257	3	3.7
TOTAL	676	1 454	—	1 894	—	48 284	26 668	17	3.5
Brymon Airways									
Britten-Norman Islander	21	127	—	99	—	357	63	2	1.4
DHC 6 Twin-Otter	19	122	—	72	—	1 080	205	1	1.6
TOTAL	40	249	—	171	—	1 437	268	3	1.5
Dan-Air Services									
HS 748	184	736	—	673	—	15 253	4 479	7	3.5
BAC 111-300/400	223	262	—	445	—	22 202	20 409	5	4.2
BAC 111-500	516	390	—	901	—	28 193	39 393	4	8.6
DH 106 Comet 4B/C	579	445	—	1 013	—	43 815	59 184	11	2.1
Boeing 727-100	618	405	—	963	—	47 095	73 014	5	4.6
Boeing 707-320C/336	272	80	—	391	—	11 250	48 085	2	5.3
TOTAL	2 392	2 318	—	4 386	—	167 808	244 564	34	3.6
Eagle Flying Services									
Beechcraft B90 Kingair	—	—	—	—	—	—	—	2	—
Beechcraft B55 Baron	—	—	—	—	—	—	—	2	—
TOTAL	—	—	—	—	—	—	—	4	—
Fairflight Charters									
DH 104 Dove	24	21	17	36	59	147	65	3	1.4
PA 31 Navajo	23	36	3	75	5	252	156	1	2.1
TOTAL	47	57	20	111	64	399	221	4	1.6
Green Shield Stamp									
HS 125	22	22	—	36	—	92	105	1	1.2
Haywards Aviation									
DH 104 Dove	..	..	..	..	..	..	..	1	..
I D S Aircraft									
Cessna 500 Citation	9	36	—	34	—	63	15	1	0.9
PA 23 Aztec/Apache	9	33	—	47	—	48	14	1	1.1
PA 31 Navajo	36	142	—	103	—	338	85	2	1.7
TOTAL	55	211	—	184	—	449	114	4	1.3
International Aviation Service									
BAC Britannia-300	286	—	136	—	622	—	—	3	6.5
DC8-54/55F Jet Trader	48	—	17	—	72	—	—	1	5.1
TOTAL	334	—	153	—	694	—	—	4	6.2

Table 31.2 cont.

	Aircraft—km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended March 1975	Daily utilisation per aircraft (hrs) Quarter ended March 1975
Intra Airways									
Britten-Norman Islander	1	15	—	7	—	115	8	—	0.9
DC3 Dakota/Pionair	27	107	74	72	82	2 142	312	4	0.8
TOTAL	28	122	74	79	82	2 257	319	4	0.8
Invicta International Airlines									
BAC Vanguard 952	200	59	110	103	314	5 324	3 900	5	2.8
Boeing 720/720B	154	100	—	242	—	5 820	8 476	2	4.6
TOTAL	354	159	110	345	314	11 144	12 375	7	3.2
Laker Airways									
BAC 111-300/400	826	456	—	1 312	—	33 765	62 072	5	7.6
DC 10	286	95	—	396	—	15 063	79 197	3	4.4
Boeing 707-120/120B	338	122	—	518	—	12 678	38 537	2	8.1
TOTAL	1 449	673	—	2 226	—	61 506	179 806	10	6.8
Loganair									
Beechcraft 18/Super H18	2	8	—	9	—	22	5	1	0.7
Britten-Norman Trislander	28	181	—	139	—	1 374	249	3	1.3
Britten-Norman Islander	76	838	—	312	—	2 287	237	6	1.8
TOTAL	106	1 027	—	460	—	3 683	492	10	1.6
MAM Aviation									
HS 125	34	39	—	50	—	135	116	1	1.8
McAlpine Aviation									
Cessna 401/421	8	23	—	25	—	28	19	2	0.5
HS 125	157	309	—	241	—	664	409	12	0.7
PA 23 Aztec/Apache	12	60	—	45	—	102	21	2	0.5
PA 31 Navajo	7	24	—	23	—	95	30	1	0.5
TOTAL	185	416	—	334	—	889	478	17	0.6
McDonald Aviation									
DH 114 Heron	11	25	9	28	16	154	53	1	0.5
Merlot International Airlines									
HS 125	24	42	—	37	—	86	49	3	0.4
Monarch Airlines									
BAC 111-500	152	105	—	228	—	8 875	11 121	2	6.5
BAC Britannia-300	62	8	19	37	94	336	1 307	2	3.2
Boeing 720/720B	779	259	—	623	—	33 761	61 536	4	5.8
TOTAL	993	372	19	888	94	42 972	73 963	8	5.1
Moseley Aviation									
PA 31 Navajo	5	23	—	19	—	115	28	1	1.0

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1975	Daily utilisation per aircraft (hrs) Quarter ended March 1975
Northern Air Taxis									
Beagle 206	74	126	2	241	5	485	292	4	1.8
Northern Executive Aviation									
Britten-Norman Islander	6	19	4	20	4	130	30	1	0.4
Peters Aviation									
DH 114 Heron	33	103	4	143	5	790	250	5	0.9
Ryburn Air									
Cessna 340	5	6	37	7	13	10	3	1	1.0
Thurston Aviation									
Britten-Norman Islander	4	7	11	8	9	28	7	1	0.6
PA 23 Aztec/Apache	18	37	48	34	33	74	19	1	1.5
PA 31 Navajo	6	11	14	10	10	22	6	3	0.3
TOTAL	28	55	73	52	52	124	32	5	0.6
Tradewinds Airways									
Canadair CL 44	490	—	139	—	967	—	—	5	7.1
Trans-Meridian Air Cargo									
Canadair CL 44	750	—	216	—	1 461	—	—	7	6.7
Vernair Transport									
Beechcraft B80 Queen-Air	7	25	—	23	—	86	25	1	0.4
GRAND TOTAL	38 395	36 197	3 402	62 184	7 714	1 804 822	3 202 017	496	*4.5

*Excluding airlines for which details not available.

Operations Subject to Variable Charge by Type of Licence, and Non-chargeable Operations March 1975

Table 32

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
Chargeable Operations (Own Aircraft)					
Class 1	501 313	288 204	91 576	196 630	57.5
Class 2	9 839	7 286	—	7 286	74.1
Class 3	64 139	55 569	—	55 569	86.6
Class 4	19 722	15 471	—	15 471	78.4
Class 5	16 210	10 671	6 504	4 167	65.8
Class 6	47 379	31 479	31 479	—	66.4
Class 7	24 282	11 965	8 691	3 273	49.3
TOTAL	682 885	420 645	138 250	282 396	61.6
Non-Chargeable Operations					
Aircraft hired from Foreign Operators	4 598	2 451	757	1 694	53.3
Exempt Services	11 239	6 600	3 748	2 852	58.7
TOTAL	15 837	9 051	4 505	4 546	57.2
GRAND TOTAL	698 721	429 696	142 755	286 942	61.5

Output by Type of Licence and Aircraft Ownership March 1975

Table 33

Type of Licence or Service	Capacity Own Aircraft (000)	Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	501 313	554	1 349	503 216
Class 2	9 839	—	287	10 127
Class 3	64 139	—	—	64 139
Class 4	19 722	—	—	19 722
Class 6	47 379	—	—	47 379
Class 7	24 282	1	1 066	25 349
Exempt Services	7 679	—	3 560	11 239
TOTAL	674 353	556	6 261	681 170
Class 5 hired to UK Airlines	3 922			
Non UK Airlines	14 221			
TOTAL	18 143			
GRAND TOTAL	692 496			

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Appendix A Definitions

AIRPORT ACTIVITY

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

AIR PASSENGERS

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

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

AIR CARGO

Cargo in airport statistics means the weight of cargo (including accompanied vehicles) picked up and set down by aircraft on air transport flights. Cargo in transit through the airport on the same aircraft is excluded as is mail, company stores, excess baggage and diplomatic bags picked up and set down. (See also definition below under 'Airline Operations'.)

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

AIRLINE OPERATIONS

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

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

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

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

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

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

Seat-km available	a seat-kilometre is available when a seat is flown one kilometre. Seat-kms available are equal to the sum of the products obtained by multiplying the number of passenger seats available for sale on each stage flight by the stage distance measured in kilometres.
Seat-km used	a seat-kilometre is used when a seat occupied by a revenue passenger is flown for one kilometre. Seat-km used is equal to the sum of the products obtained by multiplying the number of revenue passengers carried on each stage flight by the stage distance measured in kilometres.
Separate fare charters	are those where the charterer re-sells part of the capacity of the aircraft to the public at large; an organisation, etc.
Sole-use charters	are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward.
Stage flights	that part of the flight between two consecutive places, i.e. from take-off to the next landing, excluding technical stops, on the route.
Tonne-km available	a metric tonne of payload space available flown one kilometre. Tonne-km available is equal to the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers and cargo) on each stage flight by the distance measured in kilometres.
Tonne-km used	a metric tonne of revenue load carried one kilometre. Tonne-km used is the sum of the products obtained by multiplying the number of tonnes of revenue load (passengers and cargo) carried on each stage flight by the distance measured in kilometres.

Appendix B Classes of Licence

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

Class 1 authorises scheduled service flights;

Class 2 authorises advance booking charter flights;

Class 3 authorises inclusive tour charter flights;

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

Class 5 authorises substitute charter flights;

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

Class 7 authorises sole-use charter flights.