

M² Hewitt

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Civil Aviation Authority



CAA Monthly Statistics
(up to and including May 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
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London WC2R 0DP
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Airline Statistics: Civil Aviation Authority
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London WC2B 6NN
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3.2 **Distribution** Enquiries concerning orders and subscriptions should be addressed to:

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

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

The series comprise:

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

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

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

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

Table 31.1

Boeing 707–120/120B	12 966
Boeing 707–320C/336	58 710
Boeing 707–420	109 931
Boeing 747	104 269
DC 10	32 765
Total	2 221 352

Table 31.2

BAOD	Boeing 707–420	22 539
	Boeing 747	104 269
	Total	206 032
British Airtours	Boeing 707–420	87 392
BCAL	Boeing 707–320C/336	15 648
	Total	133 799
Dan Air Services	Boeing 707–320C/336	10 132
	Total	216 054
Laker Airways	DC 10	30 690
	Boeing 707–120/120B	12 966
	Total	80 131
Grand Total		2 221 352

July 1976

Civil Aviation Statistics—May 1975

Activity at UK Airports

The level of air transport movements increased to over 63 000 during May 1975 but was still 1.4 per cent less than in May 1974. London area movements declined by an aggregate 3.6 per cent, whilst over the rest of the UK a 1.1 per cent growth was achieved. Over the three month period March to May 1975 movements declined both within and outside the London area compared with a year earlier; the former by 3.6 per cent and the latter only marginally. Gatwick and Stansted were alone amongst London area airports in reporting growth (the former only marginally: the latter 23.0 per cent growth: (56 additional movements per month). Heathrow reported a 3.0 per cent decline (653 less movements), Luton 24 per cent decline (487 less movements) and Southend 1.9 per cent decline (20 less movements). Lydd continued to report the highest rate of growth (over 18 fold its 1974 level) and Gloucester the heaviest rate of decline (69.6 per cent). Outside the London area, the greatest increase in actual movements continued to be recorded at Aberdeen (849 additional movements; 56.3 per cent growth) again followed by Edinburgh (452 additional movements; 37.8 per cent growth) and Lydd (352 movements). Glasgow again reported the heaviest decline in actual movements (1390 less movements per month; 38.6 per cent decline). Over the three months period charter movements increased by 6.7 per cent whilst scheduled movements declined by 4.1 per cent. The UK operators share of each declined marginally; the former to 88.0 per cent, the latter to 73.0 per cent.

Despite the decline in movements a monthly average of 3.7 million terminal passengers travelled through UK airports during May 1975; an increase of 8.9 per cent against May 1974. London area passengers increased by 7.2 per cent, whilst those travelling through airports over the rest of the country grew by an aggregate 12.9 per cent. More modest increases were recorded over the three month period March–May when passengers using London area airports grew by 2.9 per cent, and those over the rest of the UK by 2.2 per cent. Within the London area Heathrow and Stansted were alone in reporting individual growths; (104 781 additional passengers per month, 6.6 per cent growth and 3586 additional passengers, 22.4 per cent growth respectively). Gatwick reported a marginal decline (2201 fewer passengers), Luton a 19.8 per cent decline (37 770 fewer passengers) and Southend a 23.9 per cent decline (5355 fewer passengers). Outside the London area Aberdeen and Edinburgh continued to record the greatest increases in actual passengers handled (18 929 additional passengers; 29.7 per cent growth and 15 134 passengers; 46.8 per cent growth respectively) followed by East Midlands which recorded handling 11 339 additional passengers (34.2 per cent growth). Lydd with a 40 fold growth in passengers again achieved the heaviest rate of growth over the UK whilst Swansea the heaviest rate of decline of 78.2 per cent. Total terminal passengers showed a 2.7 per cent growth over the March–May period. Those travelling by scheduled services increased by 2.5 per cent and those by charter services by 3.2 per cent. The UK operators claimed less of these increases than foreign operators and their share of both charter

and scheduled passengers declined marginally to 85.2 per cent and 66.1 per cent respectively.

In the period March to May 1975 a monthly average of 3.2 million passengers used UK airports; 2.3 million travelled by international services (5.1 per cent growth) and 0.9 million by domestic services (3.2 per cent decline). Total international scheduled passengers using UK airports grew by 8.1 per cent over this period when the most heavily used scheduled services continued to be those to France with 13.3 per cent of the total passengers (8.1 per cent growth) followed by services to USA with 11.7 per cent (1.1 per cent decline) and Netherlands with 8.5 per cent (3.0 per cent growth). Charter service passengers increased significantly to achieve a 3.8 per cent growth on March–May 1974. 42.7 per cent of total charter passengers travelled to and from Spain (14.0 per cent growth), 9.8 per cent on Italian routes (7.5 per cent decline) and 8.0 per cent on the German routes (9.4 per cent growth). The aggregate 3.2 per cent decline in domestic services passengers comprised a 55.1 per cent growth in those travelling to and from Edinburgh against declines on all other routes (Channel Islands: 19.7 per cent, Glasgow 46.5 per cent, Belfast 3.8 per cent and Isle of Man 2.3 per cent). 60.6 per cent of all domestic passengers travelled on the London routes between March and May—a marginal decline on 1974.

During the month of May, instead of experiencing growth as in earlier years, the level of air freight tonnage fell to below 53 000 tonnes. This overall decline of 16.8 per cent on 1974 comprised a 4.8 per cent decline over the London area and 24.0 per cent decline over the rest of the UK. Over the three month period March–May 1975 an overall decline of 9.7 per cent was recorded; 6.9 per cent in the London area and 19.7 per cent over the rest of the UK. Gatwick and Stansted again reported growth (1606 additional tonnes; 36.4 per cent growth and 134.2 additional tonnes; 8.6 per cent growth). Heathrow handled 4879 fewer tonnes (12.0 per cent decline), Luton 44 fewer tonnes (24.2 per cent decline) and Southend 171 fewer tonnes (9.3 per cent decline). Lydd continued to record both the greatest rate of growth over the whole country and the greatest increase in actual tonnage (283 additional tonnes per month, 25 fold growth). Aberdeen reported 80 additional tonnes (38.5 per cent growth) and Edinburgh 68 additional tonnes (27.3 per cent growth). Glasgow once more suffered the heaviest actual decline in tonnage (958 fewer tonnes per month, 45.2 per cent decline), whilst Exeter reported the heaviest rate of decline (25 fewer tonnes; 59.3 per cent decline). Cargo carried on scheduled services dropped by 16.4 per cent, whilst that on charter services grew by 40.7 per cent, most of which was handled by UK operators whose share grew by 10.1 percentage points to 77.3 per cent. The UK operators' share of scheduled cargo, however, dropped marginally to 47.6 per cent.

Output of UK Airlines

The output of UK airlines for all services in May 1975 was over 718 million available tonne-kilometres, an increase of over 40 per cent on May 1974.

The scheduled service output of 470 million available tonne-kilometres was over 50 per cent higher than a year earlier when BAOD operations were affected by a strike. The overall load factor of 53·6 per cent compared with 52·7 per cent in May 1974. Seat kilometres used were 56·5 per cent of those available compared with 54·5 per cent the previous year. Seat factors on domestic and international scheduled services were 62·6 and 56·0 per cent respectively compared with 58·8 and 53·9 per cent in May 1974.

The non-scheduled output of nearly 249 million available tonne-kilometres was 24·1 per cent higher than

a year earlier. Advance Booking Charters and Inclusive Tour Charters accounted for 29·2 and 102·5 million available tonne-kilometres respectively compared with 20·9 and 91·7 million in May 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

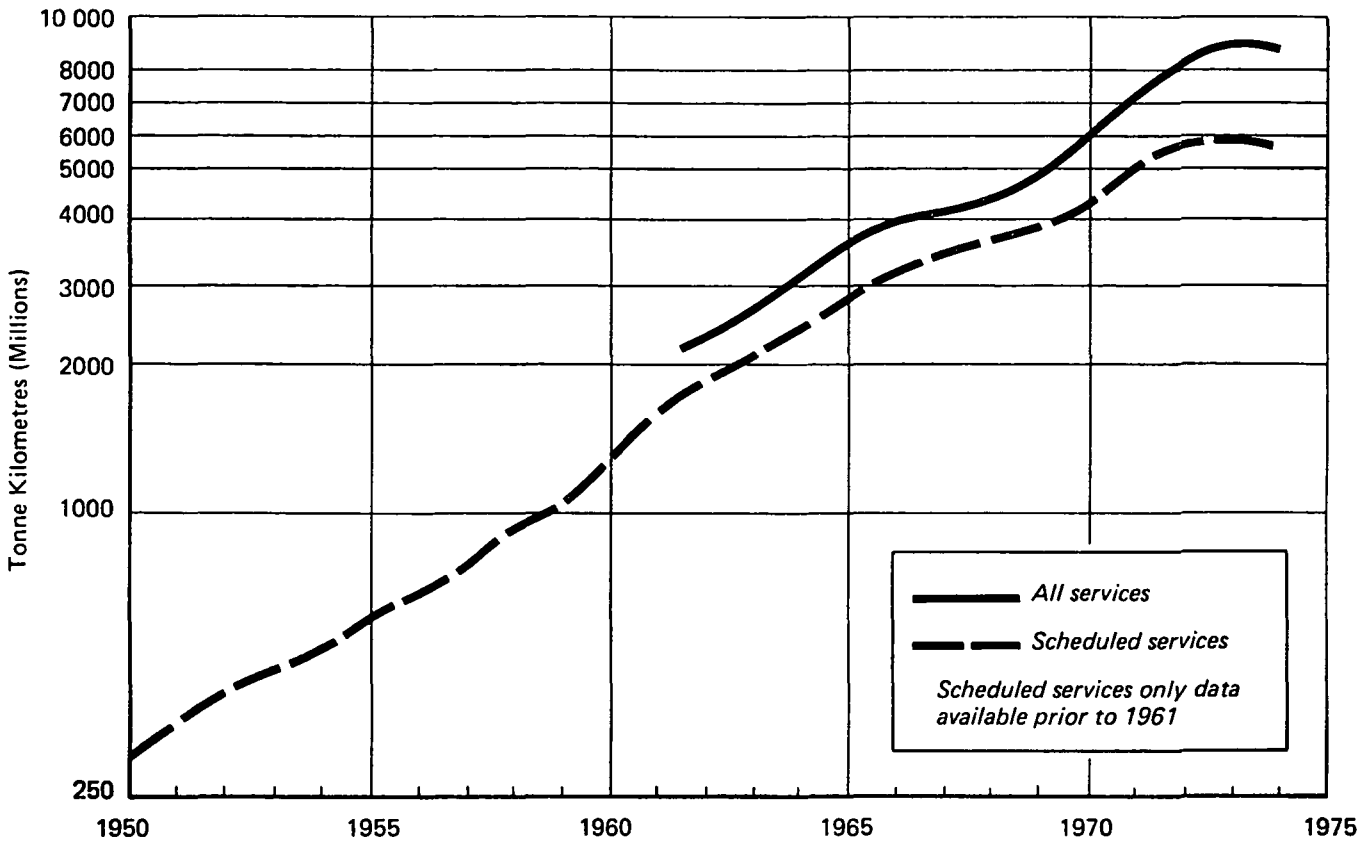
Airports and Airlines Year ended 31 March 1975

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.

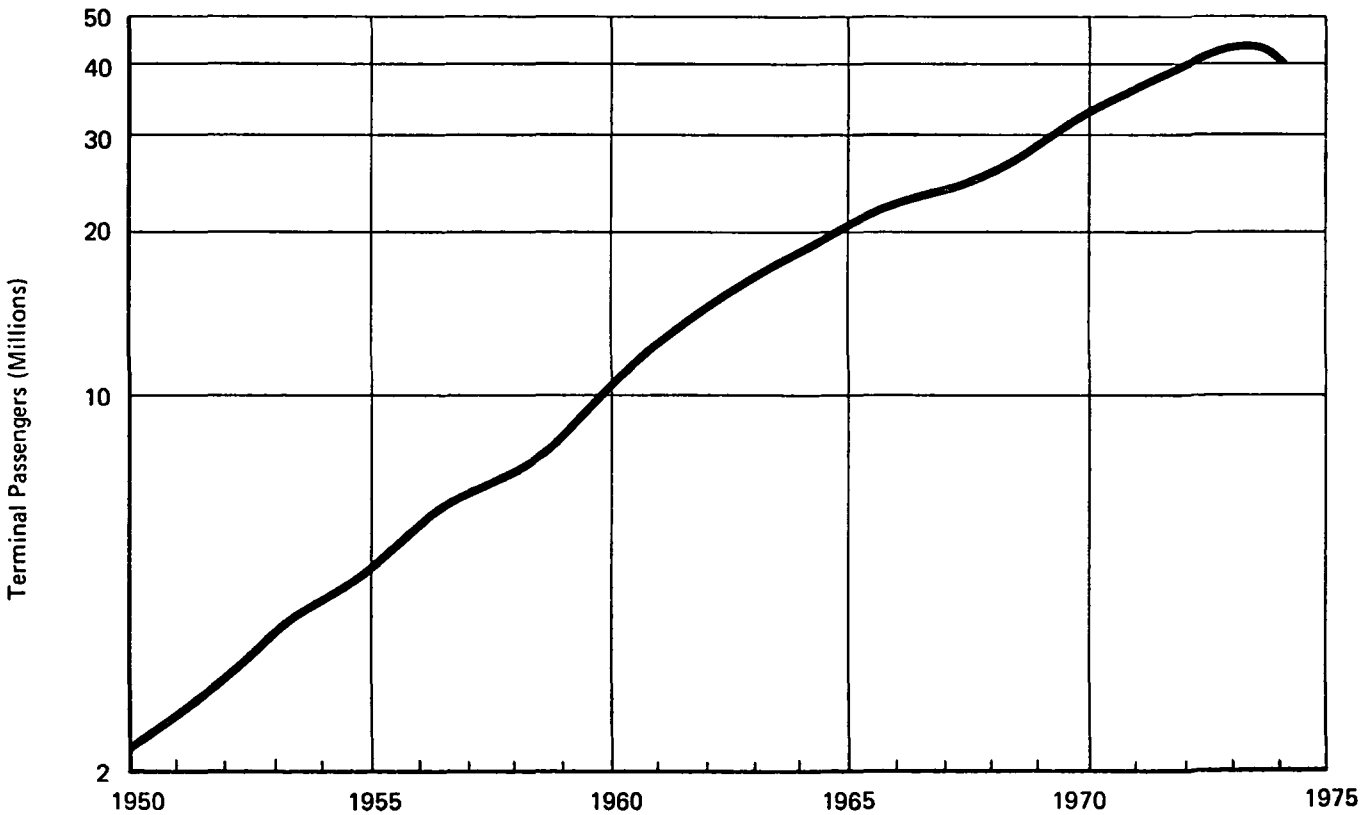
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1975

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Available tonne-km Total (000 000)	Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 352
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
Year ended						
May 1974	1 859	717	42 472	8 630	5 758	2 872
May 1975	1 883	710	40 234	8 535	5 939	2 596
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)						
	1.3	-1.0	-5.3	-1.1	3.1	-9.6

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
April	59.7	3 275	35.9	1 707	10.2	694	12.2	763	1.4	111
May	64.1	3 359	38.4	1 692	10.6	620	13.6	926	1.5	121
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
April	56.5	3 099	33.4	1 624	9.8	577	12.0	814	1.3	84
May	63.2	3 658	36.5	1 811	12.1	769	12.7	912	1.8	166

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total	Total	Commercial Air transport	Other	Total	Non-commercial Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1974	154.1	66.0	59.2	6.9	88.1	65.2	15.0	7.9
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8	7.1
4th quarter	134.2	60.0	53.4	6.6	74.2	53.1	14.2	6.9
1974 1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
2nd quarter	174.4	71.7	64.3	7.5	102.7	76.4	16.6	9.6
3rd quarter	184.1	81.4	71.7	9.7	102.7	80.6	14.6	7.6
4th quarter	135.0	59.6	53.7	5.8	75.4	54.9	12.7	7.8
1975 1st quarter	134.2	53.5	48.4	5.0	80.7	55.1	17.9	7.7
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
April	165.1	66.2	59.7	6.5	98.9	71.5	19.0	8.4
May	181.6	72.0	64.1	7.9	109.6	80.3	18.1	11.2
1974 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
April	163.3	62.0	56.6	5.4	101.3	72.6	19.4	9.4
May	183.0	70.8	63.2	7.6	112.2	82.2	19.3	10.7

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

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

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	215	42	98	66
	2nd quarter	2 658	305	147	72	51	286	56	156	195
	3rd quarter	3 356	395	197	94	66	386	73	221	287
	4th quarter	2 167	236	117	58	38	249	52	117	117
1974	1st quarter	1 760	197	78	51	26	213	59	99	72
	2nd quarter	2 435	271	128	67	37	259	75	141	198
	3rd quarter	3 043	351	180	86	50	338	96	204	262
	4th quarter	1 986	215	103	53	26	212	80	108	122
1975	1st quarter	1 810	180	85	50	24	49	165	76	89
1973	October	2 539	286	150	67	47	86	288	62	129
	November	2 009	233	120	61	39	55	246	51	91
	December	1 954	188	80	46	27	42	212	42	80
1974	January	1 808	196	69	52	25	32	219	58	103
	February	1 530	186	67	49	24	35	193	55	90
	March	1 940	210	96	52	30	53	227	64	104
	April	2 332	232	110	56	34	85	225	67	134
	May	2 324	263	122	67	33	99	250	77	123
1974	October	2 351	265	140	64	31	92	259	90	120
	November	1 790	201	95	50	25	49	196	74	93
	December	1 815	180	72	44	21	45	182	76	112
1975	January	1 782	181	64	48	22	39	192	78	100
	February	1 535	161	76	44	20	41	162	69	78
	March	2 112	197	114	58	30	67	141	80	105
	April	2 183	223	116	56	28	82	212	86	114
	May	2 491	307	154	70	36	109	267	93	130

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
April	46 284	4 829	882	144	76	1 473	3 360	413	1 394	2 097
May	49 236	5 412	1 053	180	108	1 613	3 595	496	1 759	1 910
1974 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
April	44 145	4 028	858	125	59	1 296	2 577	592	1 230	1 708
May	41 960	4 040	908	109	59	1 186	2 719	541	1 244	1 673

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	493.3	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
April	462.1	244.3	8.4	63.8	172.0	52.9	3 608.6	1 945.4	53.9
May	308.1	162.4	5.3	36.3	120.7	52.7	2 508.7	1 368.1	54.5
1974 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	1 705.9	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
April	426.9	230.2	9.4	59.1	161.7	53.9	3 221.4	1 816.0	56.4
May	469.5	251.5	10.2	59.6	181.7	53.6	3 591.9	2 030.5	56.5

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
	April	31.9	17.5	0.2	1.8	15.4	54.7	308.8	186.0	60.2
	May	35.4	19.2	0.3	2.0	16.9	54.3	345.3	203.1	58.8
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
	April	27.5	15.0	0.2	1.3	13.5	54.6	264.8	160.2	60.5
	May	30.3	17.5	0.2	1.2	16.0	57.7	304.8	190.6	62.6

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	201.7	102.8	4.5	24.1	74.2	51.0	1 472.1	894.8	60.8
1966	225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1974	448.1	246.1	9.6	63.7	172.8	54.9	3 386.5	1 929.4	57.0
1973 1st quarter	395.6	204.2	8.7	60.3	135.2	51.5	2 897.5	1 519.6	52.4
2nd quarter	485.8	250.8	8.5	61.6	180.8	51.6	3 699.1	2 024.9	54.7
3rd quarter	526.5	292.5	8.5	65.3	218.7	55.6	4 018.0	2 502.7	62.3
4th quarter	448.3	247.2	10.3	69.8	167.1	55.1	3 327.2	1 868.1	56.2
1974 1st quarter	393.2	213.4	8.8	63.5	141.0	54.3	2 888.2	1 565.8	54.2
2nd quarter	420.6	218.9	7.9	57.1	153.9	52.0	3 240.2	1 724.4	53.2
3rd quarter	535.2	305.8	9.5	67.4	228.9	57.1	4 080.5	2 576.6	63.1
4th quarter	443.5	246.2	12.3	66.6	167.3	55.5	3 336.9	1 850.7	55.5
1975 1st quarter	417.6	229.8	10.6	61.9	157.5	55.0	3 112.7	1 747.2	56.1
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
April	430.2	226.8	8.2	62.0	156.6	52.7	3 299.8	1 759.4	53.3
May	272.7	143.2	5.0	34.4	103.8	52.5	2 163.4	1 164.9	53.9
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
April	399.4	215.2	9.1	57.8	148.3	53.9	2 956.6	1 655.8	56.0
May	439.3	234.0	10.0	58.4	165.7	53.3	3 287.2	1 839.8	56.0

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
April	206.3	30.9	93.8	14.0	34.6	5.2	77.9	11.7
May	200.5	39.4	91.7	18.0	35.1	6.9	73.7	14.5
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
April	211.2	33.1	70.7	11.1	29.5	4.6	111.0	17.4
May	248.9	34.6	102.5	14.3	43.2	6.0	103.2	14.4

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
April	1 082.5	821.2	75.9	551.0	5 712	7 999	1 400	1 490
May	1 058.6	757.1	71.5	496.0	5 393	7 669	1 422	1 526
1974 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
April	807.9	675.7	83.6	453.6	4 362	6 216	1 425	1 489
May	1 148.1	935.0	81.4	636.3	6 113	8 766	1 434	1 469

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	2 484	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
	April	350.6	253.7	72.4	94.1	1 427	1 936	1 357	2 696
	May	348.0	265.4	76.3	84.1	1 396	2 015	1 443	3 156
	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
	April	289.1	225.0	77.8	77.7	1 237	1 686	1 363	2 896
	May	415.0	292.0	70.4	98.4	1 532	2 252	1 470	2 968

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 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	18	44	34	426	20	73	19	89
1974 1st quarter	1 216	56	32	178	180	27	89	46	102	15	32	30	266	14	76	6	68
2nd quarter	1 778	78	44	241	199	62	167	61	157	26	39	35	413	26	94	32	103
3rd quarter	2 237	84	50	277	212	67	232	93	152	31	46	53	615	32	105	54	131
4th quarter	1 361	68	34	196	157	24	103	67	129	20	26	27	320	21	70	16	84
1974 Mar—May	1 559	56	40	219	195	49	142	57	145	21	40	31	346	20	89	17	91
1975 1st quarter	1 244	57	32	192	179	30	99	66	111	20	22	30	241	20	81	7	68
1975 Mar—May	1 660	67	37	236	197	44	139	75	143	24	25	35	401	27	92	25	92
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 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	483.4	19.5	18.1	70.9	11.3	23.6	9.6	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						
1974 Mar—May	461.8	18.6	17.1	76.6	9.5	19.1	10.4	15.8	216.3	8.6	69.8						
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						
1975 Mar—May	507.6	22.4	20.1	88.6	10.5	26.3	14.0	20.4	213.8	10.0	81.5						

The above figures are derived from airport statistics.

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

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

(c) Commonwealth countries only.

(d) Oil Rigs not included.

Aircraft Movements May 1975

Table 11

	Total		Commercial Movements					Non-commercial Movements			
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+Gatwick	9 766	6 452	—	680	—	570	118	—	1 884	—	62
+Heathrow	24 053	22 228	—	115	—	108	255	—	1 223	15	109
+Luton	4 988	1 771	213	398	66	70	46	1 420	1 000	—	4
+Southend	5 758	1 122	—	—	—	425	—	2 132	2 061	18	—
+Stansted	3 831	386	—	58	—	1 803	59	679	710	124	12
TOTAL (London Area)	48 396	31 959	213	1 251	66	2 976	478	4 231	6 878	157	187
Westland Heliport (Battersea)	897	259	2	100	—	—	—	—	410	—	126
Other UK Airports											
+Leeds/Bradford	4 887	942	13	47	58	32	29	2 778	952	14	22
+Liverpool	6 571	1 000	—	200	74	49	16	3 920	1 234	20	58
+Manchester	6 618	4 358	52	342	72	32	290	586	798	6	82
+Birmingham	5 805	1 844	—	78	14	394	47	2 190	1 196	2	40
+Coventry	6 963	17	8	8	208	1 437	83	3 395	1 759	—	48
+East Midlands	4 941	1 120	—	204	8	519	50	2 083	826	13	118
+Newcastle	2 844	1 096	—	23	504	170	5	728	292	4	22
+Tees-side	2 855	452	571	32	3	38	—	1 120	391	4	244
+Bristol	2 627	719	—	3	—	30	28	1 006	825	—	16
+Glamorgan	4 538	569	—	91	1	325	—	3 218	298	—	36
Swansea	2 078	58	50	32	57	2	8	1 630	239	—	2
+Blackpool	8 516	456	364	22	39	645	—	5 842	1 122	2	24
+Bournemouth	6 448	625	—	150	—	1 732	—	1 737	2 011	8	185
+Cambridge	3 627	44	—	18	18	30	2	1 130	409	—	1 976
+Exeter	3 198	324	—	17	98	175	—	1 329	764	44	447
Gloucester/Cheltenham	4 784	39	112	—	16	1 428	—	2 256	899	—	34
Hawarden	1 318	—	—	—	—	46	—	900	360	—	12
Isles of Scilly	667	566	—	5	17	2	—	—	75	—	2
+Lydd	4 569	330	196	—	—	92	—	2 376	1 553	—	22
+Manston	278	101	—	30	49	14	—	—	84	—	—
+Norwich	2 085	625	—	214	11	361	19	19	808	2	26
Penzance Heliport	406	396	—	—	—	—	10	—	—	—	—
+Southampton	4 788	1 158	59	33	72	2 771	25	155	506	—	9
+Edinburgh	7 183	1 588	7	15	—	2 141	12	2 429	819	—	172
+Glasgow	7 485	3 492	4	34	1	79	137	2 183	881	2	672
+Prestwick	4 123	757	—	24	—	1 900	18	551	314	—	559
+Aberdeen	7 825	2 518	—	164	—	1 021	49	2 133	1 197	—	743
Benbecula	374	162	—	2	26	—	—	2	6	—	176
Inverness	2 074	556	—	9	426	443	—	531	99	—	10
Islay	168	109	—	4	7	—	—	18	26	—	4
+Kirkwall	1 178	599	—	34	92	—	6	383	58	2	4
Stornoway	273	167	—	16	17	8	—	11	—	—	54
+Sumburgh	1 950	1 024	—	94	334	68	—	418	2	—	10
Tiree	68	62	—	2	—	—	—	2	2	—	—
Wick	301	236	—	12	30	—	3	10	4	—	6
+Belfast	6 699	1 859	—	101	24	4	—	1 188	600	2	2 921
+Isle of Man	2 564	1 004	8	196	—	298	—	900	144	4	10
TOTAL (Incl. London Area)	182 969	63 190	1 659	3 607	2 342	19 262	1 315	53 388	28 841	286	9 079
Channel Islands Airports											
Alderney	940	940	..	..	..	..	..	..	..	..	..
Guernsey	3 193	3 193	..	..	..	..	..	..	..	..	..
Jersey	5 649	5 649	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	9 782	9 782	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator May 1975

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	6 452	58	2 802	287	480	2 345	480
+ Heathrow	22 228	10 718	312	10 554	399	9	236
+ Luton	1 771	60	46	—	—	1 539	126
+ Southend	1 122	—	828	—	—	272	22
+ Stansted	386	35	6	—	4	78	263
TOTAL (London Area)	31 959	10 871	3 994	10 841	883	4 243	1 127
Westland Heliport (Battersea)	259	—	—	—	2	257	—
Other UK Airports							
+ Leeds/Bradford	942	437	376	24	14	77	14
+ Liverpool	1 000	576	11	79	56	243	35
+ Manchester	4 358	1 734	326	894	141	1 095	168
+ Birmingham	1 844	922	314	136	8	398	66
+ Coventry	17	—	2	—	—	15	—
+ East Midlands	1 120	2	676	—	—	401	41
+ Newcastle	1 096	364	543	—	25	146	18
+ Tees-side	452	4	405	—	17	24	2
Bristol	719	323	200	34	92	55	15
Glamorgan	569	223	164	34	91	43	14
Swansea	58	—	37	—	—	21	—
+ Blackpool	456	—	426	—	—	30	—
+ Bournemouth	625	12	459	—	—	152	2
+ Cambridge	44	—	6	—	—	17	21
Exeter	324	—	310	—	—	4	10
Gloucester/Cheltenham	39	—	20	—	—	19	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	566	396	170	—	—	—	—
+ Lydd	330	—	195	—	—	135	—
Manston	101	—	—	—	—	97	4
Norwich	625	—	396	—	—	211	18
Penzance Heliport	396	396	—	—	—	—	—
+ Southampton	1 158	251	885	—	—	8	14
+ Edinburgh	1 588	793	716	39	8	24	8
+ Glasgow	3 492	1 839	869	392	9	276	107
+ Prestwick	757	432	30	207	3	41	44
+ Aberdeen	2 518	773	306	—	265	1 143	31
Benbecula	162	162	—	—	—	—	—
Inverness	556	384	126	—	—	46	—
Islay	109	54	—	—	—	55	—
+ Kirkwall	599	217	—	18	10	351	3
Stornoway	167	162	—	—	—	5	—
+ Sumburgh	1 024	203	86	—	169	558	8
Tiree	62	—	55	—	—	7	—
Wick	236	216	—	—	—	20	—
+ Belfast	1 859	1 289	414	26	2	102	26
+ Isle of Man	1 004	519	467	—	6	8	4
TOTAL (Incl. London Area)	63 190	23 554	12 984	12 724	1 801	10 327	1 800
Channel Islands Airports							
Alderney	940	—	887	—	—	53	—
Guernsey	3 193	309	2 543	—	—	331	10
Jersey	5 649	1 181	3 739	67	3	487	172
TOTAL (Channel Islands Airports)	9 782	1 490	7 169	67	3	871	182

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages	March 1975 —May 1975	March 1974 —May 1974	Percentage Change
London Area Airports			
+ Gatwick	5 684	5 681	0.1
+ Heathrow	21 202	21 855	-3.0
+ Luton	1 539	2 026	-24.0
+ Southend	1 029	1 049	-1.9
+ Stansted	300	244	23.0
TOTAL (London Area)	29 754	30 856	-3.6
Westland Heliport (Battersea)	266	258	3.1
Other UK Airports			
+ Leeds/Bradford	793	721	10.0
+ Liverpool	980	1 211	-19.1
+ Manchester	3 614	3 682	-1.8
+ Birmingham	1 613	1 624	-0.7
+ Coventry	23	5	—
+ East Midlands	939	863	8.8
+ Newcastle	949	932	1.8
+ Tees-side	415	408	1.7
+ Bristol	613	560	9.5
+ Glamorgan	548	539	1.7
Swansea	36	81	-55.6
+ Ashford	—	463	—
+ Blackpool	359	373	-3.8
+ Bournemouth	557	597	-6.7
+ Cambridge	33	34	-2.9
+ Exeter	231	231	—
Gloucester/Cheltenham	38	125	-69.6
Hawarden	—	—	—
Isles of Scilly	409	343	19.2
+ Lydd	371	19	—
+ Manston	103	101	2.0
+ Norwich	534	368	45.1
Penzance Heliport	318	285	11.6
+ Southampton	969	891	8.8
+ Edinburgh	1 647	1 195	37.8
+ Glasgow	2 213	3 603	-38.6
+ Prestwick	754	626	20.4
+ Aberdeen	2 356	1 507	56.3
Benbecula	125	139	-10.1
Inverness	493	437	12.8
Islay	84	141	-40.4
+ Kirkwall	603	547	10.2
Stornoway	154	163	-5.5
+ Sumburgh	935	876	6.7
Tiree	50	65	-23.1
Wick	220	221	-0.5
+ Belfast	1 716	1 881	-8.8
+ Isle of Man	785	805	-2.5
TOTAL (Incl. London Area)	56 601	57 776	-2.0
Channel Islands Airports			
Alderney	851	755	12.7
Guernsey	2 767	2 736	1.1
Jersey	4 563	4 374	4.3
TOTAL (Channel Islands Airports)	8 181	7 865	4.0

Ashford Airport closed w.e.f. 31.10.74.

Air Transport Landings Diverted to UK Reporting Airports May 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	11	1Bo									4He 1Ma							1Em						1St 1He 1Lu								1Pr
Heathrow	6					1Pr 1Gl					1Ga 1Ma										1Gl											1Bo
Luton	9							1Bi	2Bi	1Bi									1Ga	4He												
Stansted	1																	1He														
Leeds/Bradford	2								1Te 1Em																							
Manchester	1																					1He										
Birmingham	2																							1Lu 1Ma 1Lu								
East Midlands	1																															
Newcastle	1									1Te																						
Bristol	1												1He																			
Glamorgan	1					1Ed																										
Lydd	1									1Ga																						
Norwich	2																		1Em 1St 1St													
Southampton	2	1Bo																														
Edinburgh	7								2Gl		3Gl		2Gl																			
Glasgow	1															1Ed																
Aberdeen	10								2In	1Ed 3In 3Gl 1Gl	1In																					
Inverness	1																															
Belfast	4							1Em			1Bl										1Em			1Pr								
Other UK	7		1Wi					1Bi		2Ex			2Ex																			
Overseas	6			1Pr		1Ki														1No				1He			1He		2He			
	77	2	1	1	—	4	—	3	8	13	12	—	5	—	—	1	—	5	1	8	2	1	—	5	—	—	1	—	—	2	—	2

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
May 1975

Table 15

May 1975			Total	Scheduled Services				Charter Flights							
			United Kingdom operators				Overseas operators		United Kingdom operators				Overseas operators		
			British Airways		Others				British Airways		Others				
Terminal and Transit			Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	
Passengers			Passengers	Passengers											
London Area Airports															
+Gatwick	461 991	457 661	4 330	2 358	—	112 227	72	3 132	—	70 081	—	211 224	1 196	58 639	3 062
+Heathrow	1 835 819	1 813 068	22 751	882 668	82	12 545	—	848 921	20 752	45 183	—	277	—	23 474	1 917
+Luton	175 069	172 608	2 461	356	2 334	2 191	73	—	—	—	—	160 462	47	9 599	7
+Southend	22 156	22 156	—	—	—	20 876	—	—	—	—	—	518	—	762	—
+Stansted	27 052	25 454	1 598	40	1 267	74	61	—	—	—	200	308	—	25 032	70
TOTAL (London Area)	2 522 087	2 490 947	31 140	885 422	3 683	147 913	206	852 053	20 752	115 264	200	372 789	1 243	117 506	5 056
Westland Heliport (Battersea)	443	443	—	—	—	—	—	—	—	9	—	434	—	—	—
Other UK Airports															
+Leeds/Bradford	28 727	26 504	2 223	19 860	41	3 932	2 168	972	—	874	—	570	13	296	1
+Liverpool	38 691	38 467	224	27 171	192	—	—	3 017	—	3 232	—	4 857	32	190	—
+Manchester	250 584	242 352	8 232	92 519	1 186	5 802	1 348	26 823	2 395	12 789	59	87 776	2 089	16 643	1 155
+Birmingham	102 323	98 067	4 256	35 965	1 181	5 236	2 794	6 575	247	342	—	45 248	34	4 701	—
+Coventry	297	297	—	—	—	113	—	—	—	—	—	184	—	—	—
+East Midlands	56 103	55 924	179	85	—	24 388	62	—	—	—	—	28 993	2	2 458	115
+Newcastle	57 531	54 289	3 242	24 096	—	12 265	3 242	—	—	2 536	—	14 063	—	1 329	—
+Tees-side	16 990	15 675	1 315	256	—	12 612	1 296	—	—	1 872	—	892	19	43	—
+Bristol	21 752	16 919	4 833	5 263	2 530	917	466	1 149	238	2 429	1 599	5 727	—	1 434	—
+Glamorgan	21 711	19 209	2 502	6 753	50	1 464	1 048	566	602	4 410	567	4 741	235	1 275	—
Swansea	352	287	65	—	—	201	65	—	—	—	—	86	—	—	—
+Blackpool	12 442	12 442	—	—	—	12 351	—	—	—	—	—	91	—	—	—
+Bournemouth	14 612	13 663	949	146	489	9 805	455	—	—	—	—	3 712	2	—	3
+Cambridge	447	447	—	—	—	117	—	—	—	—	—	201	—	129	—
+Exeter	8 007	7 311	696	—	—	6 531	640	—	—	—	—	165	56	615	—
Gloucester/Cheltenham	356	356	—	—	—	312	—	—	—	—	—	44	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	10 738	10 738	—	10 053	—	685	—	—	—	—	—	—	—	—	—
+Lydd	8 869	8 869	—	—	—	8 869	—	—	—	—	—	—	—	—	—
+Manston	344	344	—	—	—	—	—	—	—	—	—	307	—	37	—
+Norwich	10 784	10 784	—	—	—	8 703	—	—	—	—	—	1 231	—	850	—
Penzance Heliport	10 053	10 053	—	10 053	—	—	—	—	—	—	—	—	—	—	—
+Southampton	33 654	33 619	35	11 110	—	22 358	24	—	—	—	—	126	—	25	11
+Edinburgh	73 924	71 607	2 317	50 406	384	17 645	1 823	1 975	35	107	52	771	23	703	—
+Glasgow	170 775	168 143	2 632	98 913	465	23 841	—	13 245	2 113	501	—	21 133	—	10 510	54
+Prestwick	42 135	27 152	14 983	14 908	6 851	933	497	4 706	4 614	106	118	3 177	1 834	3 322	1 069
+Aberdeen	52 047	50 961	1 086	27 098	904	6 601	5	—	—	2 811	—	13 338	3	1 113	174
Benbecula	3 294	1 885	1 409	1 885	1 409	—	—	—	—	—	—	—	—	—	—
Inverness	13 414	11 825	1 589	11 086	1 589	589	—	—	—	—	—	150	—	—	—
Islay	962	951	11	813	11	—	—	—	—	—	—	138	—	—	—
+Kirkwall	8 879	7 458	1 421	5 164	1 141	—	—	164	234	374	—	1 749	23	7	23
Stornoway	4 158	3 859	299	3 840	299	—	—	—	—	—	—	19	—	—	—
+Sumburgh	14 705	13 858	847	6 159	—	266	—	—	—	2 118	—	5 078	847	237	—
Tiree	303	299	4	—	—	269	2	—	—	—	—	30	2	—	—
Wick	5 642	2 292	3 350	2 189	3 336	—	—	—	—	—	—	103	14	—	—
+Belfast	91 230	91 223	7	77 028	—	10227	6	673	—	161	—	347	1	2 787	—
+Isle of Man	40 152	38 901	1 251	21 715	996	16 344	255	—	—	367	—	277	—	198	—
TOTAL (Incl. London Area)	3 749 517	3 658 420	91 097	1 449 956	26 737	361 289	16 402	911 918	31 230	150 302	2 595	618 547	6 472	166 408	7 661
Channel Islands Airports															
Alderney	6 639	6 639	—	—	—	6 511	—	—	—	—	—	128	—	—	—
Guernsey	57 301	54 271	3 030	14 228	174	37 198	2 821	—	—	—	—	2 281	—	564	35
Jersey	157 985	156 077	1 908	63 008	176	85 364	1 612	2 192	—	99	—	1 819	8	3 595	112
TOTAL (Channel Is. Airports)	221 925	216 987	4 938	77 236	350	129 073	4 433	2 192	—	99	—	4 228	8	4 159	147

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	March 1975 —May 1975	March 1974 —May 1974	Percentage change
London Area Airports			
+ Gatwick	389 876	392 077	-0.6
+ Heathrow	1 682 717	1 577 936	6.6
+ Luton	152 653	190 423	-19.8
+ Southend	17 094	22 449	-23.9
+ Stansted	19 574	15 988	22.4
TOTAL (London Area)	2 261 915	2 198 873	2.9
Westland Heliport (Battersea)	400	711	-43.7
Other UK Airports			
+ Leeds/Bradford	22 153	21 745	1.9
+ Liverpool	35 078	37 877	-7.4
+ Manchester	185 079	175 404	5.5
+ Birmingham	83 530	76 177	9.7
+ Coventry	157	43	—
+ East Midlands	44 539	33 200	34.2
+ Newcastle	47 017	44 107	6.6
+ Tees-side	14 236	14 106	0.9
+ Bristol	13 252	14 885	-11.0
+ Glamorgan	18 060	16 657	8.4
Swansea	158	724	-78.2
+ Ashford	—	8 004	—
+ Blackpool	8 127	8 218	-1.1
+ Bournemouth	10 557	10 723	-1.5
+ Cambridge	307	319	-3.8
+ Exeter	5 317	5 702	-6.8
Gloucester/Cheltenham	340	844	-59.7
Hawarden	—	—	—
Isles of Scilly	7 971	6 326	26.0
+ Lydd	8 715	201	—
+ Manston	387	361	7.2
+ Norwich	9 726	6 788	43.3
Penzance Heliport	7 615	6 047	25.9
+ Southampton	26 428	24 869	6.3
+ Edinburgh	82 732	63 803	29.7
+ Glasgow	97 796	153 751	-36.4
+ Prestwick	26 250	16 761	56.6
+ Aberdeen	47 453	32 319	46.8
Benbecula	1 722	1 991	-13.5
Inverness	10 405	10 477	-0.7
Islay	663	1 380	-52.0
+ Kirkwall	7 069	6 251	13.1
Stornoway	3 498	3 451	1.4
+ Sumburgh	13 196	10 688	23.5
Tiree	203	309	-34.3
Wick	2 203	2 584	-14.7
+ Belfast	89 711	92 426	-2.9
+ Isle of Man	26 586	27 631	-3.8
TOTAL (Incl. London Area)	3 220 550	3 136 733	2.7
Channel Islands Airports			
Alderney	5 244	4 926	6.5
Guernsey	40 982	37 455	9.4
Jersey	114 455	109 900	4.1
TOTAL (Channel Islands Airports)	160 681	152 281	5.5

Ashford Airport closed w.e.f. 31.10.74.

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
	Mar. —May 1975	Mar. —May 1975	Mar. —May 1974	Per- centage change	Mar. —May 1975	Mar. —May 1974	Per- centage change
London Area Airports							
+Gatwick	389 876	339 606	336 275	1	50 271	55 802	-10
+Heathrow	1 682 717	1 426 704	1 325 685	8	256 013	252 250	1
+Luton	152 653	151 103	186 928	-19	1 550	3 495	-56
+Southend	17 094	16 868	21 833	-23	225	616	-63
+Stansted	19 574	19 445	15 810	23	129	178	-28
TOTAL (London Area)	2 261 915	1 953 726	1 886 531	4	308 189	312 341	-1
Westland Heliport (Battersea)	400	1	1	—	399	710	-44
Other UK Airports							
+Leeds/Bradford	22 153	3 573	3 647	-2	18 580	18 097	3
+Liverpool	35 078	11 255	10 020	12	23 822	27 857	-14
+Manchester	185 079	124 743	112 710	11	60 336	62 694	-4
+Birmingham	83 530	59 863	52 745	14	23 667	23 431	1
+Coventry	157	41	42	-2	115	—	—
+East Midlands	44 539	29 627	17 525	69	14 912	15 675	-5
+Newcastle	47 017	19 110	16 452	16	27 907	27 654	1
+Tees-side	14 236	3 048	2 915	5	11 189	11 191	—
+Bristol	13 252	9 688	10 761	-10	3 564	4 123	-14
+Glamorgan	18 060	11 322	10 657	6	6 738	5 999	12
Swansea	158	34	649	-95	124	75	65
+Ashford	—	—	7 767	—	—	237	—
+Blackpool	8 127	516	486	6	7 611	7 732	-2
+Bournemouth	10 557	2 803	2 633	6	7 754	8 089	-4
+Cambridge	307	221	159	39	86	160	-46
+Exeter	5 317	770	1 279	-40	4 547	4 423	3
Gloucester/Cheltenham	340	—	—	—	340	843	-60
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	7 971	—	—	—	7 971	6 326	26
+Lydd	8 715	8 715	180	4 742	—	21	—
+Manston	387	387	361	7	—	—	—
+Norwich	9 726	5 349	4 113	30	4 377	2 674	64
Penzance	7 615	—	—	—	7 615	6 046	26
+Southampton	26 428	545	489	11	25 883	24 380	6
+Edinburgh	82 732	6 039	4 783	26	76 692	59 020	30
+Glasgow	97 796	24 422	31 747	-23	73 374	122 004	-40
+Prestwick	26 250	23 139	14 435	60	3 111	2 326	34
Aberdeen	47 452	15 387	8 663	78	32 065	23 655	36
Benbecula	1 722	—	—	—	1 722	1 991	-14
Inverness	10 405	6	3	100	10 399	10 474	-1
Islay	663	—	—	—	663	1 379	-52
+Kirkwall	7 069	140	121	16	6 929	6 130	13
Stornoway	3 498	—	—	—	3 498	3 451	1
+Sumburgh	13 196	4 034	3 202	26	9 162	7 486	22
Tiree	203	—	—	—	203	309	-34
Wick	2 203	—	—	—	2 203	2 583	-15
+Belfast	89 711	2 689	3 178	-15	87 022	89 248	-2
+Isle of Man	26 586	814	659	24	25 772	26 972	-4
TOTAL (Incl. London Area)	3 220 550	2 322 008	2 208 913	5	898 542	927 806	-3

(a) Includes Channel Islands Traffic.

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

International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	March 1975— May 1975			March 1974— May 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	13.6	8.8	4.8	11.8	8.5	3.3	15
London – Vienna	12.5	8.8	3.7	8.9	7.7	1.2	40
Other Routes	1.1	—	1.1	2.9	0.8	2.1	–62
Belgium	67.2	65.2	2.0	67.0	66.7	1.3	—
London – Brussels	45.8	45.7	0.1	46.0	45.8	0.1	—
Other S.E. England – Belgium	15.7	15.1	0.5	15.9	15.6	0.3	–2
Other Routes	5.7	4.4	1.3	5.1	4.3	0.8	12
Denmark	36.9	29.6	7.3	39.9	30.2	9.8	–8
London – Copenhagen	30.7	25.0	5.7	31.3	24.6	6.6	–2
Other Routes	6.2	4.6	1.6	8.7	5.5	3.1	–28
Finland	7.2	5.8	1.4	6.4	5.4	1.0	12
France	236.4	211.3	25.0	227.9	195.5	32.4	4
London – Nice	13.7	11.9	1.8	10.9	10.0	0.8	26
– Paris	158.2	151.3	6.9	149.4	139.8	9.6	6
– N. France (a)	11.5	9.6	1.9	10.3	9.9	0.4	12
– Other France	19.0	14.9	4.1	17.4	13.3	4.0	9
Manchester – Paris	5.8	5.6	0.3	5.8	5.7	0.1	—
Other U.K. – Paris	9.6	7.1	2.4	10.3	7.2	3.1	–7
Luton – Other France	2.9	—	2.9	6.3	—	6.3	–54
Other S.E. England – France	10.8	10.4	0.4	8.9	8.7	0.2	22
Other Routes	4.9	0.4	4.5	8.6	0.7	7.9	–43
Germany (Fed. Republic)	181.5	124.6	56.9	180.8	128.8	52.0	—
London – Dusseldorf	24.8	21.1	3.7	24.5	21.7	2.8	1
– Frankfurt	45.9	37.9	8.0	42.9	38.9	3.9	7
– Hamburg	18.4	16.9	1.5	18.0	17.9	0.1	2
– Munich	31.2	12.4	18.8	28.4	12.6	15.8	10
– Other Germany	32.2	28.6	3.5	32.1	28.4	3.7	—
Luton – Germany	14.3	—	14.3	19.4	0.2	19.1	–26
Manchester – Germany	7.1	4.9	2.2	8.9	6.2	2.7	–20
Other Routes	7.6	2.7	4.9	6.6	2.8	3.8	15
Gibraltar	7.7	7.6	0.2	6.8	6.7	—	14
Greece	43.8	22.1	21.7	49.1	20.0	29.1	–11
Iceland	2.6	2.4	0.1	2.8	2.8	—	–8
London – Reykjavik	1.6	1.6	—	1.8	1.8	—	–12
Glasgow – Reykjavik	0.9	0.9	—	1.0	1.0	—	–16
Other Routes	0.1	—	0.1	—	—	—	

Table 18 cont.

	March 1975— May 1975			March 1974— May 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	123.7	121.9	1.8	129.9	128.2	1.7	-5
London – Cork	9.7	9.6	0.2	10.1	9.8	0.2	-3
– Dublin	61.0	60.9	0.1	65.2	64.5	0.7	-7
– Shannon	7.6	7.5	0.1	7.3	7.2	0.1	4
Manchester – Dublin	10.7	10.7	—	11.4	11.4	—	-7
Birmingham – Dublin	9.4	9.1	0.4	9.4	9.4	0.1	—
Glasgow – Dublin	4.0	3.9	0.1	6.6	6.6	—	-39
Liverpool – Dublin	5.7	5.6	0.1	6.0	5.9	0.1	-6
Leeds/Bradford – Dublin	2.4	2.3	0.1	2.3	2.2	—	6
Edinburgh – Dublin	3.0	3.0	—	1.8	1.8	—	68
Bristol – Dublin	2.1	2.1	—	2.0	2.0	—	7
Other Routes	8.1	7.2	0.8	7.9	7.4	0.5	3
Italy	138.9	69.1	69.8	141.8	66.3	75.5	-2
London – Genoa (g)	1.2	—	1.2	0.2	—	0.2	471
– Milan	33.1	24.0	9.1	36.3	24.1	12.2	-9
– Rimini (g)	1.4	—	1.4	0.9	—	0.9	52
– Rome	35.0	27.9	7.1	25.1	16.9	8.2	39
– Venice	8.1	3.1	5.1	7.8	3.5	4.3	5
– Other Italy	22.4	12.1	10.3	34.8	20.1	14.8	-36
Luton – Rimini	3.1	—	3.1	1.1	—	1.1	173
– Other Italy	24.9	—	24.9	26.5	—	26.4	-6
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	4.7	—	4.7	4.9	—	4.9	-4
Other Routes	5.0	1.9	3.0	4.2	1.7	2.5	17
Luxembourg	5.3	4.3	0.9	4.9	4.7	0.3	7
London – Luxembourg	4.5	4.3	0.3	4.7	4.7	0.1	-4
Other Routes	0.7	—	0.7	0.2	—	0.2	270
Netherlands	143.5	135.7	7.8	148.2	131.8	16.4	-3
London – Amsterdam	86.1	84.0	2.1	87.8	83.8	4.0	-2
– Rotterdam	20.0	19.0	1.0	21.0	19.0	2.1	-5
Other S.E. England – Netherlands	7.3	5.3	2.0	8.5	3.3	5.1	-14
Manchester – Amsterdam	8.6	8.5	0.1	9.1	9.1	—	-6
Other Routes	21.5	18.8	2.7	21.8	16.5	5.3	-1
Norway	24.4	19.7	4.7	21.0	15.5	5.5	16
London – Oslo	14.4	11.7	2.7	12.4	10.6	1.9	16
Other Routes	10.0	8.0	2.0	8.5	4.9	3.7	17
Portugal	24.5	14.4	10.2	40.1	18.8	21.3	-39
London – Lisbon	11.5	9.0	2.5	16.9	11.9	5.0	-32
Other Routes	13.0	5.3	7.7	23.2	6.9	16.3	-44
Soviet Union and Eastern Europe (b)	29.1	17.8	11.3	24.6	15.4	9.2	18
London – Moscow	7.1	5.4	1.6	4.8	3.9	0.9	47
– Prague	2.3	2.3	—	2.2	2.2	—	6
Other Routes	19.7	10.0	9.7	17.6	9.3	8.3	12

Table 18 cont.

	March 1975— May 1975			March 1974— May 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	400.9	95.6	305.3	345.6	77.6	267.9	16
London — Barcelona	23.1	15.0	8.1	15.3	12.3	3.1	51
— Ibiza	8.7	1.0	7.7	8.4	1.3	7.1	4
— Madrid	31.6	27.1	4.5	29.1	24.1	5.0	9
— Malaga	26.6	17.1	9.5	21.7	13.7	8.1	22
— Palma	54.8	16.6	38.2	45.1	12.9	32.2	22
— Other Spain	46.0	16.9	29.1	40.0	12.6	27.4	15
Luton — Alicante	10.8	—	10.8	13.5	—	13.5	-20
— Barcelona	8.3	—	8.3	6.4	—	6.4	31
— Gerona	3.0	—	3.0	7.2	—	7.2	-58
— Ibiza	8.1	—	8.1	9.3	—	9.3	-13
— Palma	20.5	—	20.5	21.6	—	21.6	-5
— Other Spain	8.8	—	8.8	13.5	—	13.5	-35
Other S.E. England — Spain	0.2	—	0.2	—	—	—	
Manchester — Barcelona	4.8	—	4.8	1.6	—	1.6	210
— Palma	19.7	—	19.7	16.4	—	16.4	20
Other N. England — Spain	42.0	0.9	41.1	32.4	0.5	31.9	30
Scotland — Spain	16.9	0.5	16.4	12.9	—	12.9	31
Other Routes	66.8	0.6	66.3	51.2	0.3	50.9	30
Sweden	26.7	15.8	10.8	20.3	13.6	6.6	32
London — Stockholm	17.5	10.7	6.9	12.9	9.5	3.4	36
Other Routes	9.1	5.2	3.9	7.4	4.2	3.2	23
Switzerland	91.9	67.1	24.8	89.4	66.1	23.3	3
London — Basle	6.9	5.8	1.1	6.9	6.0	0.9	1
— Geneva	36.3	27.5	8.7	33.9	26.3	7.6	7
— Zurich	38.5	29.8	8.7	38.5	30.5	8.0	—
Luton — Switzerland	5.8	—	5.8	5.9	0.1	5.8	-2
Other Routes	4.4	3.9	0.5	4.1	3.2	1.0	7
Yugoslavia	25.4	11.2	14.2	17.4	7.9	9.5	46
London — Dubrovnic	5.0	0.9	4.2	3.2	0.6	2.6	58
— Ljubljana	1.8	1.6	0.2	1.7	1.4	0.3	5
Luton — Yugoslavia	2.2	—	2.2	1.5	—	1.5	49
Other Routes	16.4	8.7	7.7	11.0	5.9	5.2	48
Other Europe	58.3	36.1	22.3	62.2	44.8	17.4	-6
WESTERN HEMISPHERE							
Canada	88.6	59.6	29.0	76.6	54.1	22.5	16
London — Montreal	15.5	14.0	1.5	13.7	12.9	0.7	14
— Toronto	34.9	21.3	13.5	29.2	18.6	10.7	19
— Other Canada	22.3	12.3	10.0	20.3	12.6	7.7	10
Other U.K. — Montreal	1.9	1.9	—	1.1	1.1	—	75
— Toronto	11.6	8.3	3.3	10.3	7.6	2.8	12
Other Routes	2.4	1.8	0.6	2.0	1.4	0.6	22

Table 18 cont.

	March 1975— May 1975			March 1974— May 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	213.8	186.7	27.1	216.4	188.8	27.6	-1
London — New York	83.9	74.5	9.4	86.4	74.7	11.8	-3
— Other East Coast U.S.A.	59.1	55.0	4.1	61.1	56.4	4.7	-3
— Chicago and Detroit	23.3	19.3	4.0	24.1	20.9	3.2	-4
— West Coast U.S.A.	34.7	30.7	4.0	34.3	30.9	3.4	1
— Other U.S.A.	3.0	0.8	2.1	2.9	1.3	1.6	3
Other U.K. — New York	8.2	6.3	1.8	5.2	3.8	1.5	56
Other Routes	1.6	0.1	1.5	2.3	0.8	1.5	-30
West Atlantic and Caribbean Islands	20.2	20.1	0.1	17.4	15.7	1.7	16
Central and South America	7.4	7.3	0.1	7.1	6.6	0.5	4
REST OF THE WORLD							
Canary Islands	28.8	5.6	23.2	20.7	4.0	16.7	39
North Africa (c)	18.9	10.2	8.7	17.3	7.5	9.8	9
East Africa (d)	10.5	9.5	1.0	9.5	7.8	1.7	10
Central Africa (e)	6.7	6.7	—	5.9	5.9	—	13
West Africa (d)	10.0	10.0	0.1	8.6	8.4	0.2	17
South Africa	20.4	20.3	0.1	15.8	15.8	—	29
Middle East (f)	75.2	73.8	1.3	56.7	55.0	1.8	32
India	16.4	16.3	0.1	13.0	12.9	0.1	26
Pakistan	6.9	6.9	—	3.6	3.6	—	88
Far East	44.5	41.4	3.1	38.9	29.1	9.8	14
Australia and New Zealand	22.4	22.2	0.2	18.6	18.6	—	20
Other Routes n.e.i.	25.5	8.3	17.2	19.7	7.3	12.4	29
ALL ROUTES	2 305.5	1 591.0	714.5	2 160.5	1 472.1	688.4	7

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

(a) N. France comprises the airports north of a 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		March–May 1975 (000)	March–May 1974 (000)	Percentage change
London (a)	Aberdeen	13.5	10.3	31
	Belfast	44.2	44.6	–1
	Birmingham	2.8	0.9	—
	Channel Islands	46.4	24.9	87
	Edinburgh	59.0	47.6	24
	Glasgow	45.7	71.4	–36
	Isle of Man	1.8	2.0	–7
	Leeds/Bradford	10.4	9.7	7
	Liverpool	10.4	9.8	6
	Manchester	32.5	32.2	1
	Newcastle	21.9	19.6	12
	Tees-side	9.7	9.4	2
	Other airports	8.1	25.8	–68
Belfast	Birmingham	5.9	6.1	–3
	East Midlands	3.9	2.7	43
	Edinburgh	2.5	1.7	48
	Glasgow	5.5	10.0	–45
	Isle of Man	2.0	2.1	–6
	Leeds/Bradford	3.3	2.9	14
	Liverpool	2.9	2.9	3
	Manchester	10.1	10.0	—
	Newcastle	1.7	1.8	–3
	Other airports	5.1	4.4	14
Channel Islands	Bournemouth	6.3	6.3	—
	Birmingham	7.4	7.2	3
	Bristol/Glamorgan	5.7	5.6	2
	East Midlands	7.2	8.0	–10
	Glasgow	0.6	0.9	–38
	Leeds/Bradford	1.5	2.0	–23
	Liverpool	0.7	2.5	–73
	Manchester	4.6	3.8	20
	Newcastle	0.7	0.7	10
	Southampton	24.5	21.5	14
	Other airports	7.6	24.7	–69
Edinburgh	Birmingham	2.0	3.1	–33
	Glasgow	—	0.3	–99
	Manchester	3.3	3.4	–3
	Other airports	9.9	3.0	—
Glasgow	Birmingham	3.0	5.3	–45
	East Midlands	2.3	4.0	–42
	Isle of Man	1.0	1.4	–32
	Leeds/Bradford	0.8	2.0	–59
	Liverpool	—	1.8	–99
	Manchester	2.9	6.0	–51
	Southampton	0.8	2.2	–64
	Other Scottish airports	9.0	14.9	–40
	Other airports	1.7	2.6	–33
Isle of Man	Blackpool	5.3	6.3	–16
	Liverpool	9.6	9.9	–2
	Manchester	3.6	4.0	–10
	Newcastle	0.3	0.2	42
	Other airports	2.1	1.0	—
Penzance	Isles of Scilly	7.6	6.0	26
Other Routes		24.5	4.5	—
TOTAL		505.9	517.9	–2

(a) Heathrow, Gatwick and Stansted

Traffic counted in either direction

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

Cargo by Type and Nationality of Operator May 1975

Table 20

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others		Set down	Picked up	British Airways		Others		Set down	Picked up
		Set down	Picked up	Set down	Picked up			Set down	Picked up	Set down	Picked up		
London Area Airports													
+ Gatwick	6 178·0	—	—	586·8	1 123·8	13·2	15·6	—	—	922·4	3 394·0	43·1	79·1
+ Heathrow	32 955·7	5 332·5	6 293·6	14·3	106·4	9 444·8	10 967·7	83·1	46·6	48·6	—	142·9	475·2
+ Luton	105·1	—	—	—	0·1	—	—	—	—	—	20·6	24·2	60·2
+ Southend	1 137·0	—	—	622·0	504·0	—	—	—	—	2·0	9·0	—	—
+ Stansted	1 584·3	—	—	—	—	—	—	—	—	192·6	1 110·1	—	281·6
TOTAL (London Area)	41 960·1	5 332·5	6 293·6	1 223·1	1 734·3	9 458·0	10 983·3	83·1	46·6	1 165·6	4 533·7	210·2	896·1
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Leeds/Bradford	60·2	17·4	16·5	0·5	1·6	6·7	9·9	—	—	1·7	—	3·4	2·5
+ Liverpool	1 012·3	91·1	156·0	—	60·0	75·6	57·6	17·2	—	14·5	241·0	52·9	246·4
+ Manchester	2 967·4	366·1	255·6	14·2	2·9	1 015·7	1 042·3	—	—	—	135·3	7·4	127·9
+ Birmingham	210·4	47·4	55·9	8·1	1·0	43·6	51·6	—	—	—	0·2	1·4	1·2
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—
+ East Midlands	697·5	—	—	225·1	265·1	—	—	—	—	22·6	78·0	25·9	80·8
+ Newcastle	82·2	17·8	35·0	12·6	16·6	—	—	—	—	—	—	0·2	—
+ Tees-side	26·5	0·2	—	14·0	12·3	—	—	—	—	—	—	—	—
+ Bristol	44·6	9·1	6·2	1·1	0·2	12·5	14·6	—	—	—	0·9	—	—
+ Glamorgan	14·7	1·3	8·4	2·2	0·4	—	2·3	—	0·1	—	—	—	—
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Blackpool	52·6	—	—	4·0	38·8	—	—	—	—	0·4	9·4	—	—
+ Bournemouth	371·8	—	—	223·1	147·3	—	—	—	—	0·1	1·3	—	—
+ Cambridge	40·4	—	—	—	—	—	—	—	—	—	—	18·0	22·4
+ Exeter	20·3	—	—	5·4	13·4	—	—	—	—	—	—	1·5	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	10·5	7·8	2·7	—	—	—	—	—	—	—	—	—	—
+ Lydd	184·9	—	—	0·1	0·1	—	—	—	—	78·0	106·7	—	—
+ Manston	294·4	—	—	—	—	—	—	—	—	143·9	123·0	15·6	11·9
+ Norwich	35·1	—	—	14·9	15·9	—	—	—	—	0·9	3·1	0·3	—
Penzance Heliport	10·5	2·7	7·8	—	—	—	—	—	—	—	—	—	—
+ Southampton	165·6	1·7	6·9	32·7	101·6	—	—	—	—	—	9·2	7·5	6·0
+ Edinburgh	173·4	75·8	41·0	17·8	34·9	1·0	2·0	—	—	0·9	—	—	—
+ Glasgow	1 599·8	590·8	412·2	45·8	30·3	160·5	341·4	—	0·8	—	0·1	—	17·9
+ Prestwick	946·1	359·3	183·6	—	—	234·7	105·7	—	—	—	—	16·2	46·6
+ Aberdeen	305·8	32·2	69·0	15·6	17·5	—	—	10·5	20·9	40·5	99·4	0·2	—
Benbecula	26·5	18·9	7·6	—	—	—	—	—	—	—	—	—	—
Inverness	24·1	6·2	17·9	—	—	—	—	—	—	—	—	—	—
Islay	4·0	1·3	2·7	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	47·8	35·3	8·3	—	—	0·2	—	1·0	0·3	0·3	2·4	—	—
Stornoway	43·1	33·1	10·0	—	—	—	—	—	—	—	—	—	—
+ Sumburgh	82·0	32·1	9·0	—	—	—	—	6·0	11·6	14·4	8·3	0·5	0·1
Tiree	0·8	—	—	0·8	—	—	—	—	—	—	—	—	—
Wick	6·9	4·8	1·7	—	—	—	—	—	—	0·4	—	—	—
+ Belfast	931·6	122·5	237·5	78·1	23·4	3·9	1·7	—	—	464·0	—	0·5	—
+ Isle of Man	312·5	165·3	82·5	43·6	4·8	—	—	—	0·1	8·1	8·1	—	—
TOTAL (Incl. London Area)	52 766·4	7 372·7	7 927·6	1 982·8	2 522·4	11 012·4	12 612·4	117·8	80·4	1 956·3	5 360·1	361·7	1 459·8
Channel Islands Airports													
Alderney	21·1	—	—	17·3	2·2	—	—	—	—	1·6	—	—	—
Guernsey	807·2	22·4	5·0	192·2	106·4	—	—	—	—	133·5	347·7	—	—
Jersey	844·6	52·0	41·0	543·1	188·5	1·8	0·6	—	—	6·2	11·4	—	—
TOTAL (Channel Islands Airports)	1 672·9	74·4	46·0	752·6	297·1	1·8	0·6	—	—	141·3	359·1	—	—

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	March 1975 —May 1975 (tonnes)	March 1974 —May 1974 (tonnes)	Percentage change
London Area Airports			
+ Gatwick	6 014·2	4 408·2	36·4
+ Heathrow	35 759·0	40 638·4	−12·0
+ Luton	136·9	180·6	−24·2
+ Southend	1 672·7	1 843·7	−9·3
+ Stansted	1 700·2	1 566·0	8·6
TOTAL (London Area)	45 283·0	48 637·0	−6·9
Westland Heliport (Battersea)	—	—	
Other UK Airports			
+ Leeds/Bradford	51·3	62·2	−17·5
+ Liverpool	1 045·8	1 249·9	−16·3
+ Manchester	3 043·9	3 826·4	−20·5
+ Birmingham	234·9	299·3	−21·5
+ Coventry	14·9	11·5	29·6
+ East Midlands	594·0	607·5	−2·2
+ Newcastle	86·1	131·4	−34·5
+ Tees-side	33·6	26·2	28·2
+ Bristol	44·8	66·2	−32·3
+ Glamorgan	16·0	18·3	−12·6
Swansea	—	1·1	—
+ Ashford	—	398·4	—
+ Blackpool	45·8	63·2	−27·5
+ Bournemouth	443·6	568·1	−21·9
+ Cambridge	24·0	21·6	11·1
+ Exeter	17·2	42·3	−59·3
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	9·3	13·6	−31·6
+ Lydd	294·2	11·2	—
+ Manston	310·9	330·8	−6·0
+ Norwich	25·4	26·7	−4·9
Penzance Heliport	9·3	13·6	−31·6
+ Southampton	107·8	87·6	23·1
+ Edinburgh	316·2	248·4	27·3
+ Glasgow	1 162·1	2 120·1	−45·2
+ Prestwick	1 028·2	1 148·8	−10·5
+ Aberdeen	289·1	208·7	38·5
Benbecula	20·5	23·5	−12·8
Inverness	23·7	30·1	−21·3
Islay	3·4	4·2	−19·0
+ Kirkwall	45·6	41·5	9·9
Stornoway	31·3	43·8	−28·5
+ Sumburgh	116·2	73·5	58·1
Tiree	0·5	1·0	−50·0
Wick	5·7	6·4	−10·9
+ Belfast	990·3	1 257·1	−21·2
+ Isle of Man	275·9	314·9	−12·4
TOTAL (Incl. London Area)	56 044·2	62 036·0	−9·7
Channel Islands Airports			
Alderney	19·3	18·2	6·0
Guernsey	871·6	961·1	−9·3
Jersey	846·0	1 190·5	−28·9
TOTAL (Channel Islands Airports)	1 736·9	2 169·8	−20·0

Ashford Airport closed w.e.f. 31.10.74.

All Scheduled Services May 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		Passengers	As percentage (000)of available
Passenger Services														
British Airways Overseas Division	10 135	2 937	13 412	193 731	2 332 632	1 296 881	55.6	5 911	305 557	162 416	8 547	35 993	117 876	53.2
British Airways European Division	6 570	9 009	13 366	650 390	809 664	488 928	60.4	3 833	84 732	46 004	897	2 438	42 670	54.3
British Airways Helicopters	24	396	140	9 722	687	593	86.3	12	52	46	—	1	46	88.8
British Airways Regional Division—														
Channel Islands Airways	715	1 956	2 110	87 619	52 036	31 481	60.5	238	4 751	2 733	18	72	2 643	57.5
Scottish Airways	389	1 573	1 489	44 174	27 134	14 272	52.6	279	2 489	1 292	14	62	1 215	51.9
Cambrian Airways	306	1 310	979	53 987	23 098	14 199	61.5	386	2 039	1 217	4	75	1 138	59.7
Northeast Airlines	376	926	1 047	49 663	34 180	20 887	61.1	104	3 055	1 778	—	43	1 735	58.2
British Caledonian Airways	1 905	2 289	3 422	90 787	220 025	113 311	51.5	1 120	25 713	13 170	483	2 496	10 191	51.2
Air Anglia	346	944	1 100	15 218	15 543	6 987	45.0	32	1 559	713	—	15	699	45.8
Aurigny Air Services	134	2 243	753	21 164	1 783	1 178	66.1	59	171	97	—	3	94	57.0
British Air Ferries	138	703	585	14 097	5 595	2 615	46.7	1 132	801	473	—	236	237	59.0
British Island Airways	324	1 770	1 261	55 921	16 200	10 536	65.0	138	1 491	923	1	26	896	61.9
British Midland Airways	453	1 318	1 448	47 853	32 983	18 657	56.6	125	2 626	1 508	—	52	1 455	57.4
Brymon Airways	83	495	356	2 776	1 093	491	45.0	—	98	40	—	—	40	40.7
Dan-Air Services	306	1 138	1 054	30 522	17 829	8 701	48.8	—	1 454	709	—	—	709	48.8
Intra Airways	21	147	110	2 874	761	402	52.8	—	67	32	—	—	32	48.2
Loganair	71	556	382	2 279	696	348	50.0	—	63	32	—	—	32	50.4
TOTAL Passenger Services	22 297	29 710	43 013	1 372 777	3 591 939	2 030 466	56.5	13 367	436 717	233 181	9 965	41 511	181 707	53.4
Cargo Services														
British Airways Overseas Division	737	231	1 017					2 117	24 501	14 318	115	14 206		58.4
British Airways European Division	422	542	701					2 898	5 601	2 273	56	2 217		40.6
British Caledonian Airways	69	24	91					281	1 838	1 252	46	1 206		68.1
Air Freight	20	93	102					185	68	39	—	39		57.3
Air-Bridge Carriers	26	85	96					518	281	183	—	183		65.2
British Island Airways	102	357	369					847	467	224	27	198		48.0
Dan-Air Services	1	6	5					39	11	6	—	6		57.2
Intra Airways	15	107	82					169	56	26	—	26		46.8
TOTAL Cargo Services	1 392	1 445	2 462					7 052	32 821	18 321	243	18 080		55.8
GRAND TOTAL	23 689	31 155	45 475	1 372 777	3 591 939	2 030 466	56.5	20 419	469 538	251 502	10 208	59 591	181 707	53.6

International Scheduled Services May 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			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	10 135	2 937	13 412	193 731	2 332 632	1 296 881	55.6	5 911	305 557	162 416	8 547	35 993	117 876	53.2
British Airways European Division	5 585	7 049	10 953	502 014	694 277	412 935	59.5	3 327	72 995	39 297	859	2 229	36 211	53.8
British Airways Regional Division—														
Channel Islands Airways	189	306	448	11 198	14 381	7 013	48.8	73	1 389	636	1	37	598	45.8
Cambrian Airways	95	290	251	9 291	7 514	4 005	53.3	35	653	338	—	17	320	51.7
Northeast Airlines	109	196	280	8 982	9 897	5 501	55.6	29	845	473	—	16	457	55.9
British Caledonian Airways	1 510	1 404	2 475	50 462	188 493	95 142	50.5	714	22 401	11 406	351	2 417	8 637	50.9
Air Anglia	223	466	655	8 656	9 942	3 924	39.5	32	1 003	407	—	15	392	40.6
Aurigny Air Services	92	1 967	546	18 718	1 205	802	66.5	55	113	67	—	2	64	58.9
British Air Ferries	138	703	585	14 097	5 595	2 615	46.7	1 132	801	473	—	236	237	59.0
British Island Airways	131	603	502	18 021	6 555	3 756	57.3	29	603	327	—	7	319	54.1
British Midland Airways	106	284	343	5 935	7 647	2 916	38.1	45	584	250	—	23	227	42.8
Brymon Airways	17	80	70	370	238	77	32.4	—	21	6	—	—	6	29.7
Dan-Air Services	141	375	458	12 895	8 223	3 956	48.1	—	671	323	—	—	323	48.1
Intra Airways	16	131	86	2 526	573	299	52.1	—	50	24	—	—	24	47.8
TOTAL Passenger Services	18 486	16 791	31 062	856 896	3 287 173	1 839 821	56.0	11 380	407 687	216 440	9 758	40 992	165 692	53.1
Cargo Services														
British Airways Overseas Division	737	231	1 017					2 117	24 501	14 318	115	14 206		58.4
British Airways European Division	392	479	630					2 249	5 011	1 909	54	1 856		38.1
British Caledonian Airways	69	24	91					281	1 838	1 252	46	1 206		68.1
Air Freight	20	93	102					185	68	39	—	39		57.3
British Island Airways	38	81	134					177	176	71	—	71		40.4
TOTAL Cargo Services	1 256	908	1 973					5 008	31 594	17 589	215	17 378		55.7
GRAND TOTAL	19 742	17 699	33 035	856 896	3 287 173	1 839 821	56.0	16 388	439 280	234 030	9 972	58 370	165 692	53.3

Domestic Scheduled Services May 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	985	1 960	2 412	148 376	115 386	75 992	65.9	506	11 738	6 707	39	209	6 459	57.1
British Airways Helicopters	24	396	140	9 722	687	593	86.3	12	52	46	—	1	46	88.8
British Airways Regional Division—														
Channel Islands Airways	526	1 650	1 662	76 421	37 654	24 467	65.0	165	3 362	2 097	18	34	2 045	62.4
Scottish Airways	389	1 573	1 489	44 174	27 134	14 272	52.6	279	2 489	1 292	14	62	1 215	51.9
Cambrian Airways	212	1 020	728	44 696	15 584	10 194	65.4	351	1 386	879	4	57	817	63.4
Northeast Airlines	267	730	768	40 681	24 283	15 386	63.4	75	2 210	1 305	—	27	1 278	59.1
British Caledonian Airways	395	885	947	40 325	31 532	18 170	57.6	406	3 312	1 764	132	79	1 554	53.3
Air Anglia	123	478	445	6 562	5 601	3 063	54.7	—	555	306	—	—	306	55.2
Aurigny Air Services	43	276	207	2 446	578	377	65.1	5	58	31	—	1	30	53.4
British Island Airways	193	1 167	760	37 900	9 645	6 779	70.3	109	887	596	1	19	576	67.2
British Midland Airways	348	1 034	1 105	41 918	25 336	15 741	62.1	80	2 042	1 257	—	30	1 228	61.6
Brymon Airways	66	415	287	2 406	855	414	48.4	—	77	34	—	—	34	43.8
Dan-Air Services	165	763	596	17 627	9 607	4 745	49.4	—	784	387	—	—	387	49.3
Intra Airways	5	16	24	348	188	103	54.8	—	17	8	—	—	8	49.6
Loganair	71	556	382	2 279	696	348	50.0	—	63	32	—	—	32	50.4
TOTAL Passenger Services	3 811	12 919	11 951	515 881	304 766	190 645	62.6	1 987	29 031	16 741	207	519	16 015	57.7
Cargo Services														
British Airways European Division	30	63	71					649	589	363	2	361		61.6
Air-Bridge Carriers	26	85	96					518	281	183	—	183		65.2
British Island Airways	63	276	236					670	291	153	27	126		52.6
Dan-Air Services	1	6	5					39	11	6	—	6		57.2
Intra Airways	15	107	82					169	56	26	—	26		46.8
TOTAL Cargo Services	135	537	489					2 044	1 227	731	29	703		59.6
GRAND TOTAL	3 946	13 456	12 440	515 881	304 766	190 645	62.6	4 031	30 258	17 473	236	1 222	16 015	57.7

All Non-Scheduled Services May 1975

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	380	86	551	11 004	76 938	58 965	76.6	—	10 661	5 675	13	5 662	53.2
British Airways European Division	472	437	866	21 348	35 379	24 690	69.8	921	5 599	3 070	958	2 112	54.8
British Airways Airtours	1 091	664	1 659	87 392	206 260	144 571	70.1	—	18 771	12 387	—	12 387	66.0
British Airways Helicopters	157	1 137	1 026	10 999	3 345	1 654	49.4	106	316	143	17	126	45.2
British Airways Regional Division—													
Channel Islands Airways	37	59	79	2 106	1 901	1 512	79.6	—	160	126	—	126	78.6
Scottish Airways	4	17	15	579	244	127	52.0	—	21	11	—	11	51.8
Cambrian Airways	253	376	504	14 763	20 515	15 376	74.9	—	1 808	1 231	2	1 229	68.1
Northeast Airlines	347	287	548	27 727	42 436	34 641	81.6	—	3 611	2 881	3	2 878	79.8
British Caledonian Airways	1 432	784	2 208	46 341	94 837	74 027	78.1	2 680	32 233	22 268	15 907	6 361	69.1
Air Anglia	56	147	173	936	838	369	44.1	—	92	37	—	37	40.4
Air Freight	25	66	111	—	—	—	—	9	84	54	54	—	64.3
Air-Bridge Carriers	76	249	229	8 556	2 579	1 632	63.3	114	590	257	131	126	43.5
Alidair	133	389	411	6 619	4 950	2 849	57.5	425	880	382	143	238	43.4
Aurigny Air Services	1	15	6	127	12	9	72.1	—	1	1	—	1	62.1
Beecham Imperial	9	14	18	40	69	30	43.1	—	6	3	—	3	43.6
Bristow Helicopters	485	4 427	2 559	13 818	7 383	4 222	57.2	229	687	405	77	328	58.9
Britannia Airways	2 631	1 770	4 161	205 930	342 318	306 829	89.6	—	31 149	26 078	—	26 078	83.7
British Air Ferries	30	32	105	260	35	35	100.0	60	224	80	77	3	35.9
British Executive Air Services	14	170	104	1 268	177	102	57.4	15	33	11	1	9	31.5
British Island Airways	100	274	360	4 768	2 804	1 507	53.8	50	471	211	83	128	44.8
British Midland Airways	665	922	1 650	35 356	82 206	39 654	48.2	53	6 606	3 590	407	3 183	54.3
Dan-Air Services	3 125	2 296	5 404	194 329	369 006	291 157	78.9	232	29 759	23 395	106	23 289	78.6
Eagle Flying Services	1	2	2	10	4	3	75.0	—	—	—	—	—	75.0
Fairflight Charters	74	153	262	651	348	271	77.9	24	51	34	14	20	66.7
Green Shield Stamp	22	40	38	128	219	83	37.8	—	22	6	—	6	27.7
International Aviation Service	620	261	1 156	—	—	—	—	2 022	16 890	10 565	10 565	—	62.6
Intra Airways	11	94	62	3 046	389	323	82.9	—	33	24	—	24	72.5
Invicta International Airlines	470	386	890	17 435	35 237	18 269	51.8	757	7 483	4 206	2 419	1 787	56.2
Laker Airways	1 891	835	4 478	80 131	332 853	228 292	68.6	—	33 072	22 271	—	22 271	67.3
Loganair	71	740	256	2 301	537	238	44.4	—	49	23	—	23	45.7
MAM Aviation	38	37	56	141	339	142	41.9	—	34	14	—	14	41.2
McAlpine Aviation	252	492	431	1 126	1 970	686	34.9	—	148	56	—	56	37.5
McDonald Aviation	11	40	48	180	105	48	45.5	2	13	5	1	4	36.7
Merlot International Airlines	33	49	49	93	248	64	25.8	—	20	5	—	5	25.0
Monarch Airlines	884	620	1 426	71 369	134 027	106 119	79.2	6	13 333	9 732	106	9 626	73.0
Moseley Aviation	12	33	39	165	69	58	84.1	—	7	5	—	5	71.4
Northern Executive Aviation	11	40	46	210	67	56	83.6	8	8	7	2	5	87.5
Peters Aviation	37	132	172	1 025	527	301	57.1	6	45	26	2	24	57.1
Ryburn Air	7	58	28	24	16	11	69.0	5	4	1	1	1	30.6
Thurston Aviation	36	174	131	356	232	72	31.0	4	20	6	1	5	30.0
Tradewinds Airways	536	145	1 071	—	—	—	—	1 095	13 589	8 161	8 161	—	60.1
Trans-Meridian Air Cargo	773	226	1 544	—	—	—	—	1 814	20 347	11 335	11 335	—	55.7
Vernair Transport	20	59	70	187	138	88	63.4	1	12	8	1	7	65.4
TOTAL	17 334	19 234	34 999	872 844	1 801 557	1 359 079	75.4	10 649	248 941	168 781	50 586	118 195	67.8
Class 5A Licence TOTAL	301	639	674	28 610	33 145	23 775	71.7	..	2 925	2 008	31	1 977	68.6
TOTAL Excludes 5A Licence	17 033	18 595	34 325	844 234	1 768 412	1 335 304	75.5	10 649	246 016	166 773	50 555	116 218	67.8

*Excludes cargo carried on Class 5 Licences.

International Non-Scheduled Services May 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	380	86	551	11 004	76 938	58 965	76.6	—	10 661	5 675	13	5 662	53.2
British Airways European Division	470	431	861	21 186	35 166	24 628	70.0	921	5 578	3 065	958	2 107	54.9
British Airtours	1 091	664	1 659	87 392	200 260	144 571	70.1	—	18 771	12 387	—	12 387	66.0
British Airways Helicopters	157	1 137	1 026	10 999	3 345	1 654	49.4	106	316	143	17	126	45.2
British Airways Regional Division—													
Channel Islands Airways	34	44	67	1 668	1 669	1 394	83.5	—	141	116	—	116	82.3
Scottish Airways	1	4	3	71	53	29	54.6	—	5	2	—	2	48.6
Cambrian Airways	223	206	394	10 262	18 564	14 383	77.5	—	1 631	1 151	—	1 151	70.6
Northeast Airlines	336	267	524	26 584	41 112	34 027	82.8	—	3 508	2 828	1	2 827	80.6
British Caledonian Airways	1 432	782	2 206	46 296	94 779	74 004	78.1	2 680	32 228	22 266	15 907	6 359	69.1
Air Anglia	31	76	109	753	666	314	47.1	—	74	31	—	31	42.5
Air Freight	25	64	109	—	—	—	—	9	83	53	53	—	63.8
Air-Bridge Carriers	69	224	205	8 496	2 525	1 589	62.9	41	519	223	100	123	42.9
Alidair	44	106	137	4 030	2 924	1 776	60.7	23	293	156	8	148	53.2
Aurigny Air Services	1	15	6	127	12	9	72.1	—	1	1	—	1	62.1
Beecham Imperial	6	8	13	26	51	24	48.0	—	4	2	—	2	47.9
Bristow Helicopters	485	4 427	2 559	13 818	7 383	4 222	57.2	229	687	405	77	328	58.9
Britannia Airways	2 631	1 770	4 161	205 930	342 318	306 829	89.6	—	31 149	26 078	—	26 078	83.7
British Air Ferries	30	32	105	260	35	35	100.0	60	224	80	77	3	35.9
British Executive Air Services	14	170	104	1 268	177	102	57.4	15	33	11	1	9	31.5
British Island Airways	78	229	284	4 548	2 800	1 505	53.7	—	368	182	55	127	49.6
British Midland Airways	541	610	1 253	25 681	73 998	35 765	48.3	—	5 939	3 255	376	2 880	54.8
Dan-Air Services	3 070	2 158	5 224	192 675	367 765	290 662	79.0	110	29 505	23 286	38	23 248	78.9
Fairflight Charters	57	109	206	343	202	157	77.7	24	40	26	14	12	65.0
Green Shield Stamp	19	30	32	123	191	82	42.9	—	19	6	—	6	31.3
International Aviation Service	620	261	1 156	—	—	—	—	2 022	16 890	10 565	10 565	—	62.6
Intra Airways	10	66	52	2 201	351	291	82.9	—	30	22	—	22	73.1
Invicta International Airlines	466	378	880	16 864	34 632	17 973	51.9	757	7 423	4 176	2 419	1 757	56.3
Laker Airways	1 891	833	4 474	79 963	332 807	228 248	68.6	—	33 068	22 267	—	22 267	67.3
MAM Aviation	35	33	52	122	312	128	41.0	—	31	13	—	13	41.9
McAlpine Aviation	186	254	295	668	1 479	512	34.6	—	111	42	—	42	37.7
McDonald Aviation	4	8	20	1	7	1	8.3	2	6	1	1	—	21.6
Merlot International Airlines	27	38	40	80	203	57	28.1	—	16	4	—	4	25.0
Monarch Airlines	884	620	1 426	71 369	134 027	106 119	79.2	6	13 333	9 732	106	9 626	73.0
Moseley Aviation	8	14	26	70	46	38	82.6	—	5	3	—	3	60.0
Northern Executive Aviation	3	6	13	49	26	24	92.3	—	2	2	—	2	100.0
Peters Aviation	5	16	22	106	59	34	57.5	1	6	3	1	3	60.0
Ryburn Air	3	6	10	21	14	10	70.3	—	2	1	—	1	41.9
Thurston Aviation	10	40	35	88	79	21	26.6	—	5	1	—	1	20.0
Tradewinds Airways	536	145	1 071	—	—	—	—	1 095	13 589	8 161	8 161	—	60.1
Trans-Meridian Air Cargo	773	226	1 544	—	—	—	—	1 814	20 347	11 335	11 335	—	55.7
TOTAL	16 684	16 593	32 910	845 142	1 782 975	1 350 178	75.7	9 925	246 638	167 755	50 281	117 472	68.0
Class 5A Licence TOTAL	224	291	391	18 448	28 286	21 080	74.5	—	2 502	1 783	19	1 764	71.3
TOTAL Excludes 5A Licence	16 460	16 302	32 519	826 694	1 754 689	1 329 098	75.7	9 925	244 136	165 972	50 262	115 710	68.0

*Excludes cargo carried on Class 5 Licences.

Domestic Non-Scheduled Services May 1975

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
										Total (000)	Cargo (000)		
British Airways European Division	2	6	5	162	213	62	29.2	—	21	5	—	5	23.7
British Airways Regional Division—													
Channel Islands Airways	3	15	12	438	232	118	50.8	—	20	10	—	10	52.0
Scottish Airways	3	13	12	508	191	98	51.3	—	16	8	—	8	52.7
Cambrian Airways	30	170	110	4 501	1 951	992	50.9	—	176	80	2	78	45.5
Northeast Airlines	11	20	24	1 143	1 323	614	46.4	—	103	53	2	51	51.5
British Caledonian Airways	1	2	2	45	57	23	39.6	—	5	2	—	2	38.7
Air Anglia	25	71	64	183	172	56	32.3	—	18	6	—	6	31.5
Air Freight	—	2	2	—	—	—	—	—	1	1	1	—	100.0
Air-Bridge Carriers	7	25	24	60	54	43	79.6	73	71	34	31	3	48.5
Alidair	90	283	274	2 589	2 026	1 073	53.0	402	587	226	135	90	38.5
Beecham Imperial	2	6	5	14	18	5	29.4	—	2	1	—	1	31.4
British Island Airways	23	45	75	220	4	3	70.0	50	104	29	28	—	27.6
British Midland Airways	124	312	397	9 675	8 207	3 889	47.4	53	668	334	31	303	50.0
Dan-Air Services	55	138	180	1 654	1 242	496	39.9	121	254	109	68	40	42.8
Eagle Flying Services	1	2	2	10	4	3	75.0	—	—	—	—	—	—
Fairflight Charters	17	44	56	308	146	114	78.1	—	11	8	—	8	72.7
Green Shield Stamp	3	10	6	5	29	1	3.7	—	3	—	—	—	3.7
Intra Airways	1	28	10	845	38	32	83.8	—	3	2	—	2	67.7
Invicta International Airlines	4	8	10	571	605	296	48.9	—	61	30	—	30	48.9
Laker Airways	1	2	4	168	46	44	94.4	—	4	4	—	4	95.0
Loganair	71	740	256	2 301	537	238	44.4	—	49	23	—	23	45.7
MAM Aviation	3	4	4	19	27	14	51.9	—	3	1	—	1	33.3
McAlpine Aviation	66	238	136	458	490	175	35.7	—	37	14	—	14	36.9
McDonald Aviation	7	32	28	179	99	47	47.9	—	7	4	—	4	49.2
Merlot International Airlines	6	11	9	13	45	7	15.6	—	4	1	—	1	25.0
Moseley Aviation	4	19	13	95	23	20	87.0	—	2	2	—	2	100.0
Northern Executive Aviation	8	34	33	161	41	32	78.0	8	6	5	2	3	83.3
Peters Aviation	33	116	150	919	468	267	57.1	5	40	23	1	21	56.7
Ryburn Air	5	52	18	3	2	1	60.0	5	3	1	1	—	23.6
Thurston Aviation	26	134	96	268	153	51	33.3	4	15	5	1	4	33.3
Vernair Transport	20	59	70	187	138	88	63.4	1	12	8	1	7	65.4
TOTAL	651	2 641	2 089	27 702	18 582	8 901	47.9	725	2 305	1 026	305	721	44.5
Class 5A Licence TOTAL	77	348	283	10 162	4 859	2 695	55.5	..	423	225	12	213	53.2
TOTAL Excludes 5A Licence	574	2 293	1 806	17 540	13 723	6 206	45.2	725	1 882	801	293	508	42.6

*Excludes cargo carried on Class 5A Licences.

Class 2 Licence Operations May 1975

Table 24

	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
				ABC	Other						
International Services											
British Airways Overseas Division	205	40	286	6 851	—	53 343	39 217	73·5	7 174	3 677	51·2
British Airtours	28	6	36	351	—	5 222	3 233	61·9	475	292	61·5
British Caledonian Airways	24	8	32	614	—	4 580	3 650	79·7	629	310	49·4
Dan-Air Services	34	11	45	1 043	—	6 386	5 752	90·1	510	461	90·2
Laker Airways	734	156	932	23 844	—	199 382	126 033	63·2	20 363	12 603	61·9
TOTAL	1 025	221	1 331	32 703	—	268 913	177 886	66·1	29 151	17 343	59·5

There were no US originating passengers in May 1975

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers May 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 Overseas Division	4	4	15	2 142	2 981	2 230	74·8	451	194	43·1	—	—
British Airways European Division	245	180	390	15 928	24 973	19 987	80·0	2 261	1 701	75·3	—	—
British Airtours	853	532	1 322	74 306	161 213	117 372	72·8	14 671	9 978	68·0	—	—
British Airways Regional Division—												
Channel Islands Airways	8	21	23	1 018	602	438	72·8	51	36	71·8	—	—
Scottish Airways	1	2	2	71	48	24	50·0	4	2	49·2	—	—
Cambrian Airways	220	200	386	10 114	18 280	14 262	78·0	1 607	1 141	71·0	—	—
Northeast Airlines	331	255	511	25 712	40 581	33 676	83·0	3 464	2 798	80·8	—	—
British Caledonian Airways	514	457	906	36 687	54 973	43 072	78·3	4 912	3 707	75·5	—	358
Alidair	21	55	67	2 448	1 614	974	60·3	147	82	55·9	—	—
Britannia Airways	2 471	1 602	3 884	188 247	321 203	290 233	90·4	29 354	24 668	84·0	—	1 537
British Midland Airways	1	1	2	57	55	43	78·1	5	3	72·1	—	—
Dan-Air Services	2 423	1 675	4 071	159 176	288 525	230 461	79·9	23 078	18 439	79·9	—	—
Invicta International Airlines	99	103	196	9 296	15 246	8 901	58·4	1 484	867	58·4	—	—
Laker Airways	748	424	2 294	40 765	88 622	69 802	78·8	8 399	6 586	78·4	—	—
Monarch Airlines	827	599	1 317	70 238	129 201	103 543	80·1	12 592	9 392	74·6	—	—
TOTAL International Services	8 766	6 110	15 385	636 205	1 148 119	935 017	81·4	102 477	79 594	77·7	—	1 895
Domestic Services												
Dan-Air Services	1	3	3	121	28	24	84·0	2	2	82·9	—	—
TOTAL Domestic Services	1	3	3	121	28	24	84·0	2	2	82·9	—	—
GRAND TOTAL	8 766	6 113	15 388	636 326	1 148 147	935 041	81·4	102 479	79 596	77·7	—	1 895

All Class 4 Licence Operations May 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	110	30	160	—	1 534	15 716	14 911	94.9	2 009	1 433	71.3
British Airways European Division	20	38	44	—	1 572	2 065	1 121	54.3	206	97	47.2
British Airtours	41	11	54	—	703	7 815	5 646	72.2	711	490	69.0
British Airways Regional Division—											
Channel Islands Airways	1	6	4	—	116	68	31	46.0	6	3	42.2
Northeast Airlines	1	2	3	—	127	50	44	87.0	4	4	89.0
British Caledonian Airways	132	66	204	358	5 856	22 188	19 098	86.1	2 868	1 626	56.7
Britannia Airways	89	53	140	1 537	3 871	11 538	8 844	76.6	981	752	76.6
British Air Ferries	1	4	3	—	260	35	35	100.0	4	3	86.8
British Island Airways	—	1	—	—	50	2	2	100.0	—	—	93.5
British Midland Airways	8	9	21	—	606	549	511	93.0	45	40	89.4
Dan-Air Services	478	339	844	—	27 522	56 680	43 036	75.9	4 533	3 435	75.8
Intra Airways	11	94	62	—	3 046	389	323	82.9	33	24	72.5
Invicta International Airlines	17	29	40	—	2 940	2 452	1 728	70.5	243	171	70.4
Laker Airways	283	216	1 071	—	13 179	25 204	17 851	70.8	2 266	1 623	71.6
Loganair	27	404	60	—	1 591	213	149	70.1	19	14	70.1
Monarch Airlines	9	9	17	—	800	1 080	801	74.2	106	73	68.3
TOTAL	1 227	1 311	2 725	1 895	63 773	146 044	114 130	78.1	14 035	9 787	69.7

International Class 4 Licence Operations May 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)	
Operations											
British Airways Overseas Division	110	30	160	—	1 534	15 716	14 911	94.9	2 009	1 433	71.3
British Airways European Division	20	38	44	—	1 572	2 065	1 121	54.3	206	97	47.2
British Airtours	41	11	54	—	703	7 815	5 646	72.2	711	490	69.0
British Airways Regional Division—											
Channel Islands Airways	—	2	1	—	—	18	8	45.8	2	1	48.3
Northeast Airlines	1	2	3	—	127	50	44	87.0	4	4	89.0
British Caledonian Airways	132	66	204	358	5 856	22 188	19 098	86.1	2 868	1 626	56.7
Britannia Airways	89	53	140	1 537	3 871	11 538	8 844	76.6	981	752	76.6
British Air Ferries	1	4	3	—	260	35	35	100.0	4	3	86.8
British Midland Airways	8	9	21	—	606	549	511	93.0	45	40	89.4
Dan-Air Services	478	339	844	—	27 522	56 680	43 036	75.9	4 533	3 435	75.8
Intra Airways	10	66	52	—	2 201	351	291	82.9	30	22	73.1
Invicta International Airlines	12	21	30	—	2 369	1 847	1 432	77.6	183	142	77.5
Laker Airways	283	216	1 071	—	13 179	25 204	17 851	70.8	2 266	1 623	71.6
Monarch Airlines	9	9	17	—	800	1 080	801	74.2	106	73	68.3
TOTAL	1 195	866	2 642	1 895	60 600	145 135	113 628	78.3	13 946	9 739	69.8

Domestic Class 4 Licence Operations May 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)	
Operations											
British Airways Regional Division—											
Channel Islands Airways	1	4	3	—	116	50	23	46.0	5	2	40.3
British Island Airways	—	1	—	—	50	2	2	100.0	—	—	93.5
Intra Airways	1	28	10	—	845	38	32	83.8	3	2	67.7
Invicta International Airlines	4	8	10	—	571	605	296	48.9	61	30	48.9
Loganair	27	404	60	—	1 591	213	149	70.1	19	14	70.1
TOTAL	33	445	83	—	3 173	909	503	55.3	88	48	53.9

All Class 6 Licence Operations May 1975

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways European Division	8	17	19	119	109	60	54.8
British Caledonian Airways	650	201	932	2 680	22 201	15 907	71.6
Air Freight	3	5	13	9	10	5	49.0
Air-Bridge Carriers	3	5	11	26	27	12	44.7
Alidair	61	207	185	409	397	138	34.8
British Air Ferries	22	16	74	37	168	61	36.2
Dan-Air Services	45	103	147	223	236	101	42.6
International Aviation Service	308	148	579	867	8 078	5 597	69.3
Invicta International Airlines	127	89	263	616	1 754	980	55.9
Tradewinds Airways	448	129	898	1 096	11 797	6 638	56.3
Trans-Meridian Air Cargo	552	176	1 134	1 208	14 566	8 371	57.5
TOTAL	2 227	1 096	4 254	7 289	59 343	37 869	63.8

International Class 6 Licence Operations May 1975

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways European Division	8	17	19	119	109	60	54.8
British Caledonian Airways	650	201	932	2 680	22 201	15 907	71.6
Air Freight	3	5	13	9	10	5	49.0
Air-Bridge Carriers	3	2	8	6	20	7	33.4
Alidair	3	10	10	22	21	7	33.8
British Air Ferries	22	16	74	37	168	61	36.2
Dan-Air Services	16	51	58	101	83	32	38.7
International Aviation Service	308	148	579	867	8 078	5 597	69.3
Invicta International Airlines	127	89	263	616	1 754	980	55.9
Tradewinds Airways	448	129	898	1 096	11 797	6 638	56.3
Trans-Meridian Air Cargo	552	176	1 134	1 208	14 566	8 371	57.5
TOTAL	2 140	844	3 987	6 760	58 808	37 664	64.0

Domestic Class 6 Licence Operations May 1975

Table 27.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
Air-Bridge Carriers	1	3	3	21	7	5	77.5
Alidair	58	197	175	387	376	131	34.9
Dan-Air Services	29	52	89	122	153	68	44.7
TOTAL	87	252	267	530	536	205	38.2

All Class 7 Licence Operations May 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	53	9	81	198	4 082	1 908	46.7	—	930	297	—	297	31.9
British Airways European Division	77	79	149	2 934	5 484	2 367	43.2	144	994	411	204	207	41.4
British Airtours	—	1	1	127	69	46	67.2	—	6	4	—	4	64.0
British Airways Helicopters	157	1 137	1 026	10 999	3 345	1 654	49.4	107	316	143	17	126	45.2
British Airways Regional Division—													
Channel Islands Airways	6	22	18	602	394	213	53.9	—	33	18	—	18	55.5
Scottish Airways	3	15	13	508	196	103	52.5	—	17	9	—	9	52.4
Cambrian Airways	2	8	8	54	173	79	45.8	—	15	6	—	6	43.2
Northeast Airlines	1	4	4	223	87	73	83.2	—	7	6	—	6	85.3
British Caledonian Airways	27	32	51	1 816	3 051	1 476	48.4	—	273	127	—	127	46.5
Air Anglia	56	147	173	936	838	369	44.1	—	92	37	—	37	40.4
Air-Bridge Carriers	29	27	54	—	—	—	—	88	246	72	72	—	29.2
Alidair	51	127	159	4 171	3 336	1 875	56.2	17	336	161	5	156	48.0
Aurigny Air Services	1	15	6	127	12	9	72.1	1	1	1	—	1	62.1
Beecham Imperial	6	10	12	29	47	21	44.1	—	4	2	—	2	44.5
Bristow Helicopters	485	4 427	2 559	13 818	7 383	4 222	57.2	230	687	405	77	328	58.9
Britannia Airways	2	2	4	239	246	227	91.9	—	21	19	—	19	91.4
British Air Ferries	8	12	28	—	—	—	—	24	52	16	16	—	31.4
British Executive Air Services	14	170	104	1 268	177	102	57.4	16	33	11	1	9	31.5
British Island Airways	3	13	12	524	151	122	81.1	—	14	10	—	10	75.0
British Midland Airways	8	12	22	690	608	458	75.4	—	49	36	1	36	74.8
Dan-Air Services	71	133	186	3 511	5 431	2 823	52.0	10	442	232	5	227	52.4
Eagle Flying Services	1	2	2	10	4	3	75.0	—	—	—	—	—	75.0
Fairflight Charters	74	153	262	651	348	271	77.9	24	51	34	14	20	66.7
Green Shield Stamp	22	40	38	128	219	83	37.8	—	22	6	—	6	27.7
International Aviation Service	164	60	278	—	—	—	—	768	4 791	3 229	3 229	—	67.4
Invicta International Airlines	77	64	161	244	434	348	80.1	142	1 301	751	716	35	57.7
Laker Airways	5	8	22	371	438	211	48.1	—	39	19	—	19	48.7
Loganair	20	197	89	604	229	70	30.6	—	21	7	—	7	33.3
MAM Aviation	38	37	56	141	339	142	41.9	—	34	14	—	14	41.2
McAlpine Aviation	252	492	431	1 126	1 970	686	34.9	—	148	56	—	56	37.5
McDonald Aviation	11	40	48	180	105	48	45.5	2	13	5	1	4	36.7
Merlot International Airlines	33	49	49	93	248	64	25.8	—	20	5	—	5	25.0
Monarch Airlines	14	3	18	288	2 391	1 054	44.1	—	232	96	—	96	41.3
Moseley Aviation	12	33	39	165	69	58	84.1	—	7	5	—	5	71.4
Northern Executive Aviation	11	40	46	210	67	56	83.6	8	8	7	2	5	87.5
Peters Aviation	36	124	164	969	505	288	57.0	7	43	25	2	23	57.5
Ryburn Air	7	58	28	24	16	11	69.0	6	4	1	1	1	30.6
Thurston Aviation	36	174	131	356	232	72	31.0	5	20	6	1	5	30.0
Trans-Meridian Air Cargo	220	50	410	—	—	—	—	606	5 781	2 964	2 964	—	51.3
Vernair Transport	20	59	70	187	138	88	63.4	1	12	8	1	7	65.4
TOTAL	2 115	8 085	7 012	48 521	42 862	21 698	50.6	2 204	17 114	9 260	7 329	1 932	54.1

International Class 7 Licence Operations May 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	53	9	81	198	4 082	1 908	46.7	—	930	297	—	297	31.9
British Airways European Division	75	73	144	2 772	5 271	2 305	43.7	144	972	406	204	202	41.8
British Airtours	—	1	1	127	69	46	67.2	—	6	4	—	4	64.0
British Airways Helicopters	157	1 137	1 026	10 999	3 345	1 654	49.4	107	316	143	17	126	45.2
British Airways Regional Division—													
Channel Islands Airways	3	11	9	280	213	118	55.4	—	18	10	—	10	55.3
Scottish Airways	—	2	1	—	5	5	100.0	—	1	—	—	—	45.5
Cambrian Airways	1	2	3	54	76	28	37.0	—	7	2	—	2	34.7
British Caledonian Airways	26	30	50	1 771	2 994	1 454	48.6	—	268	125	—	125	46.7
Air Anglia	31	76	109	753	666	314	47.1	—	74	31	—	31	42.5
Air-Bridge Carriers	25	13	39	—	—	—	—	36	197	52	52	—	26.3
Alidair	19	41	60	1 582	1 310	802	61.2	2	125	67	1	66	53.3
Aurigny Air Services	1	15	6	127	12	9	72.1	1	1	1	—	1	62.1
Beecham Imperial	4	4	7	15	29	15	53.4	—	3	1	—	1	52.7
Bristow Helicopters	485	4 427	2 559	13 818	7 383	4 222	57.2	230	687	405	77	328	58.9
Britannia Airways	2	2	4	239	246	227	91.9	—	21	19	—	19	91.4
British Air Ferries	8	12	28	—	—	—	—	24	52	16	16	—	31.4
British Executive Air Services	14	170	104	1 268	177	102	57.4	16	33	11	1	9	31.5
British Island Airways	3	12	12	504	149	122	81.7	—	14	10	—	10	75.5
British Midland Airways	7	6	16	326	482	355	73.6	—	38	28	1	28	73.7
Dan-Air Services	46	50	98	1 978	4 217	2 351	55.7	10	343	193	5	188	56.3
Fairflight Charters	57	109	206	343	202	157	77.7	24	40	26	14	12	65.0
Green Shield Stamp	19	30	32	123	191	82	42.9	—	19	6	—	6	31.3
International Aviation Service	164	60	278	—	—	—	—	768	4 791	3 229	3 229	—	67.4
Invicta International Airlines	77	64	161	244	434	348	80.1	142	1 301	751	716	35	57.7
Laker Airways	4	6	18	203	392	167	42.7	—	35	15	—	15	43.3
MAM Aviation	35	33	52	122	312	128	41.0	—	31	13	—	13	41.9
McAlpine Aviation	186	254	295	668	1 479	512	34.6	—	111	42	—	42	37.7
McDonald Aviation	4	8	20	1	7	1	8.3	2	6	1	1	—	21.6
Merlot International Airlines	27	38	40	80	203	57	28.1	—	16	4	—	4	25.0
Monarch Airlines	14	3	18	288	2 391	1 054	44.1	—	232	96	—	96	41.3
Moseley Aviation	8	14	26	70	46	38	82.6	—	5	3	—	3	60.0
Northern Executive Aviation	3	6	13	49	26	24	92.3	—	2	2	—	2	100.0
Peters Aviation	5	16	22	106	59	34	57.5	2	6	3	1	3	60.0
Ryburn Air	3	6	10	21	14	10	70.3	—	2	1	—	1	41.9
Thurston Aviation	10	40	35	88	79	21	26.6	1	5	1	—	1	20.0
Trans-Meridian Air Cargo	220	50	410	—	—	—	—	606	5 781	2 964	2 964	—	51.3
TOTAL	1 797	6 830	5 991	39 217	36 560	18 666	51.0	2 112	16 488	8 979	7 299	1 680	54.5

Domestic Class 7 Licence Operations May 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 European Division	2	6	5	162	213	62	29.2	—	21	5	—	5	23.7
British Airways Regional Division—													
Channel Islands Airways	3	11	9	322	181	94	52.2	—	15	8	—	8	55.7
Scottish Airways	3	13	12	508	191	98	51.3	—	16	8	—	8	52.7
Cambrian Airways	1	6	4	—	97	51	52.7	—	8	4	—	4	49.9
Northeast Airlines	1	4	4	233	87	73	83.2	—	7	6	—	6	85.3
British Caledonian Airways	1	2	2	45	57	23	39.6	—	5	2	—	2	38.7
Air Anglia	25	71	64	183	172	56	32.3	—	18	6	—	6	31.5
Air-Bridge Carriers	4	14	15	—	—	—	—	52	49	20	20	—	40.8
Alidair	32	86	99	2 589	2 026	1 073	53.0	15	211	95	4	90	44.9
Beecham Imperial	2	6	5	14	18	5	29.4	—	2	1	—	1	31.4
British Island Airways	—	1	—	20	2	1	40.0	—	—	—	—	—	37.0
British Midland Airways	2	6	6	364	126	103	82.0	—	10	8	—	8	78.8
Dan-Air Services	25	83	88	1 533	1 214	472	38.9	—	99	39	—	39	38.9
Eagle Flying Services	1	2	2	10	4	3	75.0	—	—	—	—	—	—
Fairflight Charters	17	44	56	308	146	114	78.1	—	11	8	—	8	72.7
Green Shield Stamp	3	10	6	5	29	1	3.7	—	3	—	—	—	3.7
Laker Airways	1	2	4	168	46	44	94.4	—	4	4	—	4	95.0
Loganair	20	197	89	604	229	70	30.6	—	21	7	—	7	33.3
MAM Aviation	3	4	4	19	27	14	51.9	—	3	1	—	1	33.3
McAlpine Aviation	66	238	136	458	490	175	35.7	—	37	14	—	14	36.9
McDonald Aviation	7	32	28	179	99	47	47.9	—	7	4	—	4	49.2
Merlot International Airlines	6	11	9	13	45	7	15.6	—	4	1	—	1	25.0
Moseley Aviation	4	19	13	95	23	20	87.0	—	2	2	—	2	100.0
Northern Executive Aviation	8	34	33	161	41	32	78.0	8	6	5	2	3	83.3
Peters Aviation	32	108	142	863	446	254	57.0	5	38	22	1	20	57.1
Ryburn Air	5	52	18	3	2	1	60.0	6	3	1	1	—	23.6
Thurston Aviation	26	134	96	268	153	51	33.3	4	15	5	1	4	33.3
Vernair Transport	20	59	70	187	138	88	63.4	1	12	8	1	7	65.4
TOTAL	319	1 255	1 021	9 304	6 302	3 032	48.2	92	627	282	30	252	44.9

All Exempt Operations May 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	121	123	264	914	2 857	1 215	42·5	659	2 030	800	694	107	39·4
British Caledonian Airways	46	8	59	535	8 568	6 096	71·1	—	1 176	518	—	518	44·1
Beecham Imperial	3	4	6	11	22	9	40·9	—	2	1	—	1	41·7
Britannia Airways	67	111	129	11 875	8 682	7 123	82·0	—	738	606	—	606	82·0
British Island Airways	22	43	75	150	—	—	—	51	103	28	28	—	27·5
British Midland Airways	88	156	251	4 686	6 389	2 629	41·1	53	516	235	30	205	45·5
International Aviation Service	148	53	299	—	—	—	—	388	4 021	1 740	1 740	—	43·3
Laker Airways	122	31	159	1 972	19 207	14 395	74·9	—	2 006	1 440	—	1 440	71·8
Loganair	24	139	107	106	95	19	20·0	—	9	2	—	2	22·2
Monarch Airlines	34	9	73	43	1 355	721	53·2	6	402	172	106	65	42·7
TOTAL	674	677	1 422	20 292	47 175	32 207	68·3	1 157	11 004	5 541	2 598	2 945	50·4

International Exempt Operations May 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	121	123	264	914	2 857	1 215	42·5	659	2 030	800	694	107	39·4
British Caledonian Airways	46	8	59	535	8 568	6 096	71·1	—	1 176	518	—	518	44·1
Beecham Imperial	3	4	6	11	22	9	40·9	—	2	1	—	1	41·7
Britannia Airways	67	111	129	11 875	8 682	7 123	82·0	—	738	606	—	606	82·0
International Aviation Service	148	53	299	—	—	—	—	388	4 021	1 740	1 740	—	43·3
Laker Airways	122	31	159	1 972	19 207	14 395	74·9	—	2 096	1 440	—	1 440	71·8
Monarch Airlines	34	9	73	43	1 355	721	53·2	6	402	172	106	65	42·7
TOTAL	540	339	989	15 350	40 692	29 559	72·6	1 053	10 375	5 276	2 539	2 736	50·8

Domestic Exempt Operations May 1975

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Island Airways	22	43	75	150	—	—	—	51	103	28	28	—	27·5
British Midland Airways	88	156	251	4 686	6 389	2 629	41·1	53	516	235	30	205	45·5
Loganair	24	139	107	106	95	19	20·0	—	9	2	—	2	22·2
TOTAL	134	344	439	4 942	6 484	2 648	40·8	104	629	265	58	207	42·2

Class 5 Operations for UK Operators May 1975

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	7	3	10	279	816	699	85·7	..	97	75	—	13	62	77·3
British Airtours	38	18	56	2 785	7 182	5 894	82·1	..	655	496	—	—	496	75·7
British Airways Regional Division—														
Cambrian Airways	31	168	111	4 595	2 062	1 034	50·1	..	186	84	—	2	82	45·2
Northeast Airlines	14	26	30	1 665	1 717	848	49·4	..	136	73	—	3	70	53·7
British Caledonian Airways	28	2	4	150	233	186	79·8	..	64	33	—	—	33	51·6
Air Freight	—	2	2	—	—	—	—	..	1	1	—	1	—	100·0
Air-Bridge Carriers	36	188	132	8 556	2 579	1 632	63·3	..	224	132	—	6	126	58·9
Britannia Airways	3	2	4	161	648	402	62·0	..	55	34	—	—	34	61·8
British Midland Airways	52	172	174	5 695	3 136	2 169	69·2	..	276	175	—	6	169	63·4
Dan-Air Services	71	30	105	2 719	11 574	8 795	76·0	..	926	705	—	—	705	76·1
Invicta International Airlines	20	20	39	1 949	3 176	2 103	66·2	..	303	199	—	—	199	65·7
Peters Aviation	1	8	8	56	22	13	59·1	..	2	1	—	—	1	50·0
TOTAL	301	639	674	28 610	33 145	23 775	71·7	..	2 925	2 008	—	31	1 977	68·6

Class 5 Operations for Non-UK Operators May 1975

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Regional Division—														
Channel Islands Airways	22	10	34	370	836	830	99·3	..	71	69	—	—	69	97·2
British Airtours	131	96	191	9 120	24 759	12 380	50·0	..	2 252	1 126	—	—	1 126	50·0
British Caledonian Airways	11	10	20	325	1 243	449	36·1	..	111	39	—	—	39	35·1
Air Freight	22	59	96	—	—	—	—	..	73	48	—	48	—	65·8
Air-Bridge Carriers	8	29	32	—	—	—	—	..	93	41	—	41	—	44·1
British Island Airways	75	217	273	4 044	2 651	1 383	52·2	..	354	172	1	54	117	48·6
British Midland Airways	509	572	1 180	23 622	71 469	33 844	47·4	..	5 716	3 100	—	370	2 730	54·2
Dan-Air Services	2	2	4	237	383	267	69·7	..	31	21	—	—	21	67·7
Invicta International Airlines	130	81	192	3 006	13 930	5 190	37·3	..	2 398	1 238	—	723	515	51·6
Tradewinds Airways	88	16	173	—	—	—	—	..	1 792	1 523	—	1 523	—	85·0
TOTAL	998	1 092	2 194	40 724	115 271	54 343	47·1	..	12 891	7 377	1	2 759	4 617	57·2

Aircraft Type and Utilisation — All Airlines May 1975

Table 31.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended March 1975	Daily Utilisation per Aircraft (hrs) Quarter ended March 1975
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	120	435	28	405	102	7 983	1 554	7	3.4
Aviation Traders Merchantman	486	18	585	58	807	772	827	9	4.9
AW650 Argosy	67	—	152	—	198	—	—	2	2.3
BAC 111-200	650	1 297	10	1 415	12	53 512	30 545	7	6.7
BAC 111-300/400	2 276	2 149	—	5 742	—	122 694	145 807	17	5.4
BAC 111-500	3 061	4 869	1	6 639	1	304 248	210 532	30	6.0
BAC Britannia-300	303	9	131	73	577	43	721	5	5.2
BAC Vanguard 952	301	106	163	190	450	9 115	7 212	5	2.8
BAC VC10 Standard	216	79	—	304	—	2 946	13 795	6	6.2
BAC VC10 Super	3 571	1 165	—	4 714	—	51 320	311 288	15	10.4
BAC Viscount-700	85	298	82	216	88	7 783	1 591	2	0.8
BAC Viscount-700D/800/810	2 120	6 774	132	6 824	102	253 179	86 763	49	3.5
Beagle 206	—	—	—	—	—	—	—	4	1.8
Beechcraft 18/Super H18	—	—	—	—	—	—	—	1	0.7
Beechcraft B80 Queen-Air	20	59	—	70	—	187	88	1	0.4
Beechcraft B90 King-Air	1	2	—	2	—	10	3	2	—
Bell 206 Jetranger	1	8	—	7	—	16	2	—	—
Bell 212 Twin	37	546	—	257	—	2 385	253	6	1.7
Boeing 707-120/120B	483	145	—	782	—	8 792	52 998	2	8.1
Boeing 707-230C/336	4 491	1 060	456	4 247	2 040	57 053	282 143	25	8.7
Boeing 707-420	2 063	973	—	2 984	—	106 681	255 700	18	4.8
Boeing 720/720B	786	526	—	1 191	—	62 552	95 932	6	5.5
Boeing 727-100	744	472	—	1 188	—	51 322	83 747	5	4.6
Boeing 737-200	2 631	1 770	—	4 161	—	205 930	306 829	14	8.6
Boeing 747	4 231	1 016	—	5 570	—	100 317	768 006	17	10.4
Britten-Norman Islander	190	1 776	16	861	16	6 279	717	13	1.7
Britten-Norman Trislander	142	2 080	—	773	—	20 669	1 253	8	2.2
Canadair CL 44	1 309	—	371	—	2 615	—	—	12	6.8
Cessna 340	7	7	51	11	17	24	11	1	1.0
Cessna 401/421	10	29	—	30	—	53	20	2	0.5
Cessna 500 Citation	—	—	—	—	—	—	—	1	0.9
DC10	639	153	—	919	—	13 095	132 749	3	4.4
DC3 Dakota/Pionair	110	280	266	233	295	6 537	984	10	1.2
DC8-54/55F Jet Trader	209	—	80	—	292	—	—	1	5.1
DH 104 Dove	27	30	39	22	81	210	40	4	0.9
DH 106 Comet 4B/C	895	614	—	1 529	—	57 420	84 359	11	2.1
DH 114 Heron	48	164	8	203	18	1 205	349	6	0.8
DHC 6 Twin-Otter	37	196	—	141	—	1 867	349	1	1.6
Fokker Friendship 100/600	296	768	—	924	—	12 191	5 585	4	5.4
HP Herald 100/200	539	2 054	431	1 549	488	62 790	12 312	13	4.1
HP Herald 700	50	178	—	174	—	5 158	1 498	2	1.5
HS 121 Trident 1C	470	873	—	981	—	55 663	30 580	17	4.1
HS 121 Trident 1E	489	579	—	847	—	49 526	45 140	4	3.4
HS 121 Trident 2E	1 947	1 718	—	3 308	—	103 060	114 402	15	5.1
HS 121 Trident 3B	2 649	3 279	—	5 258	—	281 437	227 754	26	6.0
HS 125	328	543	—	507	—	1 364	950	19	0.7
HS 748	304	966	94	958	136	20 623	6 217	7	3.5
Lockheed L1011 Tristar	300	273	—	583	—	45 968	48 107	6	1.3
PA23 Aztec/Apache	27	105	23	81	18	201	50	4	0.9
PA31 Navajo	114	273	21	318	48	1 063	431	11	1.0
Sikorsky 58T	43	328	—	234	—	1 062	221	6	0.8
Sikorsky S61N	457	2 422	—	2 578	—	23 270	5 317	25	3.2
Westland Wessex	142	2 826	—	754	—	9 074	778	7	2.3
Beechcraft B55 Baron	—	—	—	—	—	—	—	2	—
TOTAL	40 524	46 290	3 140	70 815	8 401	2 188 649	3 376 508	496	4.5

*Excluding airlines for which details not available.

Aircraft Type and Utilisation — Individual Airlines Table 31.2

May 1975

	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									
DC10	127	15	—	156	—	2 075	18 435	—	—
BAC VC10 Standard	216	79	—	304	—	2 946	13 795	6	6.2
BAC VC10 Super	3 571	1 165	—	4 714	—	51 320	311 288	15	10.4
Boeing 707-320C/336	2 173	362	231	1 909	1 017	22 883	140 140	11	8.8
Boeing 707-420	972	309	—	1 325	—	19 640	111 129	9	7.4
Boeing 747	4 231	1 016	—	5 570	—	100 317	768 006	17	10.4
TOTAL	11 290	2 946	231	13 978	1 017	199 181	1 362 793	58	9.3
British Airways European Division									
BAC 111-500	1 446	3 084	—	3 644	—	177 739	82 124	18	5.6
HS 121 Trident 2E	1 947	1 718	—	3 308	—	103 060	114 402	15	5.1
Aviation Traders Merchantman	488	18	585	58	807	772	827	9	4.9
HS 121 Trident 1C	469	873	—	981	—	55 663	30 579	17	4.1
HS 121 Trident 3B	2 649	3 279	—	5 258	—	281 437	227 754	26	6.0
Lockheed L1011 Tristar	300	273	—	583	—	45 968	48 107	6	1.3
TOTAL	7 299	9 245	585	13 832	807	664 639	503 793	91	5.0
British Airtours									
Boeing 707-420	1 091	664	—	1 659	—	87 041	144 571	9	2.2
British Airways Helicopters									
Sikorsky S61N	168	1 309	—	1 079	—	19 588	2 179	10	2.5
Bell 212 Twin	13	224	—	86	—	1 133	68	1	2.5
TOTAL	181	1 533	—	1 165	—	20 721	2 247	11	2.5
British Airways Regional Division—									
Channel Islands Airways									
BAC Viscount-700D/800/810	510	1 573	—	1 679	—	68 638	22 168	12	3.3
BAC 111-300/400	356	613	—	949	—	29 490	16 390	3	6.4
TOTAL	866	2 186	—	2 628	—	98 128	38 558	15	3.9
Scottish Airways									
BAC Viscount-700D/800/810	267	1 400	1	1 045	—	35 745	8 464	7	4.3
Cambrian Airways									
BAC Viscount-700	31	237	—	135	—	5 709	752	2	0.8
BAC Viscount-700D/800/810	215	1 046	—	770	—	40 367	9 383	8	3.2
BAC 111-300/400	326	505	—	637	—	24 948	19 760	4	3.4
TOTAL	572	1 788	—	1 542	—	71 024	29 895	14	2.9
Northeast Airlines									
BAC Viscount-700D/800/810	246	654	—	771	—	29 191	11 081	6	2.9
HS 121 Trident 1E	489	579	—	847	—	49 526	45 140	4	3.4
TOTAL	735	1 233	—	1 618	—	78 717	56 221	10	3.1

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights 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	549	1 182	—	1 231	—	47 096	24 637	7	6.7
BAC 111-500	879	1 179	—	1 718	—	71 055	60 336	6	6.6
Boeing 707-320C/336	1 944	387	225	1 604	1 023	15 034	101 420	9	10.5
TOTAL	3 371	2 748	225	4 553	1 023	133 185	186 393	22	8.2
Air Anglia									
DC3 Dakota/Pionair	18	39	—	61	—	617	260	2	0.9
Fokker Friendship 100/600	296	768	—	924	—	12 191	5 585	4	5.4
PA31 Navajo	38	108	—	112	—	319	109	3	1.0
TOTAL	352	915	—	1 097	—	13 127	5 954	9	2.9
Air Freight									
DC3 Dakota/Pionair	45	—	159	—	213	—	—	4	1.7
Air-Bridge Carriers									
AW650 Argosy	67	—	152	—	198	—	—	2	2.3
BAC Viscount-700D/800/810	35	182	—	127	—	8 556	1 632	1	1.7
TOTAL	102	182	152	127	198	8 556	1 632	3	2.1
Alidair									
BAC Viscount-700	53	61	82	81	88	2 074	839	—	—
BAC Viscount-700D/800/810	80	115	131	140	102	4 545	2 010	3	2.7
TOTAL	133	176	213	221	190	6 619	2 849	3	2.7
Aurigny Air Services									
Britten-Norman Trislander	108	1 898	—	617	—	19 602	1 065	5	2.9
Britten-Norman Islander	27	360	—	142	—	1 689	122	3	2.2
TOTAL	135	2 258	—	759	—	21 291	1 187	8	2.6
Beecham Imperial									
HS 125	9	14	—	18	—	40	30	2	0.4
Bristow Helicopters									
Sikorsky S61N	289	1 113	—	1 499	—	3 682	3 138	15	3.7
Westland Wessex	142	2 826	—	754	—	9 074	778	7	2.3
Sikorsky 58T	43	328	—	234	—	1 062	221	6	0.8
Bell 212 Twin	11	160	—	73	—	—	—	1	3.4
TOTAL	485	4 427	—	2 560	—	13 818	4 222	29	2.9
Britannia Airways									
Boeing 737-200	2 631	1 770	—	4 161	—	205 930	306 829	14	8.6
British Air Ferries									
HP Herald 100/200	47	272	—	182	—	6 374	1 095	—	—
Aviation Traders Carvair	120	435	28	405	102	7 983	1 554	7	3.4
TOTAL	168	707	28	587	102	14 357	2 650	7	3.4

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 Executive Air Services									
Bell 206 Jetranger	1	8	—	7	—	16	2	—	—
Bell 212 Twin	13	162	—	98	—	1 252	100	4	1.0
TOTAL	14	170	—	105	—	1 268	102	4	1.0
British Island Airways									
HP Herald 100/200	492	1 782	431	1 367	488	56 146	11 217	13	4.1
British Midland Airways									
HP Herald 700	50	178	—	174	—	5 158	1 498	2	1.5
BAC Viscount—700D/800/810	767	1 804	—	2 292	—	66 137	32 025	12	3.9
Boeing 707—320C/336	227	229	—	516	—	10 047	18 901	3	3.7
TOTAL	1 004	2 211	—	2 982	—	81 342	52 424	17	3.5
Brymon Airways									
Britten-Norman Islander	38	241	—	176	—	739	117	2	1.4
DHC 6 Twin-Otter	37	196	—	141	—	1 867	349	1	1.6
TOTAL	75	437	—	317	—	2 606	466	3	1.5
Dan-Air Services									
HS 748	304	966	94	958	136	20 623	6 217	7	3.5
BAC 111—200	101	115	10	184	12	6 416	5 909	—	—
BAC 111—300/400	697	479	—	1 223	—	31 781	48 677	5	4.2
BAC 111—500	503	404	1	866	1	38 360	47 549	4	8.6
DH 106 Comet 4B/C	895	614	—	1 529	—	57 420	84 359	11	2.1
Boeing 727—100	744	472	—	1 188	—	51 322	83 747	5	4.6
Boeing 707—320C/336	148	82	—	218	—	9 089	21 682	2	5.3
TOTAL	3 392	3 132	105	6 166	149	215 011	298 139	34	3.6
Eagle Flying Services									
Beechcraft B90 King Air	1	2	—	2	—	10	3	2	—
Beechcraft B55 Baron	—	—	—	—	—	—	—	2	—
TOTAL	1	2	—	2	—	10	3	4	—
Fairflight Charters									
DH 104 Dove	27	30	39	22	81	210	40	3	1.4
PA31 Navajo	47	63	21	111	48	441	231	1	2.1
TOTAL	74	93	60	133	129	651	271	4	1.6
Green Shield Stamp									
HS 125	22	40	—	38	—	128	83	1	1.2
International Aviation Service									
BAC Britannia—300	269	—	131	—	577	—	—	3	6.5
DC8—54/55F Jet Trader	209	—	80	—	292	—	—	1	5.1
TOTAL	477	—	211	—	869	—	—	4	6.2

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights 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
IDS Aircraft									
Cessna 500 Citation	..	..	..	..	..	..	..	1	0.9
PA23 Apache/Aztec	..	..	..	..	..	..	..	1	1.1
PA31 Navajo	..	..	..	..	..	..	..	2	1.7
TOTAL	..	..	..	..	..	..	..	4	1.3
Haywards Aviation									
DH 104 Dove	—	—	—	—	—	—	—	1	..
Intra Airways									
DC3 Dakota/Pionair	47	241	107	172	82	5 920	724	4	0.8
Britten-Norman Islander	—	—	—	—	—	—	—	—	0.9
TOTAL	47	241	107	172	82	5 920	724	4	0.8
Invicta International Airlines									
BAC Vanguard 952	301	106	163	190	450	9 115	7 212	5	2.8
Boeing 720/720B	169	117	—	250	—	8 320	11 057	2	4.6
TOTAL	470	223	163	440	450	17 435	18 269	7	3.2
Laker Airways									
BAC 111-300/400	896	552	—	2 933	—	36 475	60 980	5	7.6
DC10	513	138	—	763	—	11 020	114 314	3	4.4
Boeing 707-120/120B	483	145	—	782	—	8 792	52 998	2	8.1
TOTAL	1 891	835	—	4 478	—	56 287	228 292	10	6.8
Loganair									
Britten-Norman Trislander	34	182	—	156	—	1 067	188	3	1.3
Britten-Norman Islander	107	1 114	—	482	—	3 513	398	6	1.8
Beechcraft 18/Super H18	—	—	—	—	—	—	—	1	0.7
TOTAL	141	1 296	—	638	—	4 580	586	10	1.6
MAM Aviation									
HS 125	38	37	—	56	—	141	142	1	1.8
McAlpine Aviation									
Cessna 401/421	10	20	—	30	—	53	20	2	0.5
HS 125	227	403	—	346	—	962	631	12	0.7
PA23 Aztec/Apache	15	60	—	54	—	111	35	2	0.5
PA31 Navajo	—	—	—	—	—	—	—	1	0.5
TOTAL	252	492	—	430	—	1 126	686	17	0.6
McDonald Aviation									
DH 114 Heron	11	34	6	33	16	180	48	1	0.5
Merlot International Airlines									
HS 125	33	49	—	49	—	93	64	3	0.4

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
Monarch Airlines									
BAC 111-500	233	202	—	411	—	17 094	20 523	2	6.5
BAC Britannia-300	34	9	—	73	—	43	721	2	3.2
Boeing 720/720B	617	409	—	941	—	54 232	84 874	4	5.8
TOTAL	884	620	—	1 425	—	71 369	106 119	8	5.1
Moseley Aviation									
PA31 Navajo	12	33	—	39	—	165	58	1	1.0
Northern Air Taxis									
Beagle 206	—	—	—	—	—	—	—	4	1.8
Northern Executive Aviation									
Britten-Norman Islander	11	29	11	34	12	210	56	1	0.4
Peters Aviation									
DH 114 Heron	37	130	2	170	2	1 025	301	5	0.9
Ryburn Air									
Cessna 340	7	7	51	11	17	24	11	1	1.0
Thurston Aviation									
Britten-Norman Islander	7	32	5	27	4	128	24	1	0.6
PA23 Aztec/Apache	12	45	23	27	18	90	15	1	1.5
PA31 Navajo	17	69	—	56	—	138	33	3	0.3
TOTAL	36	146	28	110	22	356	72	5	0.6
Tradewinds Airways									
Canadair CL 44	536	—	145	—	1 071	—	—	5	7.1
Trans-Meridian Air Cargo									
Canadair CL 44	773	—	226	—	1 544	—	—	7	6.7
Vernair Transport									
Beechcraft B80 Queen-Air	20	59	—	70	—	187	88	1	0.4
GRAND TOTAL	40 524	46 290	3 140	70 815	8 401	2 188 649	3 376 508	496	*4.5

*Excluding airlines for which details not available.

Operations Subject to Variable Charge
by Type of Licence, May 1975

Table 32

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
			Cargo (000)	Passengers (000)	
Chargeable Operations (Own Aircraft)					
Class 1	467 047	250 326	69 247	181 083	53.6
Class 2	29 151	17 343	—	17 343	59.5
Class 3	102 479	79 596	—	79 596	77.7
Class 4	14 035	9 787	—	9 787	69.7
Class 5	14 680	8 856	2 721	6 135	60.3
Class 6	59 343	37 869	37 869	—	63.8
Class 7	17 113	9 260	7 329	1 931	54.1
TOTAL	703 848	413 037	117 166	295 875	58.7
Non-chargeable Operations					
Aircraft hired from					
Foreign Operators	2 546	1 060	585	475	41.7
Exempt Services	10 996	5 539	2 596	2 943	50.4
TOTAL	13 542	6 600	3 181	3 419	48.7
GRAND TOTAL	717 390	419 637	120 347	299 294	58.5

Output by Type of Licence
and Aircraft Ownership May 1975

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available		Total (000)
		Hired from UK Airline (000)	Hired Otherwise (000)	
Class 1	467 047	1 067	1 424	469 538
Class 2	29 151	—	—	29 151
Class 3	102 479	—	—	102 479
Class 4	14 035	—	—	14 035
Class 6	59 343	—	—	59 343
Class 7	17 113	1	—	17 114
Exempt Services	7 075	8	3 921	11 004
TOTAL	696 243	1 076	5 345	702 663
Class 5 hired to UK Airlines	2 925			
Non UK Airlines	12 891			
TOTAL	15 816			
GRAND TOTAL	712 059			

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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.