

Civil Aviation Authority



CAA Monthly Statistics
(up to and including November 1975)

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Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

Airport and Air Passenger Statistics:	Civil Aviation Authority Room T420 Space House 43/59 Kingsway London WC2B 6TE Tel. 01 379 7311 Ext. 2585
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Airline Statistics:	Civil Aviation Authority Room T409 Space House 43/59 Kingsway London WC2B 6TE Tel. 01 379 7311 Ext. 2223
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3.2 **Distribution** Enquiries concerning orders and subscriptions should be addressed to:

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

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

The series comprise:

CA. 1	<i>Airport activity</i>	(Monthly)
CA. 2	<i>Air passengers</i>	"
CA. 3	<i>Air freight & 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 November 1975) – ERRATA

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

Table 31.1

Boeing 707–120/120B	10 516
Boeing 707–320C/336	64 987
Boeing 707–420	65 711
Boeing 747	110 412
DC 10	39 116
Total	1 669 476

Table 31.2

BAOD	Boeing 707–320C/336	23 610
	Boeing 707–420	19 987
	Boeing 747	110 412
	Total	204 771
British Airtours	Boeing 707–420	45 724
BCAL	Boeing 707–320C/336	16 781
	Total	100 346
Laker Airways	DC 10	32 021
	Boeing 707–120/120B	10 516
	Total	64 735
Grand Total		1 669 476

July 1976

Civil Aviation Statistics—November 1975

Activity at UK Airports

The number of air transport movements fell again during the month of November to just below 50 000, a 2.8 per cent decline against 1974. Movements in the London area fell by 6.2 per cent, whilst those over the remainder of the UK fell by 1.0 per cent. When comparing the September to November period of 1975 with the corresponding period of 1974, an overall marginal decline was recorded comprising a 2.4 per cent decline in the London area and a 1.4 per cent growth elsewhere. Heathrow was again alone amongst London area airports in reporting a decline (5.3 per cent decline; 1198 fewer movements). Movements at Luton experienced a 17.0 per cent increase (223 additional movements per month) those at Gatwick a 3.4 per cent increase (208 additional movements), those at Southend a 2.4 per cent increase (23 additional movements) and those at Stansted a 2.6 per cent increase (7 additional movements). Outside the London area Aberdeen once more reported the greatest increase in actual movements (1330 additional ATMs; 74.8 per cent growth) followed by Lydd (which also achieved the heaviest overall rate of growth (173 additional movements; 116.9 per cent growth) and Sumburgh (164 additional movements; 17.1 per cent growth). Glasgow reported the heaviest actual fall in movements (373 fewer per month) and Gloucester the heaviest rate of decline (−75.8 per cent). Whilst charter movements increased by 20.0 per cent during this period, scheduled movements declined by 5.2 per cent. The UK operators' share of total movements remained the same as a year previously (76.3 per cent) their share of scheduled movements declined marginally to 73.1 per cent and their share of charter movements increased marginally to 87.1 per cent. The month of November saw 305 diversions again due largely to fog and industrial action.

The number of terminal passengers using UK airports during November 1975 fell to less than 2.7 million and whilst this was lower than that for November 1973, it is 4.1 per cent more than November 1974. London area passengers experienced a 3.6 per cent increase, and those over the rest of the UK a 5.3 per cent growth. Over the three month period September to November 1975 a 6.3 per cent growth in passengers using UK airports was reported compared with 1974. London area passengers grew by an aggregate 6.1 per cent, and those at airports over the rest of the UK by 6.8 per cent. Southend and Stansted each handled fewer passengers than a year previously (−17.6 per cent: 3570 less passengers per month, and −8.1 per cent: 1679 less passengers). Gatwick reported 23 431 additional passengers (5.4 per cent growth), Heathrow 103 725 additional passengers (5.9 per cent growth), and Luton 22 984 additional passengers (18.0 per cent growth). Outside the London area Manchester, Aberdeen and Glasgow reported the greatest increases in actual passengers (35 054 passengers per month; 17.4 per cent growth, 20 236 passengers; 47.1 per cent growth, and 10 445 passengers; 6.5 per cent growth), whilst Lydd had the greatest rate of growth (almost 2 fold). Liverpool experienced the heaviest fall in passengers (a monthly average of 8124 fewer passengers) and Gloucester the heaviest rate of decline (−69.0 per cent). The 6.4 per cent increase in pas-

sengers travelling through the U.K. in the period September to November 1975 compared with 1974 comprised a 3.5 per cent growth in those on scheduled services and a 16.4 per cent increase in those on charter services. During this period the UK operators' share increased marginally for each of scheduled (to 66.2 per cent) and charter services passengers (to 82.0 per cent) to result in an overall 70.1 per cent share.

Over the September to November period of 1975, a monthly average of 3.7 million passengers used UK airports, 2.6 million travelled by international services (7.8 per cent growth) and 1.1 million by domestic services (2.6 per cent growth). Total international scheduled passengers at UK airports grew by 4.4 per cent over this period when the most heavily used scheduled services were those to and from the USA (12.2 per cent of total; 1.3 per cent decline), France (12.1 per cent of total; 2.1 per cent decline) and Netherlands (8.2 per cent of total; 4.2 per cent growth). Charter service passengers grew overall by 16.8 per cent and again the most frequently used routes were those to Spain (45.1 per cent of total; 12.8 per cent growth), Italy (10.1 per cent of total; 22.7 per cent growth) and Canada (5.5 per cent of total, 14.0 per cent growth). During this period an overall growth of 1.6 per cent was achieved compared with 1974 in passengers travelling on the domestic routes. Of the groupings on table 19 only routes serving the London area and Edinburgh achieved growth (6.7 per cent and 25.4 per cent respectively). Passengers travelling on Belfast routes declined by 8.1 per cent, those to the Channel Islands by 19.6 per cent, those to Glasgow by 10.0 per cent and those to the Isle of Man by 12.2 per cent.

The amount of air freight handled in the UK during November 1975 fell to below 53 000 tonnes, a decline of 19.1 per cent against 1974. London area tonnage fell by 13.8 per cent and that over the rest of the UK by 34.9 per cent. The aggregate decline of all airports over the three month period September to November 1975 compared with 1974 was 15.6 per cent. London area airports reported an overall 12.7 per cent decline although Gatwick achieved a 37.6 per cent growth (1745 additional tonnes per month) and Stansted 32.6 per cent growth (447 additional tonnes). Tonnage at Heathrow fell by 19.5 per cent (7786 fewer tonnes), that at Luton by 23.3 per cent (37 fewer tonnes) and that at Southend by 24.5 per cent (422 fewer tonnes). Outside the London area an aggregate decline of 25.4 per cent was reported. Lydd continued to record both the greatest actual increase in tonnage and the highest rate of growth (167 additional tonnes: over 100 per cent growth). Aberdeen reported a monthly average of 93 additional tonnes (36.4 per cent growth) followed by Southampton with 74 additional tonnes (more than 100 per cent growth). Belfast handled 1275 fewer tonnes per month and this represented both the heaviest rate of decline (−58.4 per cent) and the heaviest actual decline. The overall decline of 15.4 per cent in total tonnage comprised a 21.9 per cent fall in that carried by scheduled flights against a 27.8 per cent growth in that by charter flights. The UK operators' share of total tonnage fell 5.2 percentage points to 48.5 per cent and whilst their share of scheduled

tonnage fell 9.3 percentage points to 41.0 per cent, their share of charter tonnage increased 3.4 percentage points to 79.3 per cent.

Output of UK Airlines

The output of UK airlines for all services in November 1975 was 715 million available tonne-kilometres, an increase of 23.9 per cent on November 1974.

The scheduled service output of 512 million available tonne-kilometres was 18.5 per cent higher than a year earlier. The overall load factor of 57.9 per cent compared with 53.9 per cent the previous year. Seat kilometres used were 61.0 per cent of those available compared with 53.9 per cent in November 1974. Seat factors on domestic and international scheduled

services were 56.2 and 61.4 per cent respectively compared with 59.3 and 51.6 per cent a year earlier.

The non-scheduled output of 215 available tonne-kilometres was 48.3 per cent higher than in November 1974. Advance Booking Charters and Inclusive Tour Charters accounted for 13.6 and 52.3 million available tonne-kilometres respectively compared with 6.2 and 51.9 million a year earlier.

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

Size Structure of UK

Table 1

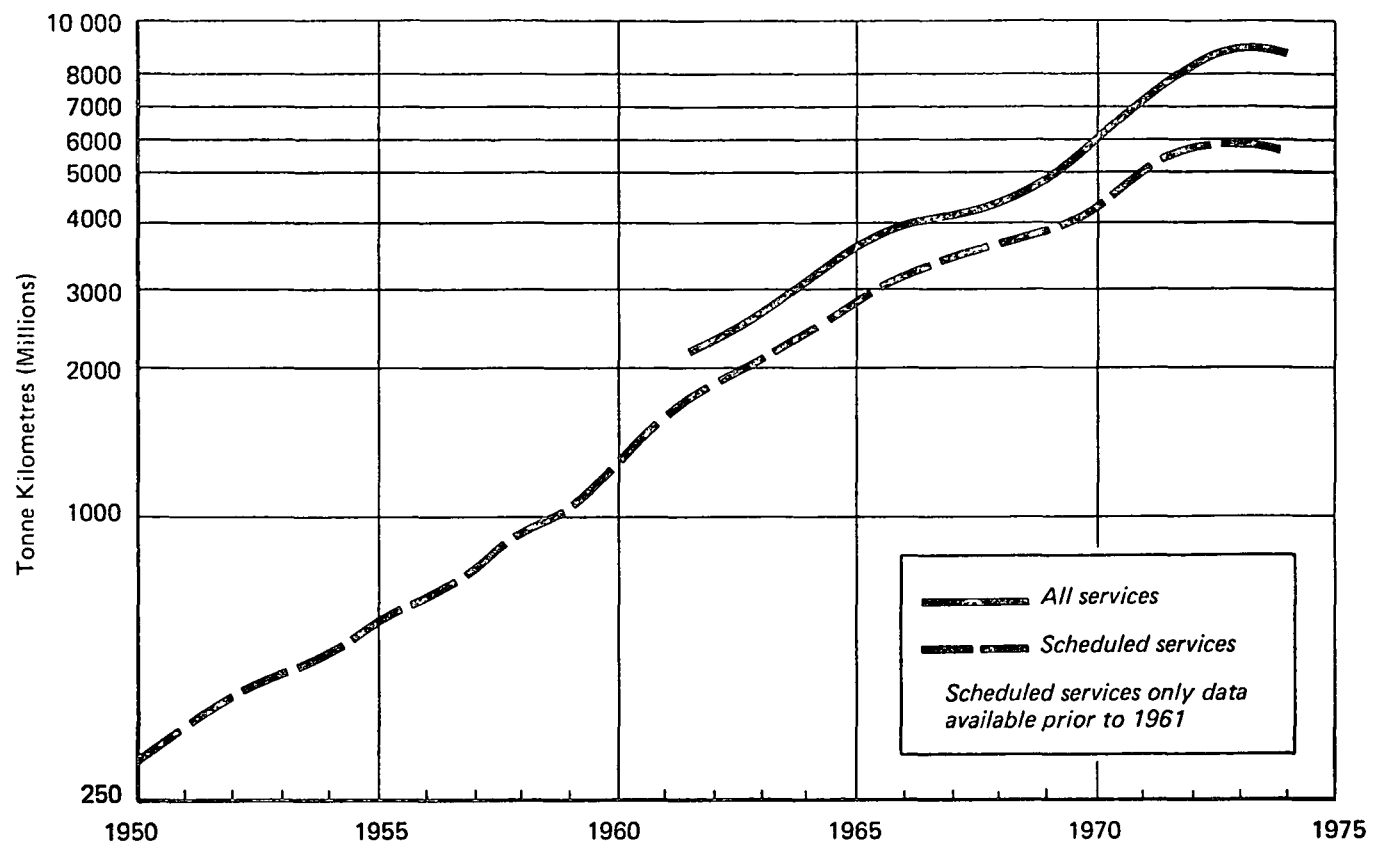
Airports and Airlines Year ended 30 September 1975

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

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

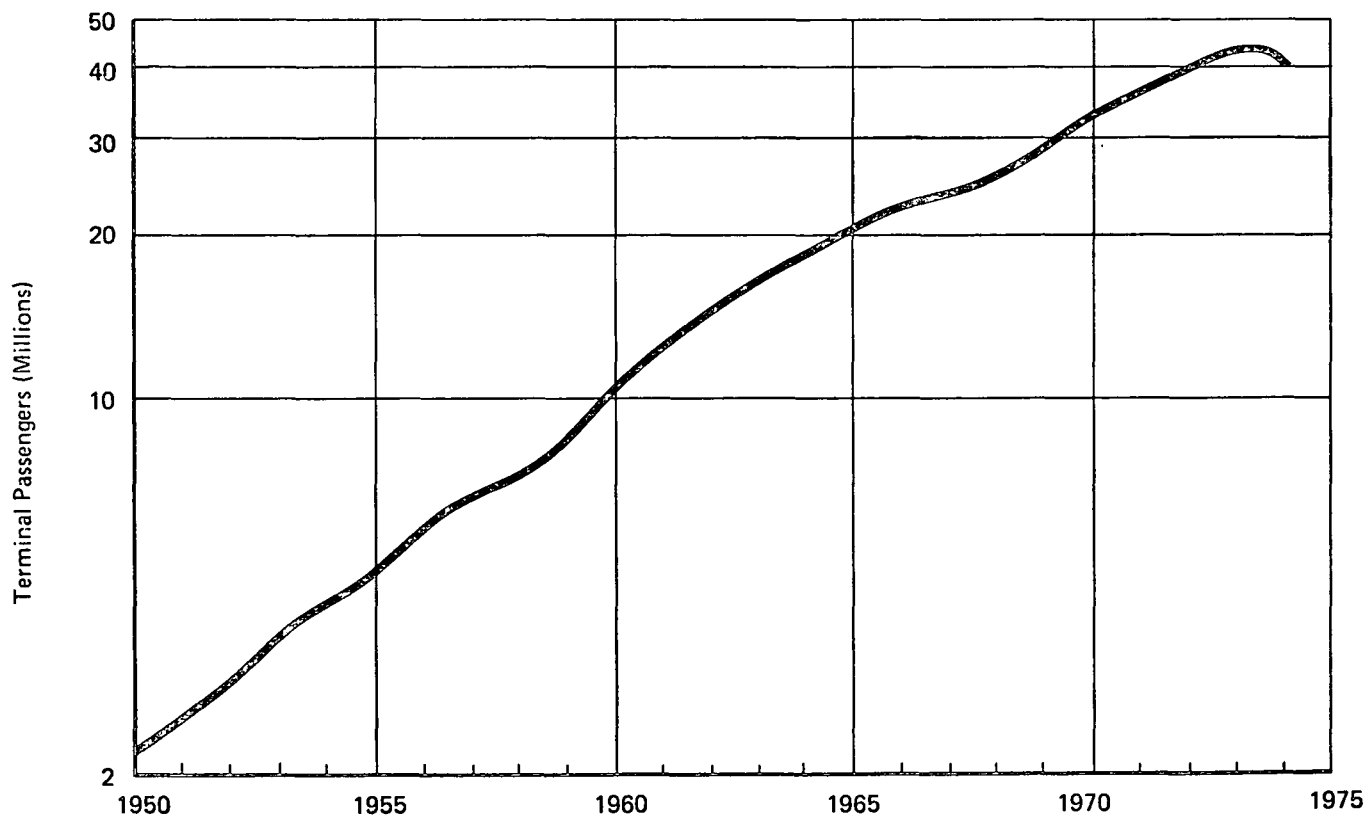
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1975

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	29 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
Year ended						
Nov. 1974	1 833	707	40 245	8 304	5 733	2 571
Nov. 1975	1 909	701	41 719	8 853	5 953	2 900
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)						
	4.1	-0.8	3.7	6.6	3.8	12.8

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	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
2nd quarter	61.6	3 611	35.3	1 763	11.9	763	12.6	920	1.8	165
3rd quarter	69.8	4 766	38.6	2 209	14.8	1 110	13.7	1 157	2.6	290
1974 April	59.7	3 275	35.9	1 707	10.2	694	12.2	763	1.4	111
May	64.1	3 359	38.4	1 692	10.6	620	13.6	926	1.5	121
June	69.0	3 902	40.7	1 931	12.7	853	13.5	938	2.1	180
July	74.0	4 489	43.3	2 167	13.9	1 025	14.4	1 064	2.4	233
August	73.3	4 639	43.0	2 193	13.7	1 102	14.1	1 085	2.5	259
September	67.9	4 319	40.3	2 144	12.0	906	13.3	1 049	2.2	219
October	60.4	3 412	36.0	1 736	9.7	599	13.1	936	1.6	14.1
November	51.1	2 574	30.5	1 392	8.2	398	11.5	719	0.9	64
1975 April	56.5	3 099	33.4	1 624	9.8	577	12.0	814	1.3	84
May	63.2	3 658	36.5	1 811	12.1	769	12.7	912	1.8	166
June	65.1	4 076	35.9	1 854	13.8	943	13.1	1 035	2.3	244
July	71.3	4 782	39.6	2 218	14.9	1 095	14.0	1 161	2.7	307
August	70.9	4 997	39.0	2 271	15.2	1 214	13.9	1 193	2.8	319
September	67.2	4 518	37.2	2 137	14.3	1 022	13.3	1 116	2.4	243
October	61.8	3 765	34.6	1 904	12.4	744	12.8	941	2.0	176
November	49.6	2 679	28.4	1 423	9.5	453	10.8	734	1.0	69

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total (000)	Commercial			Total (000)	Non-commercial		
		Total (000)	Air transport (000)	Other (000)		Aero club and private (000)	Test and training (000)	Other (000)
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1974	154.1	66.0	59.2	6.9	88.1	65.2	15.0	7.9
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8	7.1
4th quarter	134.2	60.0	53.4	6.6	74.2	53.1	14.2	6.9
1974 1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
2nd quarter	174.4	71.7	64.3	7.5	102.7	76.4	16.6	9.6
3rd quarter	184.1	81.4	71.7	9.7	102.7	80.6	14.6	7.6
4th quarter	135.0	59.6	53.7	5.8	75.4	54.9	12.7	7.8
1975 1st quarter	134.2	53.5	48.4	5.0	80.7	55.1	17.9	7.7
2nd quarter	178.0	68.8	61.6	7.2	109.2	81.6	17.9	9.7
3rd quarter	185.7	78.5	69.8	8.7	107.2	84.6	15.2	7.4
1974 April	165.1	66.2	59.7	6.5	98.9	71.5	19.0	8.4
May	181.6	72.0	64.1	7.9	109.6	80.3	18.1	11.2
June	176.5	77.0	69.0	8.1	99.5	77.4	12.8	9.4
July	187.7	83.8	74.0	9.9	103.9	81.3	15.9	6.7
August	192.3	84.4	73.3	11.1	107.9	88.1	13.2	6.6
September	172.3	76.1	67.9	8.2	96.3	72.3	14.6	9.4
October	153.9	67.6	60.4	7.2	86.3	64.0	13.6	8.8
November	131.1	56.8	51.1	5.8	74.2	53.3	13.2	7.7
1975 April	163.3	62.0	56.6	5.4	101.3	72.6	19.4	9.4
May	183.0	70.8	63.2	7.6	112.2	82.2	19.3	10.7
June	187.8	73.7	65.1	8.6	114.1	90.0	15.0	9.1
July	193.3	80.3	71.3	9.0	112.9	87.9	17.4	7.6
August	188.3	80.0	70.9	9.1	108.2	88.9	13.4	6.0
September	175.6	75.1	67.2	7.9	100.5	77.0	14.7	8.7
October	160.0	69.4	61.8	7.6	90.6	67.9	13.7	9.0
November	135.2	54.9	49.6	5.3	80.2	59.8	11.0	9.4

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	21 259	5 101	1 354	821	1 426	4 785	3 755	1 263	2 525	4 381
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1974	31 110	5 793	2 609	1 422	1 176	4 080	5 623	4 380	2 982	7 952
1973 1st quarter	26 294	5 075	2 035	1 027	984	2 227	4 797	2 143	2 331	5 645
2nd quarter	35 420	6 377	3 035	1 516	1 453	5 140	6 075	2 597	3 364	10 210
3rd quarter	39 664	7 247	3 521	1 751	1 673	5 956	7 294	2 926	4 198	12 436
4th quarter	29 164	5 420	2 508	1 273	1 075	3 483	5 351	2 520	2 590	6 798
1974 1st quarter	25 752	4 776	1 814	1 145	835	2 538	4 576	3 473	2 104	4 956
2nd quarter	33 689	6 168	2 876	1 516	1 355	4 880	6 025	4 483	3 238	9 053
3rd quarter	36 786	6 801	3 398	1 740	1 478	5 578	6 924	5 043	3 961	11 103
4th quarter	28 212	5 427	2 347	1 286	1 036	3 324	4 966	4 519	2 624	6 697
1975 1st quarter	26 019	4 738	1 951	1 195	1 011	2 919	3 860	4 570	2 200	5 880
2nd quarter	31 315	5 979	2 888	1 487	1 350	4 795	5 675	5 260	2 862	8 919
3rd quarter	35 491	6 689	3 288	1 661	1 369	5 451	6 474	5 895	3 490	10 728
1974 April	32 544	5 537	2 546	1 275	1 253	4 360	5 507	3 822	2 817	8 518
May	33 169	6 263	2 912	1 593	1 326	4 934	6 001	4 783	3 088	9 373
June	35 355	6 703	3 169	1 681	1 486	5 347	6 567	4 845	3 809	9 268
July	37 976	7 011	3 489	1 823	1 547	5 535	7 133	5 283	4 166	10 565
August	37 403	6 901	3 548	1 757	1 567	5 789	7 093	5 183	4 074	12 106
September	34 979	6 491	3 156	1 639	1 321	5 409	6 547	4 664	3 644	10 609
October	31 279	5 943	2 859	1 510	1 103	4 221	5 903	4 928	2 678	8 209
November	26 697	5 400	2 196	1 240	1 018	2 890	4 614	4 341	2 665	5 924
1975 April	29 564	5 156	2 545	1 340	1 136	4 186	5 189	5 012	2 441	7 658
May	31 959	6 300	2 981	1 548	1 346	4 923	5 837	5 433	2 863	9 782
June	32 421	6 481	3 139	1 574	1 567	5 275	6 000	5 336	3 282	9 318
July	36 019	6 750	3 357	1 682	1 426	5 700	6 764	5 939	3 656	10 446
August	36 220	6 862	3 360	1 686	1 389	5 496	6 582	5 698	3 601	11 811
September	34 235	6 454	3 148	1 616	1 293	5 157	6 077	6 049	3 212	9 928
October	31 464	5 976	2 984	1 525	1 060	4 093	5 698	6 513	2 493	8 228
November	25 044	4 739	2 094	1 308	813	2 900	4 641	6 031	2 070	5 536

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	165	76	94	89
	2nd quarter	2 469	296	149	68	37	264	92	135	192
	3rd quarter	3 250	389	198	84	51	352	116	197	267
1974	April	2 332	232	110	56	34	85	225	67	134
	May	2 324	263	122	67	33	99	250	77	123
	June	2 648	318	152	79	45	111	303	81	166
	July	3 031	348	176	89	53	124	357	100	212
	August	3 130	366	192	89	56	144	341	100	220
	September	2 968	339	171	79	42	132	317	89	181
	October	2 351	265	140	64	31	92	259	90	120
	November	1 790	201	95	50	25	49	196	74	93
1975	April	2 183	223	116	56	28	82	212	86	114
	May	2 491	307	154	70	36	109	267	93	130
	June	2 733	357	177	79	48	112	313	97	161
	July	3 248	387	197	85	51	125	366	116	207
	August	3 404	412	211	87	57	137	359	112	219
	September	3 099	368	186	81	45	122	331	119	166
	October	2 591	305	159	72	31	93	283	116	114
	November	1 854	211	96	51	21	58	212	92	84

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months										Tonnes
	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	22 066	2 537	259	155	248	6 942	1 309	151	1 182	1 344
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967	26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968	30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969	34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970	34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971	34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972	40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973	45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1974	46 745	4 917	941	178	82	1 445	3 513	462	1 774	1 879
1973 1st quarter	42 467	5 078	959	203	72	1 469	3 299	254	1 934	2 293
2nd quarter	43 564	4 899	1 041	174	94	1 254	3 368	278	1 931	2 443
3rd quarter	45 736	4 585	921	178	102	1 289	3 229	285	1 718	2 042
4th quarter	48 471	5 316	901	262	103	1 472	4 300	280	1 650	1 801
1974 1st quarter	46 527	5 038	794	286	72	1 593	3 630	371	1 467	2 256
2nd quarter	48 460	5 128	980	151	90	1 587	3 511	453	1 618	1 906
3rd quarter	45 066	4 678	926	128	86	1 314	3 313	518	1 646	1 893
4th quarter	46 926	4 824	1 066	148	81	1 288	3 599	505	2 366	1 461
1975 1st quarter	45 025	4 197	783	138	67	1 284	2 327	429	1 227	1 825
2nd quarter	43 039	3 807	904	122	59	1 260	2 611	563	1 215	1 686
3rd quarter	40 959	3 460	826	112	76	1 102	2 515	537	1 163	1 728
1974 April	46 284	4 829	882	144	76	1 473	3 360	413	1 394	2 097
May	49 236	5 412	1 053	180	108	1 613	3 595	496	1 759	1 910
June	49 861	5 144	1 004	130	86	1 674	3 577	451	1 702	1 710
July	46 368	5 030	951	141	101	1 424	3 083	486	1 599	1 861
August	43 027	4 471	890	107	73	1 131	3 420	579	1 560	1 706
September	45 802	4 532	937	137	83	1 388	3 437	489	1 780	2 113
October	49 110	4 885	947	176	80	1 462	3 586	528	1 894	1 668
November	48 607	5 389	1 492	146	76	1 201	3 873	511	3 824	1 335
1975 April	44 145	4 028	858	125	59	1 296	2 577	592	1 230	1 708
May	41 960	4 040	907	109	59	1 186	2 719	541	1 244	1 673
June	43 011	3 353	948	132	60	1 297	2 537	557	1 172	1 677
July	43 460	3 475	888	105	87	1 183	2 354	554	1 227	1 901
August	38 434	3 283	751	100	60	969	2 428	493	1 117	1 656
September	40 984	3 623	839	132	80	1 153	2 763	564	1 145	1 628
October	42 465	4 001	900	120	57	1 177	2 976	660	1 280	1 535
November	41 910	4 238	838	90	65	1 036	2 809	599	1 080	1 345

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966	249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973	496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1974	478.9	263.9	9.9	65.5	188.5	55.1	3 684.7	2 117.4	57.5
1973 1st quarter	420.9	217.9	9.0	62.3	146.7	51.7	3 138.5	1 667.8	53.1
2nd quarter	520.6	271.2	8.7	63.8	198.7	52.1	4 040.6	2 240.9	55.5
3rd quarter	565.7	316.7	8.8	67.3	240.6	60.0	4 403.0	2 767.5	62.9
4th quarter	477.1	264.3	10.6	71.8	181.9	55.4	3 601.7	2 052.9	57.0
1974 1st quarter	417.4	228.2	9.0	65.4	153.8	54.7	3 116.4	1 718.1	55.1
2nd quarter	455.1	238.0	8.2	58.9	170.9	52.3	3 578.2	1 928.6	53.9
3rd quarter	572.8	328.2	9.8	69.3	249.2	57.3	4 454.6	2 820.1	63.3
4th quarter	470.2	261.0	12.5	68.4	180.1	55.5	3 589.5	2 002.9	55.8
1975 1st quarter	439.3	241.6	10.8	63.2	167.7	55.0	3 315.6	1 868.7	56.4
2nd quarter	496.6	264.9	10.4	63.2	191.3	53.3	3 783.0	2 142.2	56.6
3rd quarter	568.9	333.6	10.6	64.4	258.3	58.7	4 438.7	2 926.4	66.0
1974 April	462.1	244.3	8.4	63.8	172.0	52.9	3 608.6	1 945.4	53.9
May	308.1	162.4	5.3	36.3	120.7	52.7	2 508.7	1 368.1	54.5
June	595.1	307.4	10.8	76.7	219.9	51.7	4 617.2	2 472.3	53.5
July	540.3	295.6	8.9	63.4	223.4	54.7	4 221.1	2 538.4	60.1
August	536.9	308.7	9.0	62.5	237.2	57.5	4 191.3	2 699.8	64.4
September	641.3	380.4	11.4	82.0	287.1	59.3	4 951.5	3 222.0	65.1
October	488.8	267.2	10.0	66.0	191.2	54.7	3 794.2	2 125.2	56.0
November	432.2	232.9	11.2	67.3	154.4	53.9	3 270.9	1 705.9	52.2
1975 April	426.9	230.2	9.4	59.1	161.7	53.9	3 221.4	1 816.0	56.4
May	469.5	251.5	10.2	59.6	181.7	53.6	3 591.9	2 030.5	56.5
June	593.4	313.1	11.6	70.9	230.6	52.8	4 535.8	2 580.0	56.9
July	539.0	303.9	10.0	60.3	233.6	56.4	4 212.4	2 654.5	63.0
August	542.1	318.5	9.7	57.5	251.4	58.7	4 264.2	2 863.6	67.1
September	625.6	378.3	12.2	75.3	290.1	60.5	4 839.5	3 261.1	67.4
October	500.3	263.9	10.5	37.3	216.0	52.7	3 916.5	2 390.4	61.0
November	448.5	230.3	10.2	47.4	172.6	51.3	3 434.4	1 914.5	55.7

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965		20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
1966		24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967		25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968		25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969		24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970		25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971		26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972		28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973		32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1974		30.8	17.8	0.2	1.9	15.7	57.8	298.2	188.0	63.0
1973	1st quarter	25.4	13.7	0.3	2.0	11.4	54.2	240.9	148.2	61.3
	2nd quarter	34.7	20.3	0.2	2.2	17.9	58.5	341.6	215.9	63.2
	3rd quarter	39.2	24.2	0.3	2.0	21.9	61.7	385.0	264.7	68.8
	4th quarter	28.8	17.1	0.3	1.9	14.9	59.4	274.5	184.7	67.3
1974	1st quarter	24.3	14.8	0.2	1.8	12.7	60.9	228.1	152.2	66.7
	2nd quarter	34.6	19.1	0.2	1.9	17.0	55.2	337.9	204.1	60.4
	3rd quarter	37.6	22.5	0.2	1.9	20.4	59.8	374.2	243.4	65.0
	4th quarter	26.7	14.8	0.3	1.8	12.8	55.4	252.7	152.2	60.2
1975	1st quarter	21.7	11.7	0.2	1.2	10.2	53.9	202.8	121.4	59.9
	2nd quarter	29.4	16.9	0.2	1.2	15.4	57.5	292.2	183.6	62.8
	3rd quarter	35.1	21.9	0.2	1.2	20.4	62.4	352.9	242.7	68.8
1974	April	31.9	17.5	0.2	1.8	15.4	54.7	303.8	186.0	60.2
	May	35.4	19.2	0.3	2.0	16.9	54.3	345.3	203.1	58.8
	June	36.4	20.7	0.2	1.8	18.6	56.8	359.7	223.3	62.1
	July	39.0	22.9	0.2	1.9	20.7	58.6	387.3	247.6	63.9
	August	37.8	22.4	0.2	1.7	20.5	59.3	377.6	244.9	64.9
	September	36.1	22.2	0.2	0.2	20.0	61.4	357.7	237.7	66.5
	October	31.8	18.3	0.3	1.9	16.1	57.4	307.6	192.4	62.6
	November	24.3	13.4	0.3	1.8	11.3	55.4	228.0	135.2	59.3
1975	April	27.5	15.0	0.2	1.3	13.5	54.6	264.8	160.2	60.5
	May	30.3	17.5	0.2	1.2	16.0	57.7	304.8	190.6	62.6
	June	30.5	18.3	0.2	1.2	16.8	59.8	306.9	200.1	65.2
	July	36.6	22.6	0.2	1.3	21.1	61.8	367.4	250.4	68.2
	August	35.7	22.4	0.2	1.1	21.0	62.7	359.9	249.9	69.4
	September	33.1	20.7	0.2	1.3	19.2	62.6	331.4	227.7	68.7
	October	30.7	18.1	0.2	1.1	16.7	58.8	305.7	198.4	64.9
	November	24.9	13.4	0.2	0.9	12.2	53.8	246.1	145.2	59.0

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	238.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1974	448.1	246.1	9.6	63.7	172.8	54.9	3 386.5	1 929.4	57.0
1973 1st quarter	395.6	204.2	8.7	60.3	135.2	51.5	2 897.5	1 519.6	52.4
2nd quarter	485.8	250.8	8.5	61.6	180.8	51.6	3 699.1	2 024.9	54.7
3rd quarter	526.5	292.5	8.5	65.3	218.7	55.6	4 018.0	2 502.7	62.3
4th quarter	448.3	247.2	10.3	69.8	167.1	55.1	3 327.2	1 868.1	56.2
1974 1st quarter	393.2	213.4	8.8	63.5	141.0	54.3	2 888.2	1 565.8	54.2
2nd quarter	420.6	218.9	7.9	57.1	153.9	52.0	3 240.2	1 724.4	53.2
3rd quarter	535.2	305.8	9.5	67.4	228.9	57.1	4 080.5	2 576.6	63.1
4th quarter	443.5	246.2	12.3	66.6	167.3	55.5	3 336.9	1 850.7	55.5
1975 1st quarter	417.6	229.8	10.6	61.9	157.5	55.0	3 112.7	1 747.2	56.1
2nd quarter	467.2	248.0	10.1	62.0	175.9	53.1	3 490.9	1 958.5	56.1
3rd quarter	533.7	311.6	10.4	63.1	238.1	58.4	4 085.8	2 683.7	65.7
1974 April	430.2	226.8	8.2	62.0	156.6	52.7	3 299.8	1 759.4	53.3
May	272.7	143.2	5.0	34.4	103.8	52.5	2 163.4	1 164.9	53.9
June	558.8	286.8	10.6	74.9	201.3	51.3	4 257.5	2 248.9	52.8
July	501.4	272.8	8.7	61.4	202.7	54.4	3 833.9	2 290.8	59.8
August	499.1	286.3	8.8	60.7	216.8	57.4	3 813.8	2 454.9	64.4
September	605.1	358.3	11.1	80.0	267.1	59.2	4 593.8	2 984.2	65.0
October	456.9	248.9	9.8	64.0	175.1	54.5	3 486.6	1 932.8	55.4
November	407.9	219.5	10.9	65.5	143.1	53.8	3 043.0	1 570.7	51.6
1975 April	399.4	215.2	9.1	58.7	148.3	53.9	2 956.6	1 655.8	56.0
May	439.3	234.0	10.0	58.4	165.7	53.3	3 287.2	1 839.8	56.0
June	562.8	294.8	11.3	69.7	213.8	52.4	4 228.9	2 380.0	56.3
July	502.4	281.3	9.8	59.0	212.4	56.0	3 845.0	2 404.1	62.5
August	506.3	296.1	9.4	56.3	230.3	58.5	3 904.3	2 613.7	66.9
September	592.4	357.5	12.0	74.0	271.6	60.4	4 508.1	3 033.4	67.3
October	469.6	245.8	10.3	36.1	199.4	52.3	3 610.8	2 192.0	60.7
November	423.6	216.9	10.0	46.5	160.4	51.2	3 188.3	1 769.3	55.5

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
2nd quarter	245.7	33.1	95.8	12.9	48.7	6.6	101.3	13.6
3rd quarter	329.1	36.7	128.1	14.3	88.5	9.9	112.5	12.5
1974 April	206.3	30.9	93.8	14.0	34.6	5.2	77.9	11.7
May	200.5	39.4	91.7	18.0	35.1	6.9	73.7	14.5
June	257.9	30.2	118.0	13.8	62.5	7.3	77.3	9.1
July	291.8	36.1	125.4	15.1	88.3	10.6	78.1	9.4
August	289.4	35.0	122.0	14.8	89.2	10.8	78.2	9.5
September	261.8	29.0	103.4	11.4	78.2	8.7	80.2	8.9
October	190.8	28.1	77.4	11.4	38.1	5.6	75.3	11.1
November	144.9	25.1	51.9	9.0	13.7	2.4	79.3	13.7
1975 April	211.2	33.1	70.7	11.1	29.5	4.6	111.0	17.4
May	248.9	34.6	102.5	14.3	43.2	6.0	103.2	14.4
June	277.2	31.8	114.1	13.1	73.5	8.4	89.6	10.3
July	328.1	37.8	126.0	14.5	92.4	10.7	109.7	12.6
August	342.2	38.7	136.1	15.4	93.6	10.6	112.5	12.7
September	317.0	33.6	122.3	12.8	79.4	8.4	115.3	12.2
October	263.4	34.5	98.3	12.9	45.6	6.0	119.5	15.6
November	212.6	32.2	61.9	9.4	15.3	2.3	135.4	20.5

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	137.3	115.9	84.4	99.4	1 569	1 580	1 007	1 166
1966	239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1974	991.5	794.9	80.1	519.5	5 124	7 493	1 462	1 530
1973 1st quarter	954.8	776.7	81.3	489.5	5 165	7 744	1 499	1 587
2nd quarter	1 411.0	1 065.7	75.5	752.2	7 787	10 805	1 388	1 417
3rd quarter	1 780.7	1 508.2	84.7	1 030.6	9 400	13 268	1 411	1 463
4th quarter	1 042.7	813.8	78.1	528.5	5 329	7 938	1 490	1 540
1974 1st quarter	787.6	600.0	76.2	380.7	4 023	6 007	1 493	1 576
2nd quarter	1 168.2	874.9	74.9	579.6	6 025	8 606	1 428	1 509
3rd quarter	1 346.4	1 152.9	85.6	764.0	6 996	10 161	1 453	1 509
4th quarter	663.8	551.7	83.0	353.8	3 450	5 199	1 507	1 559
1975 1st quarter	559.8	486.7	86.9	328.8	3 048	4 376	1 436	1 480
2nd quarter	1 088.5	908.8	83.5	622.4	5 809	8 367	1 440	1 460
3rd quarter	1 466.5	1 325.2	90.4	868.0	7 649	11 281	1 475	1 527
1974 April	1 082.5	821.2	75.9	551.0	5 712	7 999	1 400	1 490
May	1 058.6	757.1	71.5	496.0	5 393	7 669	1 422	1 526
June	1 363.4	1 046.4	76.7	691.9	6 971	10 151	1 456	1 512
July	1 445.5	1 175.1	81.3	774.1	7 324	10 653	1 455	1 518
August	1 406.7	1 236.6	87.9	822.7	7 357	10 641	1 446	1 503
September	1 187.0	1 046.9	88.2	695.2	6 308	9 188	1 457	1 506
October	894.0	738.5	82.6	481.5	4 677	6 939	1 484	1 534
November	597.5	517.3	86.6	324.5	3 035	4 692	1 546	1 594
1975 April	807.9	675.7	83.6	453.6	4 362	6 216	1 425	1 489
May	1 148.1	935.0	81.4	636.3	6 113	8 766	1 434	1 469
June	1 309.6	1 115.8	85.2	777.2	6 952	10 118	1 455	1 436
July	1 441.8	1 277.4	88.6	837.9	7 504	11 057	1 474	1 525
August	1 556.8	1 443.8	92.7	948.2	8 151	11 983	1 470	1 523
September	1 400.8	1 254.5	89.6	817.9	7 293	10 803	1 481	1 533
October	1 123.7	932.0	82.9	597.9	5 743	8 669	1 510	1 559
November	709.4	581.7	82.0	358.4	3 580	5 597	1 563	1 623

Non-scheduled Services by UK Airlines

Table 9.3

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

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	72.7	61.1	84.1	21.9	562	722	1 285	2 790
1966	128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1974	436.1	352.7	80.9	104.8	1 523	2 483	1 630	3 366
1973 1st quarter	243.2	197.4	81.2	44.7	1 031	1 479	1 435	4 416
2nd quarter	584.5	463.4	79.3	111.7	1 857	3 202	1 724	4 149
3rd quarter	946.6	770.9	81.4	194.0	2 562	5 118	1 998	3 974
4th quarter	251.7	200.7	79.7	59.9	1 153	1 511	1 310	3 351
1974 1st quarter	192.5	149.5	77.7	43.7	959	1 220	1 272	3 421
2nd quarter	435.5	334.2	76.7	102.5	1 537	2 434	1 584	3 260
3rd quarter	840.4	710.5	84.5	211.0	2 540	4 751	1 883	3 391
4th quarter	276.0	216.6	78.5	61.8	1 055	1 525	1 446	3 505
1975 1st quarter	241.7	198.8	82.3	59.4	1 026	1 442	1 406	3 347
2nd quarter	446.9	355.6	76.2	108.6	1 558	2 505	1 608	3 274
3rd quarter	853.3	679.0	79.6	212.6	2 550	4 606	1 806	3 194
1974 April	350.6	253.7	72.4	94.1	1 427	1 936	1 357	2 696
May	348.0	265.4	76.3	84.1	1 396	2 015	1 443	3 156
June	608.0	483.6	79.5	129.3	1 788	3 352	1 875	3 740
July	874.5	713.7	81.6	219.7	2 786	4 996	1 793	3 249
August	884.2	761.4	86.1	235.3	2 761	5 070	1 836	3 236
September	762.6	656.5	86.1	178.0	2 072	4 187	2 021	3 688
October	385.2	291.9	75.8	80.0	1 246	2 013	1 616	3 649
November	139.7	112.2	80.3	32.1	725	780	1 076	3 495
1975 April	289.1	225.0	77.8	77.7	1 237	1 686	1 363	2 896
May	415.0	292.0	70.4	98.4	1 532	2 252	1 470	2 968
June	696.7	549.8	78.9	149.8	1 906	3 577	1 877	3 670
July	894.2	720.9	80.6	230.3	2 764	4 873	1 763	3 130
August	899.7	733.2	81.5	234.1	2 677	4 916	1 836	3 132
September	766.0	583.1	76.1	173.5	2 210	4 029	1 823	3 361
October	467.2	348.8	74.7	93.3	1 412	2 403	1 702	3 739
November	162.3	124.2	76.5	35.4	816	1 050	1 287	3 508

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 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
Sept–Nov	1 709	86	39	237	175	39	146	74	144	22	33	34	444	25	81	31	99
1975 1st quarter	1 244	57	32	192	179	20	99	66	111	20	22	30	241	20	81	7	68
2nd quarter	1 854	70	41	245	190	61	159	76	148	30	25	40	499	32	95	42	102
3rd quarter	2 444	72	51	275	226	107	246	111	152	39	38	67	696	36	112	67	147
Sept–Nov	1 820	69	43	230	184	67	162	83	146	29	23	40	479	28	87	39	111
Rest of World	Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)						
1968	270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969	327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970	392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971	433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972	512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1973	560.3	—	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2						
1974	551.1	21.4	21.5	108.6	11.5	23.2	10.5	19.3	243.8	11.3	80.0						
1973 4th quarter	483.4	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						
Sept–Nov	588.3	22.1	22.3	115.2	11.6	26.1	12.5	19.5	260.5	12.4	86.1						
1975 1st quarter	425.0	21.0	19.4	56.1	11.7	27.7	14.4	21.4	158.9	10.0	84.4						
2nd quarter	586.1	23.2	20.9	127.0	9.8	25.4	11.6	21.2	257.3	10.4	79.3						
3rd quarter	843.5	35.5	28.0	203.8	16.7	29.7	19.4	27.6	348.6	18.8	115.3						
Sept–Nov	643.7	36.7	24.6	114.5	12.0	30.4	20.1	27.6	259.3	14.2	104.3						

The above figures are derived from airport statistics.

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

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

(c) Commonwealth countries only.

(d) Oil Rigs *not* included.

Aircraft Movements November 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	7 164	4 671	—	569	—	347	99	—	1 415	1	62
+ Heathrow	20 161	18 291	—	108	—	92	331	—	1 225	18	96
+ Luton	3 669	1 050	26	289	18	72	135	1 051	962	—	66
+ Southend	4 000	784	—	—	—	180	—	2 009	1 005	22	—
+ Stansted	2 347	248	—	38	—	1 139	68	122	616	96	20
Total (London Area)	37 341	25 044	26	1 004	18	1 830	633	3 182	5 223	137	244
Westland Heliport (Battersea)	492	96	—	94	—	—	—	—	204	—	98
Other UK Airports											
+ Leeds/Bradford	3 746	628	—	32	48	84	33	2 242	667	8	4
+ Liverpool	5 467	842	—	147	45	50	13	3 374	946	18	32
+ Manchester	4 938	3 269	8	208	22	44	174	416	739	1	57
+ Birmingham	5 219	1 338	—	45	10	250	38	2 494	1 034	2	8
+ Coventry	4 556	1	—	1	168	682	55	2 754	885	—	10
+ East Midlands	4 018	755	—	165	36	564	44	1 596	802	3	53
+ Newcastle	2 465	876	6	31	472	64	—	776	200	—	40
+ Tees-side	2 978	432	474	25	1	426	—	1 104	306	—	210
+ Bristol	1 985	395	—	1	—	24	12	1 046	492	—	15
+ Glamorgan	2 941	392	—	83	4	142	—	2 020	283	—	17
Swansea	1 391	26	—	15	42	4	—	1 146	158	—	—
+ Blackpool	5 967	262	8	17	79	176	—	4 869	550	—	6
+ Bournemouth	3 971	462	—	99	3	801	—	1 573	973	14	46
+ Cambridge	2 430	45	2	15	6	18	3	742	393	—	1 206
+ Exeter	2 167	135	—	4	137	6	2	1 016	497	160	210
Gloucester/Cheltenham	2 649	21	—	—	16	662	—	1 457	477	—	16
Hawarden	827	—	—	—	—	50	—	506	238	—	33
Isles of Scilly	120	102	—	—	2	2	—	—	12	—	2
+ Lydd	2 509	306	4	—	—	97	—	1 354	684	—	64
+ Manston	219	100	—	4	57	16	—	—	42	—	—
+ Norwich	1 179	532	—	28	132	8	152	—	325	—	2
Penzance Heliport	200	102	—	—	—	78	20	—	—	—	—
+ Southampton	2 657	737	—	27	14	1 348	14	134	367	—	16
+ Edinburgh	5 892	1 286	—	8	—	253	28	1 671	695	—	1 951
+ Glasgow	5 570	2 711	—	41	—	118	103	1 462	676	—	459
+ Prestwick	3 586	644	—	9	—	1 847	21	595	127	—	343
+ Aberdeen	6 287	3 160	—	331	—	790	14	1 655	312	—	25
Benbecula	260	212	—	—	—	—	4	—	3	1	40
Inverness	1 201	482	—	3	155	144	—	343	74	—	—
Islay	100	69	—	5	6	—	—	2	18	—	—
+ Kirkwall	973	590	—	53	70	2	8	167	81	—	2
Stornoway	311	260	—	4	8	2	—	—	7	4	26
+ Sumburgh	1 623	976	—	152	286	108	—	77	—	—	24
Tiree	70	66	—	—	—	—	—	—	2	—	2
Wick	261	216	—	16	5	—	—	6	2	—	16
+ Belfast	5 224	1 520	—	76	19	—	—	952	263	—	2 394
+ Isle of Man	1 391	550	—	27	139	342	—	216	115	—	2
Total (Incl. London Area)	135 181	49 640	528	2 770	2 000	11 032	1 371	40 947	18 872	348	7 673
Channel Islands Airports											
Alderney	405	..	..	..	..	..	..	..	..	..	..
Guernsey	1 924	..	..	..	..	..	..	..	..	..	..
Jersey	3 207	..	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	5 536	..	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator November 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	4 671	57	2 281	348	219	1 534	232
+ Heathrow	18 291	8 540	512	8 844	216	22	157
+ Luton	1 050	—	11	12	—	940	87
+ Southend	784	—	522	—	—	233	29
+ Stansted	248	41	3	2	—	86	116
TOTAL (London Area)	25 044	8 638	3 329	9 206	435	2 815	621
Westland Heliport (Battersea)	96	—	—	—	2	94	—
Other UK Airports							
+ Leeds/Bradford	628	283	264	26	—	46	9
+ Liverpool	842	481	—	51	29	238	43
+ Manchester	3 269	1 389	267	829	30	730	24
+ Birmingham	1 338	589	392	74	20	244	19
+ Coventry	1	—	—	—	—	—	1
+ East Midlands	755	6	413	1	—	329	6
+ Newcastle	876	248	540	—	5	79	4
+ Tees-side	432	—	405	—	—	27	—
Bristol	395	207	68	38	32	48	2
Glamorgan	392	156	121	34	34	47	—
Swansea	26	—	—	—	—	26	—
+ Blackpool	262	—	212	—	—	42	8
+ Bournemouth	462	19	331	10	—	99	3
+ Cambridge	45	—	—	—	—	16	29
Exeter	135	—	125	—	—	3	7
Gloucester/Cheltenham	21	—	10	—	—	11	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	102	102	—	—	—	—	—
+ Lydd	306	—	155	—	—	151	—
Manston	100	—	—	—	—	92	8
Norwich	532	—	399	—	—	127	6
Penzance Heliport	102	102	—	—	—	—	—
+ Southampton	737	251	456	—	—	22	8
+ Edinburgh	1 286	581	649	34	13	7	2
+ Glasgow	2 711	1 628	576	300	9	150	48
+ Prestwick	644	403	2	193	—	20	26
+ Aberdeen	3 160	686	366	—	423	1 594	91
Benbecula	212	49	163	—	—	—	—
Inverness	482	297	120	—	—	65	—
Islay	69	48	—	—	—	21	—
+ Kirkwall	590	201	—	18	16	355	—
Stornoway	260	99	141	—	—	20	—
+ Sumburgh	976	196	1	—	236	535	8
Tiree	66	—	60	—	—	6	—
Wick	216	200	—	—	—	12	4
+ Belfast	1 520	1 024	354	23	2	109	8
+ Isle of Man	550	391	158	—	—	1	—
TOTAL (Incl. London Area)	49 640	18 274	10 077	10 837	1 286	8 181	985
Channel Islands Airports							
Alderney	405	—	373	—	—	32	—
Guernsey	1 924	144	1 609	—	—	171	—
Jersey	3 207	661	2 115	30	—	386	15
TOTAL (Channel Islands Airports)	5 536	805	4 097	30	—	589	15

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages	September 1975 —November 1975	September 1974 —November 1974	Percentage Change
London Area Airports			
+Gatwick	6 247	6 039	3.4
+Heathrow	21 220	22 418	-5.3
+Luton	1 533	1 310	17.0
+Southend	967	944	2.4
+Stansted	280	273	2.6
TOTAL (London Area)	30 248	30 985	-2.4
Westland Heliport (Battersea)	144	228	-36.8
Other UK Airports			
+Leeds/Bradford	762	833	-8.5
+Liverpool	988	1 255	-21.3
+Manchester	3 973	3 857	3.0
+Birmingham	1 729	1 763	-1.9
+Coventry	5	8	-37.5
+East Midlands	1 008	966	4.3
+Newcastle	1 047	998	4.9
+Tees-side	436	465	-6.2
+Bristol	539	540	-0.2
+Glamorgan	474	568	-16.5
Swansea	42	39	7.7
+Ashford	—	338	..
+Blackpool	437	464	-5.8
+Bournemouth	519	548	-5.3
+Cambridge	72	81	-11.1
+Exeter	246	278	-11.5
Gloucester/Cheltenham	36	149	-75.8
Hawarden	—	—	—
Isles of Scilly	352	308	14.3
+Lydd	321	148	116.9
+Manston	114	123	-7.3
+Norwich	558	416	34.1
Penzance Heliport	271	251	8.0
+Southampton	981	954	2.8
+Edinburgh	1 506	1 360	10.7
+Glasgow	3 125	3 498	-10.7
+Prestwick	842	830	1.4
+Aberdeen	3 109	1 779	74.8
Benbecula	210	149	40.9
Inverness	512	515	-0.6
Islay	81	116	-30.2
+Kirkwall	644	665	-3.2
Stornoway	228	172	32.6
+Sumburgh	1 124	960	17.1
Tiree	57	64	-10.9
Wick	233	224	4.0
+Belfast	1 757	2 079	-15.5
+Isle of Man	835	917	-8.9
TOTAL (Incl. London Area)	59 562	59 891	-0.5
Channel Islands Airports			
Alderney	703	739	-4.9
Guernsey	2 626	2 733	-3.9
Jersey	4 569	4 786	-4.5
TOTAL (Channel Islands Airports)	7 897	8 257	-4.4

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

Air Transport Landings Diverted to UK Reporting Airports November 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	42	1Em			1He									3He		1Pr 1Ma 2Gm															7Lu 9Ma 1He	4Ma 7Bo 2Gm 1Ne 2He
Heathrow	154														10Pr 4Lu 6Ma 1St 36Ga						4St	8Sh	6Sh	7Sh			1Ma		2Ga	9Ga 1Em 2Bi 11Ma 1St 4Gl	11Pr 14Ma 10Bo 5Gm 1Gl	
Luton	20	1Bi													1Ma 4Ga 1He	2Bi														1Bi 4Ma	2Ma 4Li	
Stansted	1																1Em															
Leeds	5	1Em										1Ma 3Em																				
Manchester	15						1Em								2Bi 2Ga 2Li 3He 1Bi 4Lu 2Ma 1He																	
Birmingham	16														1Lu 6Bi 1He			1He				3Li	1Li							2Ma 1Em	4Ma 1Li	
East Midlands	10			1Lu																												
Bristol	2													1Lu																		1Ne
Norwich	2																									1Ex 2Bi						
Southampton	3																													1Ga 1Bo	1Bo	
Edinburgh	1											1GI																				
Glasgow	2		1Pr									1Pr																				
Prestwick	1	1Ed																														
Aberdeen	2			1GI														1Ed														
Benbecula	1								1Sw																							
Inverness	1											1GI																				
Belfast	2					1Em														1Em												
Other UK	3																															
Overseas	22	1He	1He	2He		1He	1He						1He		2Pr 1He		1Bo 1He	2He		1Wi		1Gm 2St	1Sh				1Ex 1Bo	1Em	1Ga 1Ki			1Pr
All Aerodromes	305	5	2	4	1	2	2	1	—	2	1	4	1	4	91	7	4	2	1	1	7	12	7	7	—	5	2	2	2	55	71	

Aerodrome of actual landing: letter code

Ab Aberdeen
As Ashford
Be Belfast
Bb Benbecula
Bi Birmingham
Bl Blackpool
Bo Bournemouth
Br Bristol

Ca Cambridge
Co Coventry
Em East Midlands
Ed Edinburgh
Ex Exeter
Ga Gatwick
Gm Glamorgan
Gl Glasgow

Go Gloucester/Cheltenham
Ha Hawarden
He Heathrow
In Inverness
Is Islay
Im Isle of Man
Ki Kirkwall
Lb Leeds/Bradford

Li Liverpool
Lu Luton
Ld Lydd
Ma Manchester
Mt Manston
Ne Newcastle
No Norwich
Po Portsmouth

Pr Prestwick
Sh Southampton
So Southend
St Stansted
Sw Stornoway
Su Sumburgh
Ss Swansea
Te Tees-side

Ti Tiree
Wi Wick
Xi Other Internal
Xo Overseas

Table 15

Air Passengers by Type and Nationality of Operator
November 1975

	Total			Scheduled Services						Charter Flights						
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators		
				British Airways		Others		British Airways		Others		British Airways		Others		
				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
London Area Airports																
+ Gatwick	281 010	276 843	4 167	3 431	138	91 641	—	6 454	206	31 654	—	120 416	1 020	23 247	2 803	
+ Heathrow	1 491 891	1 464 242	27 649	725 377	—	14 483	—	683 095	26 674	26 339	—	423	—	14 525	975	
+ Luton	90 851	90 692	159	—	—	455	—	868	—	—	—	84 443	143	4 926	16	
+ Southend	11 054	11 054	—	—	—	9 884	—	—	—	—	—	373	—	797	—	
+ Stansted	13 107	11 470	1 637	171	1 637	24	—	163	—	—	—	240	—	10 872	—	
TOTAL (London Area)	1 887 913	1 854 301	33 612	728 979	1 775	116 487	—	690 580	26 880	57 993	—	205 895	1 163	54 367	3 794	
Westland Heliport (Battersea)	240	240	—	—	—	—	—	—	—	1	—	239	—	—	—	
Other UK Airports																
+ Leeds/Bradford	17 873	15 476	2 397	10 838	556	3 498	1 839	863	—	—	—	131	2	146	—	
+ Liverpool	25 969	25 646	323	18 517	320	—	—	1 824	—	1 311	—	3 316	3	678	—	
+ Manchester	176 251	169 652	6 599	77 794	1 468	5 077	1 093	23 754	1 878	3 177	4	57 970	2 029	1 880	127	
+ Birmingham	65 765	62 893	2 872	24 227	562	4 767	2 081	3 713	229	1 421	—	27 007	—	1 758	—	
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ East Midlands	33 191	33 173	18	198	—	11 528	17	125	—	—	—	20 891	1	431	—	
+ Newcastle	41 694	38 885	2 809	18 415	—	11 007	2 773	—	—	643	—	8 487	36	333	—	
+ Tees-side	13 587	12 313	1 274	—	—	10 525	1 274	—	—	—	—	1 788	—	—	—	
+ Bristol	12 391	9 137	3 254	2 313	1 989	382	381	1 354	213	473	663	4 612	7	3	1	
+ Glamorgan	13 949	12 011	1 938	4 201	446	1 080	872	533	391	1 383	161	4 814	68	—	—	
+ Swansea	71	71	—	—	—	—	—	—	—	—	—	71	—	—	—	
+ Blackpool	4 170	4 170	—	—	—	3 337	—	—	—	—	—	238	—	595	—	
+ Bournemouth	8 709	8 519	190	475	190	5 171	—	404	—	—	—	2 224	—	245	—	
+ Cambridge	284	284	—	—	—	—	—	—	—	—	—	65	—	219	—	
+ Exeter	3 785	3 422	363	—	—	2 877	363	—	—	—	—	105	—	440	—	
+ Gloucester/Cheltenham	132	132	—	—	—	104	—	—	—	—	—	28	—	—	—	
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Isles of Scilly	2 083	2 083	—	2 083	—	—	—	—	—	—	—	—	—	—	—	
+ Lydd	7 686	7 686	—	—	—	7 686	—	—	—	—	—	—	—	—	—	
+ Manston	254	254	—	—	—	—	—	—	—	—	—	223	—	31	—	
+ Norwich	8 648	8 648	—	—	—	7 544	—	—	—	—	—	1 073	—	31	—	
+ Penzance Heliport	2 083	2 083	—	2 083	—	—	—	—	—	—	—	—	—	—	—	
+ Southampton	20 513	20 388	125	9 308	50	10 990	73	—	—	—	—	67	2	23	—	
+ Edinburgh	57 449	55 062	2 387	36 938	560	16 109	1 761	1 255	—	562	66	152	—	46	—	
+ Glasgow	143 303	141 025	2 278	96 090	122	18 165	—	6 986	2 114	672	—	14 377	42	4 735	—	
+ Prestwick	27 885	15 544	12 341	11 087	5 790	84	259	1 746	4 244	—	—	1 316	659	1 311	1 389	
+ Aberdeen	54 798	53 985	813	26 866	620	7 312	19	—	—	3 681	—	14 729	67	1 397	107	
+ Benbecula	1 790	1 754	36	1 205	—	549	36	—	—	—	—	—	—	—	—	
+ Inverness	10 610	9 354	1 256	8 593	1 256	563	—	—	—	—	—	198	—	—	—	
+ Islay	732	732	—	683	—	—	—	—	—	—	—	49	—	—	—	
+ Kirkwall	7 260	6 247	1 013	4 097	842	—	—	130	145	574	—	1 446	26	—	—	
+ Stornoway	3 642	3 642	—	3 001	—	554	—	—	—	—	—	87	—	—	—	
+ Sumburgh	14 556	13 990	566	5 204	—	5	—	—	—	2 257	4	6 290	562	234	—	
+ Tiree	301	142	159	—	—	138	151	—	—	—	—	4	8	—	—	
+ Wick	4 878	2 172	2 706	2 123	2 706	—	—	—	—	—	—	46	—	3	—	
+ Belfast	70 352	70 293	59	61 217	—	7 270	5	364	—	100	—	822	52	520	2	
+ Isle of Man	15 737	14 034	1 703	10 713	1 471	3 312	232	—	—	—	—	9	—	—	—	
TOTAL (Incl. London Area)	2 760 534	2 679 443	81 091	1 167 248	20 723	256 121	13 229	733 631	36 094	74 248	898	378 769	4 727	69 426	5 420	
Channel Islands Airports																
Alderney	2 712	2 712	—	—	—	2 677	—	—	—	—	—	35	—	—	—	
Guernsey	27 179	25 473	1 706	6 136	—	19 029	1 702	—	—	—	—	308	4	—	—	
Jersey	67 822	66 696	1 126	30 201	108	34 324	1 012	628	—	—	—	696	6	847	—	
TOTAL (Channel Is. Airports)	97 713	94 881	2 832	36 337	108	56 030	2 714	628	—	—	—	1 039	10	847	—	

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	September 1975 —November 1975	September 1974 —November 1974	Percentage change
London Area Airports			
+ Gatwick	454 000	430 569	5.4
+ Heathrow	1 874 475	1 770 750	5.9
+ Luton	150 523	127 539	18.0
+ Southend	16 738	20 308	-17.6
+ Stansted	19 099	20 778	-8.1
TOTAL (London Area)	2 514 835	2 369 944	6.1
Westland Heliport (Battersea)	365	613	-40.5
Other UK Airports			
+ Leeds/Bradford	23 321	23 810	-2.1
+ Liverpool	35 296	43 420	-18.7
+ Manchester	236 213	201 159	17.4
+ Birmingham	95 615	92 715	3.1
+ Coventry	172	238	-27.7
+ East Midlands	51 066	42 446	20.3
+ Newcastle	53 455	48 697	9.8
+ Tees-side	14 727	15 502	-5.0
+ Bristol	16 393	13 507	21.4
+ Glamorgan	15 652	18 879	-17.1
+ Swansea	314	297	5.7
+ Ashford	—	6 034	—
+ Blackpool	11 043	12 234	-9.7
+ Bournemouth	11 505	13 765	-16.4
+ Cambridge	608	610	-0.3
+ Exeter	6 517	7 249	-10.1
+ Gloucester/Cheltenham	337	1 088	-69.0
+ Hawarden	—	—	—
+ Isles of Scilly	7 308	6 123	19.4
+ Lydd	7 428	2 055	—
+ Manston	237	453	-47.7
+ Norwich	10 252	8 794	16.6
+ Penzance Heliport	6 877	5 861	17.3
+ Southampton	28 594	28 161	1.5
+ Edinburgh	73 039	67 070	8.9
+ Glasgow	170 471	160 026	6.5
+ Prestwick	31 948	30 209	5.8
+ Aberdeen	63 230	42 994	47.1
+ Benbecula	2 015	2 097	-3.9
+ Inverness	11 193	10 905	2.6
+ Islay	1 007	1 216	-17.2
+ Kirkwall	8 142	7 294	11.6
+ Stornoway	4 132	3 780	9.3
+ Sumburgh	16 633	13 023	27.7
+ Tiree	225	285	-21.1
+ Wick	2 678	2 852	-6.1
+ Belfast	92 287	97 322	-5.2
+ Isle of Man	28 954	33 973	-14.8
TOTAL (Incl. London Area)	3 654 085	3 436 699	6.3
Channel Islands Airports			
Alderney	5 752	5 213	10.3
Guernsey	44 517	35 428	25.7
Jersey	124 774	131 636	-5.2
TOTAL (Channel Islands Airports)	175 044	172 278	1.6

Ashford Airport closed w.e.f. 31.10.74

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
	Sept-Nov 1975	Sept-Nov 1975	Sept-Nov 1974	Per- centage change	Sept-Nov 1975	Sept-Nov 1974	Per- centage change
London Area Airports							
+ Gatwick	454 000	398 680	371 399	7	55 320	59 170	-7
+ Heathrow	1 874 475	1 583 755	1 505 252	5	290 720	265 498	9
+ Luton	150 523	148 880	124 651	19	1 643	2 888	-43
+ Southend	16 738	16 492(a)	19 750(a)	-16	246	557	-56
+ Stansted	19 099	19 001	20 719	-8	98	60	63
TOTAL (London Area)	2 514 835	2 166 809	2 041 771	6	348 026	328 172	6
Westland Heliport (Battersea)	365	—	—	—	365	613	-40
Other UK Airports							
+ Leeds/Bradford	23 321	3 237	3 132	3	20 084	20 678	-3
+ Liverpool	35 296	12 718	15 189	-16	22 578	28 231	-20
+ Manchester	236 213	165 273	135 690	22	70 940	65 469	8
+ Birmingham	95 615	69 700	64 985	7	25 916	27 729	-7
+ Coventry	172	50	2	—	122	236	-48
+ East Midlands	51 066	35 179	23 835	48	15 887	18 611	-15
+ Newcastle	53 455	22 106	18 080	22	31 350	30 617	2
+ Tees-side	14 727	2 921	2 842	3	11 806	12 660	-7
+ Bristol	16 393	13 062	9 323	40	3 331	4 184	-20
+ Glamorgan	15 652	10 239	11 880	-14	5 413	6 999	-23
Swansea	314	5	1	—	310	296	5
+ Ashford	—	—	5 442	—	—	592	—
+ Blackpool	11 043	957	921	4	10 086	11 313	-11
+ Bournemouth	11 505	3 787	4 489	-16	7 719	9 276	-17
+ Cambridge	608	387	413	-6	220	197	12
+ Exeter	6 517	1 245	1 312	-5	5 272	5 937	-11
Gloucester/Cheltenham	337	—	—	—	337	1 088	-69
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	7 308	—	—	—	7 308	6 123	19
+ Lydd	7 428	7 427	2 022	—	1	33	-97
+ Manston	237	237	453	-48	—	—	—
+ Norwich	10 252	5,601	4 951	13	4 651	3 843	21
Penzance	6 877	—	—	—	6 877	5 861	17
+ Southampton	28 594	374	663	-44	28 220	27 498	3
+ Edinburgh	73 039	5 726	4 149	38	67 313	62 921	7
+ Glasgow	170 471	46 528	42 511	9	123 943	117 515	5
+ Prestwick	31 948	26 674	25 914	3	5 274	4 295	23
+ Aberdeen	63 230	20 237	11 674	73	42 993	31 320	37
Benbecula	2 015	—	—	—	2 015	2 097	-4
Inverness	11 193	44	4	—	11 149	10 902	2
Islay	1 007	—	—	—	1 007	1 216	-17
+ Kirkwall	8 142	191	174	10	7 950	7 120	12
Stornoway	4 132	—	2	—	4 132	3 778	9
+ Sumburgh	16 633	5 105	3 838	33	11 527	9 185	25
Tiree	225	—	—	—	225	285	-21
Wick	2 678	8	—	—	2 670	2 852	-6
+ Belfast	92 287	7 019	5 790	21	85 268	91 532	-7
+ Isle of Man	28 954	1 008	873	15	27 946	33 100	-16
TOTAL (Incl. London Area)	3 654 085	2 633 854	2 442 324	8	1 020 231	994 375	3

(a) Includes Channel Islands Traffic.

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

Ashford closed 31st October, 1974.

International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	Sept. —Nov. 1975			Sept. —Nov. 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	15.1	10.2	4.9	13.6	9.6	4.0	11
London — Vienna	13.7	10.1	3.5	12.1	8.9	3.2	13
Other Routes	1.5	0.1	1.4	1.4	0.7	0.7	1
Belgium	69.3	67.5	1.8	72.8	70.7	2.1	—5
London — Brussels	48.3	48.2	0.1	51.9	51.5	0.4	—7
Other S.E. England — Belgium	15.3	14.8	0.5	14.6	14.2	0.4	5
Other Routes	5.7	4.5	1.1	6.3	5.0	1.3	—10
Denmark	43.0	34.7	8.3	39.4	32.2	7.2	9
London — Copenhagen	35.4	29.1	6.3	32.2	26.1	6.1	10
Other Routes	7.5	5.5	2.0	7.1	6.1	1.0	5
Finland	7.6	6.9	0.7	6.9	6.2	0.7	10
France	229.6	213.1	16.4	234.0	217.6	16.4	—2
London — Nice	12.2	11.2	1.0	11.4	10.8	0.6	7
— Paris	164.0	157.6	6.4	166.6	159.0	7.6	—2
— N. France (a)	9.4	8.1	1.3	10.5	10.3	0.2	—10
— Other France	18.2	15.2	3.0	18.2	14.7	3.4	—
Manchester — Paris	5.5	5.4	0.1	6.3	6.0	0.3	—13
Other U.K. — Paris	7.7	6.4	1.3	9.1	8.2	1.0	—16
Luton — Other France	0.8	—	0.8	0.3	—	0.3	—
Other S.E. England — France	8.9	8.8	0.1	8.3	8.2	0.1	8
Other Routes	2.9	0.4	2.5	3.3	0.5	2.9	—13
Germany (Fed. Republic)	166.7	131.9	34.8	161.4	131.0	30.4	3
London — Dusseldorf	25.2	22.8	2.4	26.0	22.8	3.2	—3
— Frankfurt	45.4	39.4	6.0	43.6	38.1	5.5	4
— Hamburg	19.8	17.4	2.4	18.7	18.5	0.2	6
— Munich	21.4	14.1	7.4	21.3	14.3	7.0	1
— Other Germany	30.5	29.1	1.3	30.7	28.9	1.8	—1
Luton — Germany	12.4	—	12.4	9.8	—	9.8	27
Manchester — Germany	7.3	6.1	1.2	7.3	6.1	1.2	—
Other Routes	4.7	3.0	1.7	4.0	2.5	1.5	17
Gibraltar	7.3	7.2	0.2	8.1	7.9	0.1	—9
Greece	67.4	31.2	36.2	38.6	20.5	18.1	75
Iceland	4.0	3.8	0.2	4.4	4.1	0.3	—10
London — Reykjavik	2.4	2.3	0.1	3.0	2.7	0.3	—20
Glasgow — Reykjavik	1.6	1.5	0.1	1.1	1.1	—	45
Other Routes	—	—	—	0.4	0.4	—	—88

Table 18 cont.

	Sept.— Nov. 1975			Sept.— Nov. 1975			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	137.2	135.6	1.5	129.7	128.5	1.2	6
London — Cork	10.7	10.6	0.2	10.6	10.4	0.2	1
— Dublin	67.9	67.5	0.5	64.4	64.1	0.4	5
— Shannon	9.5	9.4	0.1	8.3	8.3	—	14
Manchester — Dublin	11.7	11.6	0.1	11.2	11.2	—	4
Birmingham — Dublin	8.9	8.9	—	8.7	8.7	—	2
Glasgow — Dublin	6.9	6.9	—	6.6	6.5	0.1	5
Liverpool — Dublin	5.8	5.8	—	5.0	5.0	—	16
Leeds/Bradford — Dublin	2.5	2.4	0.1	2.2	2.2	—	12
Edinburgh — Dublin	2.8	2.8	—	2.3	2.3	—	19
Bristol — Dublin	2.3	2.3	—	2.0	2.0	—	13
Other Routes	8.1	7.6	0.6	8.2	7.7	0.5	-1
Italy	162.2	75.2	86.9	145.9	75.1	70.8	11
London — Genoa (g)	1.2	—	1.2	2.2	—	2.2	-49
— Milan	33.8	24.5	9.3	34.8	25.2	9.6	-3
— Rimini (g)	2.3	—	2.3	3.2	—	3.2	-29
— Rome	37.6	28.0	9.6	35.6	29.1	6.6	5
— Venice	9.7	5.4	4.3	6.7	4.1	2.6	46
— Other Italy	28.6	14.7	14.0	27.1	14.9	12.3	6
Luton — Rimini	4.1	—	4.1	4.2	—	4.2	-1
— Other Italy	27.2	—	27.2	18.4	—	18.4	47
Other S.E. England — Italy	—	—	—	—	—	—	—
N. England — Italy (h)	7.6	—	7.6	6.5	—	6.5	17
Other Routes	10.1	2.6	7.5	7.1	1.9	5.2	42
Luxembourg	4.4	4.3	0.1	4.9	4.9	—	-10
London — Luxembourg	4.4	4.3	0.1	4.9	4.9	—	-11
Other Routes	0.1	—	—	—	—	—	—
Netherlands	146.0	143.7	2.3	141.5	137.9	3.7	3
London — Amsterdam	91.7	90.6	1.1	95.8	93.7	2.1	-4
— Rotterdam	18.2	18.1	0.1	16.5	16.3	0.2	11
Other S.E. England — Netherlands	6.6	6.2	0.4	2.8	2.5	0.2	—
Manchester — Amsterdam	9.3	9.2	0.1	8.9	8.8	0.1	5
Other Routes	20.2	19.5	0.7	17.6	16.5	1.1	15
Norway	29.4	22.4	7.0	22.0	18.0	4.1	33
London — Oslo	18.7	14.4	4.3	14.1	11.5	2.6	32
Other Routes	10.7	8.0	2.7	7.9	6.4	1.5	35
Portugal	22.9	12.9	10.0	33.0	17.4	15.6	-31
London — Lisbon	11.1	8.4	2.7	15.7	11.7	4.0	-29
Other Routes	11.8	4.5	7.3	17.3	5.7	11.6	-32
Soviet Union and Eastern Europe (b)	31.8	20.1	11.7	27.5	18.7	8.9	15
London — Moscow	6.4	5.6	0.8	5.3	4.9	0.5	19
— Prague	2.9	2.9	—	2.8	2.7	0.1	1
Other Routes	22.5	11.6	10.9	19.4	11.1	8.3	16

Table 18 cont.

	Sept. —Nov. 1975			Sept. —Nov. 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	479.0	89.7	389.3	444.0	99.0	345.1	8
London — Barcelona	15.0	10.7	4.4	18.1	14.6	3.5	-17
— Ibiza	13.6	2.6	11.0	11.0	2.4	8.7	23
— Madrid	29.8	25.3	4.4	31.4	27.3	4.1	-5
— Malaga	26.0	13.7	12.3	26.2	15.3	10.9	-1
— Palma	65.6	17.6	48.0	70.3	17.2	53.2	-7
— Other Spain	64.3	18.4	45.9	58.8	19.0	39.8	9
Luton — Alicante	11.0	—	11.0	9.1	—	9.1	21
— Barcelona	0.9	—	0.9	1.8	—	1.8	-49
— Gerona	8.9	—	8.9	9.3	—	9.3	-5
— Ibiza	8.4	—	8.4	7.2	—	7.2	16
— Palma	20.3	—	20.2	19.5	—	19.5	4
— Other Spain	10.2	—	10.2	8.4	—	8.4	22
Other S.E. England — Spain	0.1	—	0.1	—	—	—	
Manchester — Barcelona	4.0	—	4.0	3.0	—	3.0	35
— Palma	26.8	—	26.7	23.4	—	23.4	14
Other N. England — Spain	59.5	0.7	58.8	49.8	0.7	49.1	20
Scotland — Spain	27.0	—	26.9	24.0	2.3	21.7	12
Other Routes	87.5	0.6	86.9	72.7	0.3	72.4	20
Sweden	27.7	18.1	9.6	24.7	17.3	7.5	12
London — Stockholm	17.8	12.3	5.5	16.3	12.1	4.2	9
Other Routes	9.9	5.8	4.1	8.4	5.2	3.2	18
Switzerland	87.1	67.2	19.9	80.8	66.0	14.8	8
London — Basle	5.4	5.3	0.1	5.9	5.7	0.2	-8
— Geneva	31.9	26.0	5.9	29.5	26.1	3.4	8
— Zurich	40.3	31.5	8.8	37.9	30.9	7.1	6
Luton — Switzerland	4.7	—	4.7	3.8	—	3.8	25
Other Routes	4.8	4.4	0.4	3.8	3.4	0.4	27
Yugoslavia	38.7	14.2	24.5	30.8	11.6	19.2	26
London — Dubrovnic	8.0	1.7	6.3	5.8	1.7	4.2	37
— Ljubljana	2.0	1.8	0.2	2.1	1.7	0.4	-7
Luton — Yugoslavia	3.6	—	3.6	3.0	—	3.0	21
Other Routes	25.2	10.7	14.5	19.9	8.3	11.6	27
Other Europe	73.1	43.9	29.2	60.2	39.1	21.1	21
WESTERN HEMISPHERE							
Canada	114.5	67.2	47.2	115.2	73.7	41.4	-1
London — Montreal	14.3	12.4	1.9	17.7	17.0	0.7	-19
— Toronto	44.4	25.2	19.2	46.4	25.1	21.3	-4
— Other Canada	30.4	15.0	15.4	26.7	15.5	11.2	14
Other U.K. — Montreal	1.6	1.5	0.1	1.6	1.5	1.0	2
— Toronto	20.1	11.1	9.0	19.4	12.4	7.1	3
Other Routes	3.6	2.0	1.6	3.4	2.3	1.1	7

Table 18 cont.

	Sept.— Nov. 1975			Sept.— Nov. 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	259.3	213.7	45.7	260.9	216.5	44.5	—1
London — New York	92.9	77.7	15.1	100.9	83.7	17.2	—8
— Other East Coast U.S.A.	56.5	50.9	5.7	66.5	62.2	4.3	—15
— Chicago and Detroit	30.7	24.9	5.8	29.2	23.9	5.3	5
— West Coast U.S.A.	51.4	41.2	10.2	46.1	37.0	9.1	11
— Other U.S.A.	13.2	10.3	2.9	4.1	1.6	2.5	226
Other U.K. — New York	11.5	1.8	3.4	11.3	8.0	3.3	2
Other Routes	3.1	0.6	2.5	2.8	—	2.7	13
West Atlantic and Caribbean Islands	24.6	24.5	—	22.3	21.8	0.6	10
Central and South America	12.6	12.3	0.3	7.8	7.7	0.1	61
REST OF THE WORLD							
Canary Islands	39.3	7.0	32.3	30.4	6.5	23.9	29
North Africa (c)	25.2	12.0	13.2	21.3	11.6	9.7	18
East Africa (d)	12.0	9.9	2.1	11.6	9.6	1.9	4
Central Africa (e)	6.2	6.2	0.1	6.3	6.3	—	—1
West Africa (d)	14.2	12.7	1.5	12.4	10.9	1.5	15
South Africa	27.6	27.4	0.3	19.5	19.3	0.3	41
Middle East (f)	82.5	80.7	1.8	73.9	72.3	1.6	12
India	17.4	17.2	0.2	16.2	16.1	0.1	7
Pakistan	9.1	9.1	0.1	6.5	6.5	—	40
Far East	57.5	54.3	3.2	45.1	38.0	7.2	27
Australia and New Zealand	36.7	36.7	—	22.1	21.8	0.3	66
Other Routes n.e.i.	30.0	9.7	20.3	23.4	8.2	15.2	28
ALL ROUTES	2 618.0	1 754.3	863.7	2 419.4	1 680.1	739.3	8

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

Domestic Passengers by Main Routes

Table 19

Monthly Averages

Origin/Destination		September 1975 —November 1975 (000)	September 1974 —November 1974 (000)	Percentage change
London (a)	Aberdeen	18.2	13.1	39
	Belfast	40.9	43.4	-6
	Birmingham	3.6	2.8	26
	Channel Islands	49.4	39.9	3
	Edinburgh	50.8	49.1	3
	Glasgow	79.9	67.2	19
	Isle of Man	2.6	3.8	-33
	Leeds/Bradford	10.7	10.5	2
	Liverpool	9.2	10.1	-10
	Manchester	38.9	34.5	13
	Newcastle	24.1	22.8	6
	Tees-side	9.9	10.5	-6
	Other airports	8.1	17.0	-52
				-14
Belfast	Birmingham	5.6	6.5	-14
	East Midlands	3.0	2.9	3
	Edinburgh	1.9	1.9	-2
	Glasgow	8.1	9.5	-15
	Isle of Man	2.3	2.9	-20
	Leeds/Bradford	2.9	3.1	-5
	Liverpool	2.6	3.1	-16
	Manchester	10.6	9.9	8
	Newcastle	1.6	1.8	-12
	Other airports	5.8	6.7	-13
	Bournemouth	6.1	7.3	-17
	Birmingham	7.9	8.7	-10
	Bristol/Glamorgan	5.8	6.3	-7
	East Midlands	7.6	10.6	-28
Channel Islands	Glasgow	0.9	1.4	-39
	Leeds/Bradford	2.0	2.8	-28
	Liverpool	1.3	2.4	-44
	Manchester	4.9	4.8	2
	Newcastle	1.0	1.2	-16
	Southampton	25.6	24.6	4
	Other airports	9.7	20.4	-52
	Birmingham	1.9	2.7	-32
	Glasgow	0.1	0.2	-77
	Manchester	3.9	3.3	16
	Other airports	8.9	5.6	57
	Birmingham	4.4	5.5	-20
	East Midlands	3.7	3.9	-6
	Isle of Man	1.5	1.8	-17
Edinburgh	Leeds/Bradford	1.4	1.9	-29
	Liverpool	—	1.7	-100
	Manchester	5.5	5.3	3
	Southampton	1.7	1.6	6
	Other Scottish airports	14.8	15.8	-6
	Other airports	2.2	1.6	35
	Blackpool	6.9	7.7	-10
	Liverpool	8.3	10.1	-18
	Manchester	3.8	4.4	-14
	Newcastle	0.4	0.5	-23
	Other airports	2.1	1.8	18
	Isles of Scilly	6.9	6.1	12
	Penzance	29.7	17.3	72
	Other Routes			2
TOTAL		571.2	562.4	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 November 1975

Table 20

	Total	Scheduled Services						Charter Flights						Tonnes
		UK operators		Overseas operators				UK operators		Overseas operators				
		British Airways		Others		British Airways		Others		British Airways		Others		
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	
London Area Airports														
+ Gatwick	6 590.9	33.4	0.1	527.0	985.4	37.5	21.4	52.5	—	1 170.9	3 371.8	144.6	246.3	
+ Heathrow	31 829.6	3 030.4	5 512.9	31.4	225.1	9 813.5	12 114.5	64.8	54.4	107.9	241.6	219.9	413.2	
+ Luton	211.7	—	—	—	—	—	—	—	—	65.4	45.2	41.9	59.2	
+ Southend	1 137.0	—	—	592.0	466.0	—	—	—	—	—	7.0	14.0	58.0	
+ Stansted	2 140.6	—	—	—	—	0.1	—	—	—	344.4	1 206.1	—	590.0	
TOTAL (London Area)	41 909.8	3 063.8	5 513.0	1 150.4	1 676.5	9 851.1	12 135.9	117.3	54.4	1 688.6	4 871.7	420.4	1 366.7	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Leeds/Bradford	43.9	11.0	11.2	4.6	1.6	4.6	8.8	—	—	1.5	0.6	—	—	
+ Liverpool	1 070.5	49.2	244.3	—	—	84.5	39.6	—	—	7.3	340.2	49.7	255.7	
+ Manchester	3 123.3	391.5	272.2	12.1	4.6	1 112.5	1 140.0	—	—	—	178.3	—	12.1	
+ Birmingham	241.9	51.9	57.1	11.6	1.0	24.1	42.6	—	—	—	—	—	53.6	
+ Coventry	5.4	—	—	—	—	—	—	—	—	—	—	—	5.4	
+ East Midlands	591.0	0.2	0.1	150.7	252.4	—	—	—	—	17.6	125.8	—	44.2	
+ Newcastle	63.7	5.5	8.7	18.5	31.0	—	—	—	—	—	—	—	—	
+ Tees-side	26.5	—	—	13.5	13.0	—	—	—	—	—	—	—	—	
+ Bristol	52.1	7.4	3.4	3.8	0.1	18.3	18.5	—	—	—	0.6	—	—	
+ Glamorgan	12.9	1.5	4.9	4.3	0.4	0.6	1.2	—	—	—	—	—	—	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Blackpool	46.4	—	—	6.7	38.1	—	—	—	—	0.2	1.0	—	0.4	
+ Bournemouth	303.1	—	—	148.5	124.7	—	—	—	—	17.4	12.5	—	—	
+ Cambridge	101.2	—	—	—	—	—	—	—	—	—	4.0	73.1	24.1	
+ Exeter	20.6	—	—	3.6	17.0	—	—	—	—	—	—	—	—	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	16.0	13.9	2.1	—	—	—	—	—	—	—	—	—	—	
+ Lydd	240.5	—	—	—	1.7	—	—	—	—	75.7	163.1	—	—	
+ Manston	115.6	—	—	—	—	—	—	—	—	78.5	31.8	3.4	1.9	
+ Norwich	49.0	—	—	21.9	23.5	—	—	—	—	2.3	1.3	—	—	
Penzance Heliport	16.0	2.1	13.9	—	—	—	—	—	—	—	—	—	—	
+ Southampton	127.9	3.8	7.7	18.0	98.4	—	—	—	—	—	—	—	—	
+ Edinburgh	167.2	20.9	28.1	54.8	57.9	2.3	2.7	0.2	—	0.3	—	—	—	
+ Glasgow	1 159.9	297.8	198.8	72.2	39.7	183.2	361.2	—	1.7	—	4.9	0.4	—	
+ Prestwick	1 481.5	568.4	366.7	—	—	261.4	247.3	—	—	—	—	—	37.7	
+ Aberdeen	352.6	30.6	50.4	25.4	35.1	—	—	13.3	31.7	38.4	117.9	1.0	8.8	
Benbecula	15.5	12.7	1.6	1.2	—	—	—	—	—	—	—	—	—	
Inverness	10.9	3.5	7.4	—	—	—	—	—	—	—	—	—	—	
Islay	6.4	2.0	4.4	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	42.5	28.4	8.5	—	—	—	—	2.3	—	0.5	2.8	—	—	
Stornoway	32.8	28.9	2.8	—	1.1	—	—	—	—	—	—	—	—	
+ Sumburgh	129.2	30.8	10.5	—	—	—	—	13.7	30.9	32.6	9.1	1.6	—	
Tiree	1.0	—	—	0.9	0.1	—	—	—	—	—	—	—	—	
Wick	7.7	4.2	1.5	—	—	—	—	—	—	0.4	—	—	1.6	
+ Belfast	810.6	157.4	128.4	85.3	35.6	6.1	5.7	—	—	389.6	2.5	—	—	
+ Isle of Man	269.3	184.9	44.6	33.1	6.7	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	52 664.4	4 972.3	6 992.3	1 841.1	2 460.2	11 548.7	14 003.5	146.8	118.7	2 350.9	5 868.1	549.6	1 812.2	
Channel Islands Airports														
Alderney	24.7	—	—	17.5	2.7	—	—	—	—	3.4	1.1	—	—	
Guernsey	625.3	4.9	1.1	189.5	80.8	—	—	—	—	132.0	217.0	—	—	
Jersey	695.0	26.4	32.7	449.6	149.0	1.4	0.9	—	—	18.1	16.9	—	—	
TOTAL (Channel Islands Airports)	1 345.0	31.3	33.8	656.6	232.5	1.4	0.9	—	—	153.5	235.0	—	—	

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages	September 1975 —November 1975	September 1974 —November 1974	Percentage change
London Area Airports	(tonnes)	(tonnes)	
+ Gatwick	6 385.3	4 640.3	37.6
+ Heathrow	32 157.1	39 943.0	−19.5
+ Luton	122.9	160.3	−23.3
+ Southend	1 303.3	1 725.3	−24.5
+ Stansted	1 817.8	1 370.7	32.6
TOTAL (London Area)	41 786.5	47 839.7	−12.7
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+ Leeds/Bradford	60.7	76.3	−20.4
+ Liverpool	944.8	1 242.5	−24.0
+ Manchester	2 948.4	3 616.4	−18.5
+ Birmingham	260.8	253.4	2.9
+ Coventry	1.8	2.6	−30.8
+ East Midlands	596.6	869.1	−31.4
+ Newcastle	86.0	125.1	−31.3
+ Tees-side	28.3	27.5	2.9
+ Bristol	52.8	58.0	−9.0
+ Glamorgan	14.6	21.1	−30.8
Swansea	—	0.3	—
+ Ashford	—	368.0	—
+ Blackpool	45.2	67.0	−32.5
+ Bournemouth	307.0	319.0	−3.8
+ Cambridge	106.3	133.3	−20.3
+ Exeter	30.9	21.5	43.7
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	11.2	9.2	21.7
+ Lydd	281.0	113.7	—
+ Manston	135.7	314.9	−56.9
+ Norwich	48.3	46.6	3.6
Penzance Heliport	11.2	9.2	21.7
+ Southampton	145.0	70.6	—
+ Edinburgh	164.5	374.1	−56.0
+ Glasgow	1 428.1	1 069.4	−31.0
+ Prestwick	1 256.6	1 188.8	5.7
+ Aberdeen	349.7	256.3	36.4
Benbecula	21.5	25.8	−16.7
Inverness	17.3	24.3	−28.8
Islay	5.4	8.4	−35.7
+ Kirkwall	47.9	48.8	−1.8
Stornoway	39.8	48.1	−17.3
+ Sumburgh	113.0	82.8	36.5
Tiree	1.2	1.8	−33.3
Wick	11.5	13.0	−11.5
+ Belfast	910.0	2 185.3	−58.4
+ Isle of Man	258.2	314.0	−17.8
TOTAL (Incl. London Area)	52 527.7	6 2245.9	−15.6
Channel Islands Airports			
Alderney	23.8	18.0	32.2
Guernsey	645.0	689.0	−6.4
Jersey	834.0	998.3	−16.5
TOTAL (Channel Islands Airports)	1 502.8	1 705.3	−11.9

Ashford Airport closed w.e.f. 31.10.74.

All Scheduled Services November 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 (000)	As percentage of available
Passenger Services															
British Airways Overseas Division	9 721	2 894	13 069	196 863	2 381 003	1 328 138	55.8	4 551	304 053	155 934	8 504	25 991	121 440	51.3	
British Airways European Division	5 619	8 028	10 167	589 494	680 606	401 354	59.0	2 820	71 195	37 310	1 045	1 338	34 927	52.4	
British Airways Helicopters	6	102	34	1 992	199	122	61.0	18	13	11	—	1	10	82.0	
British Airways Regional Division—															
Channel Islands Airways	424	1 245	1 244	49 386	30 569	17 190	56.2	208	2 867	1 526	16	64	1 446	53.2	
Scottish Airways	338	1 332	1 103	35 509	21 777	11 346	52.1	228	1 970	1 035	14	50	970	52.5	
Cambrian Airways	219	984	723	33 461	15 906	8 734	54.9	376	1 459	784	4	68	712	53.8	
Northeast Airlines	230	604	653	32 401	21 077	12 917	61.3	47	1 884	1 092	—	20	1 072	58.0	
British Caledonian Airways	1 866	2 091	3 280	77 654	219 329	106 162	48.4	1 137	25 304	12 302	455	2 238	9 609	48.6	
Air Anglia	339	947	1 155	13 610	14 995	6 131	40.9	29	1 508	649	—	35	613	43.0	
Aurigny Air Services	69	1 313	400	11 796	984	581	59.0	59	94	50	—	3	46	52.7	
British Air Ferries	98	478	426	7 952	3 241	1 514	46.7	1 039	553	351	—	213	138	63.4	
British Island Airways	193	1 068	763	24 997	9 655	4 785	49.6	150	888	459	19	33	407	51.6	
British Midland Airways	314	999	1 131	26 475	21 723	9 645	44.4	143	1 688	809	—	58	751	47.9	
Brymon Airways	38	184	171	842	391	166	42.4	—	35	14	—	—	14	38.1	
Dan-Air Services	213	765	728	16 424	12 155	5 413	44.5	—	992	441	—	—	441	44.5	
Intra Airways	8	89	47	1 252	293	107	36.5	1	25	8	—	—	8	32.3	
Loganair	52	400	276	1 585	466	240	51.5	—	42	22	—	—	22	51.4	
TOTAL Passenger Services	19 748	23 523	35 369	1 121 693	3 434 371	1 914 545	55.7	10 806	414 570	212 794	10 058	30 112	172 625	51.3	
Cargo Services															
British Airways Overseas Division	825	254	1 145					1 953	26 953	13 880	94	13 787		51.5	
British Airways European Division	310	389	503					2 089	4 067	1 667	57	1 609		41.0	
British Caledonian Airways	72	34	99					273	2 221	1 548	20	1 528		69.7	
Air Anglia	2	6	6					48	23	4	—	4		15.2	
Air Freight	22	106	115					239	75	50	—	50		66.8	
Air-Bridge Carriers	18	66	67					363	201	128	—	128		63.9	
British Island Airways	75	231	269					629	345	166	9	157		48.0	
Intra Airways	14	100	86					229	51	35	—	35		68.2	
TOTAL Cargo Services	1 338	1 186	2 288					5 822	33 935	17 476	181	17 297		51.5	
GRAND TOTAL	21 085	24 709	37 657	1 121 693	3 434 371	1 914 545	55.7	16 628	448 505	230 271	10 238	47 409	172 625	51.3	

International Scheduled Services November 1975

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
Passenger Services														
British Airways Overseas Division	9 721	2 894	13 069	196 863	2 381 003	1 328 138	55.8	4 551	304 053	155 934	8 504	25 991	121 440	51.3
British Airways European Division	4 685	5 976	8 573	428 945	564 485	326 641	57.9	2 470	59 256	30 828	1 002	1 228	28 598	52.0
British Airways Regional Division—														
Channel Islands Airways	108	231	248	8 532	8 421	4 410	52.4	80	866	416	1	39	377	48.1
Cambrian Airways	74	226	206	6 700	5 815	3 013	51.8	20	505	250	—	9	241	49.6
Northeast Airlines	77	151	208	5 430	6 728	3 320	49.4	20	568	287	—	11	276	50.6
British Caledonian Airways	1 520	1 349	2 465	47 594	191 261	91 685	47.9	775	22 401	10 882	352	2 148	8 382	48.6
Air Anglia	249	514	823	8 248	10 881	3 802	34.9	29	1 103	416	—	35	380	37.7
Aurigny Air Services	58	1 244	348	11 147	839	481	57.3	54	79	41	—	2	38	51.4
British Air Ferries	98	478	426	7 952	3 241	1 514	46.7	1 039	553	351	—	213	138	63.4
British Island Airways	68	316	265	8 921	3 379	1 845	54.6	28	311	164	—	7	157	52.7
British Midland Airways	90	245	296	4 165	6 470	2 017	31.2	52	501	183	—	26	157	36.6
Brymon Airways	17	70	80	200	154	49	31.6	—	14	4	—	—	4	28.5
Dan-Air Services	101	238	325	6 868	5 433	2 341	43.1	—	443	191	—	—	191	43.1
Intra Airways	6	81	36	1 169	208	82	39.6	1	18	6	—	—	6	35.1
TOTAL Passenger Services	16 872	14 013	27 369	742 734	3 188 319	1 769 337	55.5	9 120	390 670	199 952	9 858	29 710	160 385	51.2
Cargo Services														
British Airways Overseas Division	825	254	1 145					1 953	26 953	13 880	94	13 787		51.5
British Airways European Division	283	340	439					1 591	3 553	1 390	56	1 334		39.1
British Caledonian Airways	69	24	92					253	2 198	1 537	9	1 528		69.9
Air Anglia	2	6	6					48	23	4	—	4		15.2
Air Freight	22	106	115					239	75	50		50		66.8
British Island Airways	34	72	113					104	157	64		64		40.4
TOTAL Cargo Services	1 236	802	1 909					4 187	32 958	16 923	159	16 766		51.3
GRAND TOTAL	18 107	14 815	29 277	742 734	3 188 319	1 769 337	55.5	13 307	423 629	216 875	10 017	46 475	160 385	51.2

Domestic Scheduled Services November 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	935	2 052	1 594	160 549	116 121	74 713	64.3	349	11 939	6 482	44	110	6 329	54.3
British Airways Helicopters	6	102	34	1 992	199	122	61.0	18	13	11	—	1	10	82.0
British Airways Regional Division—														
Channel Islands Airways	316	1 014	996	40 854	22 148	12 780	57.7	129	2 001	1 110	16	25	1 070	55.5
Scottish Airways	338	1 332	1 103	35 509	21 777	11 346	52.1	228	1 970	1 035	14	50	970	52.5
Cambrian Airways	145	758	517	26 761	10 091	5 721	56.7	356	954	534	4	59	471	56.0
Northeast Airlines	152	453	445	26 971	14 350	9 596	66.9	27	1 316	805	—	9	797	61.2
British Caledonian Airways	347	742	815	30 060	28 068	14 477	51.6	362	2 903	1 421	103	90	1 227	48.9
Air Anglia	90	433	332	5 362	4 114	2 329	56.6	—	405	233	—	—	233	57.5
Aurigny Air Services	11	69	52	649	145	100	68.9	5	15	9	—	1	8	60.1
British Island Airways	126	752	498	16 076	6 276	2 941	46.9	122	577	295	19	26	250	51.0
British Midland Airways	224	754	835	22 310	15 253	7 629	50.0	91	1 188	625	—	32	593	52.6
Brymon Airways	20	114	91	642	237	117	49.5	—	21	10	—	—	10	44.4
Dan-Air Services	112	527	403	9 556	6 722	3 072	45.7	—	549	250	—	—	250	45.6
Intra Airways	2	8	11	83	86	25	28.8	—	7	2	—	—	2	25.4
Loganair	52	400	276	1 585	466	240	51.5	—	42	22	—	—	22	51.4
TOTAL Passenger Services	2 876	9 510	8 001	378 959	246 052	145 208	59.0	1 686	23 900	12 842	200	402	12 240	53.7
Cargo Services														
British Airways European Division	27	49	64					498	514	277	2	275		53.8
British Caledonian Airways	3	10	7					20	23	12	12	—		50.3
Air-Bridge Carriers	18	66	67					363	201	128	—	128		63.9
British Island Airways	41	159	155					525	188	102	9	93		54.4
Intra Airways	14	100	86					229	51	35	—	35		68.2
TOTAL Cargo Services	102	384	380					1 635	976	553	22	532		56.7
GRAND TOTAL	2 978	9 894	8 381	378 959	246 052	145 208	59.0	3 321	24 877	13 396	222	934	12 240	53.8

All Non-scheduled Services November 1975

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Cargo (000)	Tonne-kilometres used	
												Passengers (000)	As percentage of available
British Airways Overseas Division	345	85	453	9 654	67 180	50 186	74.7	—	7 554	4 899	—	4 899	64.9
British Airways European Division	507	432	925	18 942	38 662	25 196	65.2	1 374	8 182	4 629	2 345	2 284	56.6
British Airtours	849	353	1 222	45 724	160 369	107 683	67.1	—	14 597	9 367	—	9 367	64.2
British Airways Helicopters	235	1 819	117	12 152	4 945	1 658	33.5	16	482	157	3	154	32.6
British Airways Regional Division—													
Channel Islands Airways	29	37	58	1 628	2 214	1 350	61.0	—	193	116	—	116	60.2
Scottish Airways	4	13	12	436	262	167	63.7	—	22	15	—	15	70.6
Cambrian Airways	134	226	261	5 227	11 081	7 717	69.6	—	958	621	5	616	64.9
Northeast Airlines	65	71	102	5 946	7 774	6 314	81.2	—	662	525	1	524	79.4
British Caledonian Airways	1 300	549	1 901	25 548	82 380	64 182	77.9	2 073	29 977	19 566	13 889	5 678	65.3
Air Anglia	43	113	119	323	453	128	28.3	1	46	13	1	13	28.9
Air Freight	31	76	146	530	230	160	69.7	30	88	63	51	12	72.0
Air-Bridge Carriers	35	64	105	27	146	44	30.0	119	260	122	119	3	46.9
Beecham Imperial	13	14	27	97	103	88	85.9	—	9	8	—	8	83.9
Bristow Helicopters	350	2 824	2 578	20 809	6 055	3 167	52.3	219	509	317	9	308	62.3
Britannia Airways	1 979	1 268	3 101	150 506	257 209	236 442	91.9	—	21 860	20 098	—	20 098	91.9
British Air Ferries	36	73	153	194	355	35	9.8	177	279	111	108	3	39.8
British Executive Air Services	71	230	207	1 189	804	381	47.3	2	154	42	4	38	27.5
British Island Airways	51	125	175	583	325	143	43.9	58	240	91	80	12	38.0
British Midland Airways	800	570	1 365	48 005	126 034	78 219	62.1	69	11 214	7 000	799	6 201	62.4
Brymon Airways	2	10	10	36	17	7	40.8	—	2	1	—	1	35.4
Dan-Air Services	2 305	1 631	3 977	120 721	257 696	204 363	79.3	416	21 679	17 024	670	16 354	78.5
Fairflight Charters	100	198	38	1 094	793	573	72.3	2	76	53	9	44	69.7
Green Shield Stamp	7	16	13	50	68	27	39.4	—	7	2	—	2	31.1
I D S Aircraft	61	170	163	472	356	162	45.5	—	31	14	—	14	45.2
International Aviation Service	559	209	947	—	—	—	—	2 011	18 081	11 726	11 726	—	64.9
Intra Airways	25	72	141	1 192	732	348	47.6	27	81	40	12	28	49.7
Invicta International Airlines	123	73	182	4 533	14 991	7 799	52.0	—	1 949	1 229	255	974	63.1
Laker Airways	1 338	560	1 919	64 815	227 372	178 537	78.5	—	22 482	17 481	—	17 481	77.8
Loganair	49	566	224	1 532	400	152	37.9	—	35	13	—	13	38.1
MAM Aviation	40	47	59	117	351	96	27.4	—	36	9	—	9	25.0
McAlpine Aviation	225	345	38	885	1 514	655	43.3	—	113	49	—	49	43.4
McDonald Aviation	6	23	27	86	94	38	40.1	2	9	4	1	3	39.9
Merlot International Airlines	19	30	42	64	148	52	35.1	—	12	5	—	5	42.6
Monarch Airlines	1 044	510	1 236	38 138	114 042	72 212	63.3	97	11 970	7 084	535	6 549	59.2
Moseley Aviation	5	18	13	74	28	23	82.1	—	3	2	—	2	66.7
Northern Executive Aviation	4	15	15	78	25	18	72.0	2	3	2	—	2	66.7
Peters Aviation	25	51	104	387	307	194	63.1	4	25	17	2	14	66.5
Ryburn Air	6	53	26	28	14	9	62.0	5	4	1	1	1	32.8
Thurston Aviation	18	65	59	28	97	24	24.7	12	203	49	43	6	24.1
Tradewinds Airways	645	226	1 399	—	—	—	—	1 486	16 523	9 986	9 986	—	60.4
Trans-Meridian Air Cargo	844	250	1 706	—	—	—	—	2 094	21 943	13 250	13 250	—	60.4
Vernair Transport	47	92	165	431	327	232	70.9	—	28	19	—	19	67.0
TOTAL	14 372	14 172	25 528	582 281	1 385 954	1 048 779	75.7	10 306	212 579	145 822	53 902	91 920	68.6
Class 5A Licence TOTAL	383	342	660	22 244	61 302	43 946	71.7	..	6 114	4 043	20	4 023	66.1
TOTAL Excludes 5A Licence	13 989	13 830	24 868	560 037	1 324 652	1 004 833	75.9	10 306	206 465	141 779	53 882	87 897	68.7

*Does not include cargo carried under Class 5 Licences.

International Non-scheduled Services November 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	345	85	453	9 654	67 180	50 186	74.7	—	7 554	4 899	—	4 899	64.9
British Airways European Division	498	414	910	17 349	37 835	24 477	64.7	1 374	8 086	4 559	2 345	2 214	56.4
British Airtours	849	353	1 222	45 724	160 369	107 683	67.1	—	14 597	9 367	—	9 367	64.2
British Airways Helicopters	228	1 786	114	11 913	4 802	1 604	33.4	16	468	152	3	149	32.5
British Airways Regional Division—													
Channel Islands Airways	26	28	48	1 169	2 008	1 196	59.5	—	176	102	—	102	58.1
Cambrian Airways	85	80	138	39	7 475	5 412	72.4	—	629	433	—	433	68.8
Northeast Airlines	62	57	90	5 332	7 386	6 081	82.3	—	629	506	1	505	80.4
British Caledonian Airways	1 300	549	1 901	25 548	82 380	64 182	77.9	2 073	29 977	19 566	13 889	5 678	65.3
Air Anglia	15	30	48	126	261	64	24.6	1	27	7	1	6	25.7
Air Freight	20	38	86	—	—	—	—	17	63	47	47	—	75.5
Air-Bridge Carriers	30	49	88	27	146	44	30.0	115	212	115	112	3	54.3
Beecham Imperial	13	14	27	97	103	88	85.9	—	9	8	—	8	83.9
Bristow Helicopters	350	2 824	2 578	20 809	6 055	3 167	52.3	219	509	317	9	308	62.3
Britannia Airways	1 979	1 268	3 101	150 506	257 209	236 442	91.9	—	21 860	20 098	—	20 098	91.9
British Air Ferries	36	73	153	194	355	35	9.8	177	279	111	108	3	39.8
British Executive Air Services	71	230	207	1 189	804	381	47.3	2	154	42	4	38	27.5
British Island Airways	28	73	94	278	257	88	34.5	12	135	59	52	7	44.0
British Midland Airways	719	424	1 136	43 981	120 136	76 013	63.3	6	10 748	6 792	763	6 029	63.2
Brymon Airways	2	8	10	20	17	7	40.8	—	2	1	—	1	35.4
Dan-Air Services	2 236	1 453	3 742	118 752	255 957	203 769	79.6	279	21 358	16 898	593	16 306	79.1
Fairflight Charters	79	151	30	815	617	440	71.3	1	63	43	9	34	68.3
Green Shield Stamp	5	8	9	33	46	21	45.9	—	5	2	—	2	36.4
I D S Aircraft	42	77	96	177	239	100	41.8	—	21	9	—	9	42.9
International Aviation Service	559	209	947	—	—	—	—	2 011	18 081	11 726	11 726	—	64.9
Intra Airways	15	36	68	642	348	186	53.3	24	49	25	11	14	51.8
Invicta International Airlines	123	73	182	4 533	14 991	7 799	52.0	—	1 949	1 229	255	974	63.1
Laker Airways	1 338	560	1 919	64 815	227 372	178 537	78.5	—	22 482	17 481	—	17 481	77.8
MAM Aviation	35	37	52	89	310	83	26.8	—	32	8	—	8	25.0
McAlpine Aviation	179	220	28	715	1 241	581	46.8	—	93	43	—	43	46.2
McDonald Aviation	3	6	12	50	43	24	54.6	—	4	2	—	2	48.3
Merlot International Airlines	19	30	42	64	148	52	35.1	—	12	5	—	5	42.6
Monarch Airlines	1 044	510	1 236	38 138	114 042	72 212	63.3	97	11 970	7 084	535	6 549	59.2
Moseley Aviation	4	16	13	64	23	19	82.6	—	2	2	—	2	100.0
Peters Aviation	20	36	84	304	255	171	67.2	2	20	14	2	13	70.5
Ryburn Air	1	2	4	4	6	2	40.0	—	1	—	—	—	33.3
Thurston Aviation	11	42	36	16	19	4	21.1	7	84	29	28	1	34.5
Tradewinds Airways	645	226	1 399	—	—	—	—	1 486	16 523	9 986	9 986	—	60.4
Trans-Meridian Air Cargo	844	250	1 706	—	—	—	—	2 094	21 943	13 250	13 250	—	60.4
Vernair Transport	2	4	7	16	15	6	40.0	—	1	1	—	1	36.7
TOTAL	13 858	12 329	24 013	563 182	1 370 451	1 041 156	76.0	10 024	210 806	145 018	53 729	91 289	68.8
Class 5A Licence TOTAL	319	153	494	15 131	56 809	40 938	72.1	..	5 653	3 776	7	3 769	66.8
TOTAL Excludes 5A Licence	13 539	12 176	23 519	548 051	1 313 642	1 000 218	76.1	10 024	205 153	141 242	53 722	87 520	68.8

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

Domestic Non-scheduled Services November 1975

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	8	18	15	1 593	827	719	86.9	—	96	71	—	71	73.8
British Airways Helicopters	7	33	3	239	143	54	37.8	—	14	5	—	5	35.7
British Airways Regional Division—													
Channel Islands Airways	3	9	10	459	205	154	75.1	—	17	14	—	14	81.2
Scottish Airways	4	13	12	436	262	167	63.7	—	22	15	—	15	70.6
Cambrian Airways	49	146	124	5 188	3 606	2 305	63.9	—	328	189	5	184	57.4
Northeast Airlines	4	14	13	614	387	233	60.1	—	32	19	—	19	59.5
Air Anglia	27	83	71	197	192	64	33.4	—	19	6	—	6	33.4
Air Freight	11	38	60	530	230	160	69.7	13	25	16	4	12	63.3
Air-Bridge Carriers	5	15	17	—	—	—	—	3	48	7	7	—	14.2
British Island Airways	23	52	81	305	68	54	79.5	46	106	32	27	5	30.3
British Midland Airways	81	146	230	4 024	5 898	2 206	37.4	63	465	208	36	172	44.7
Brymon Airways	—	2	1	16	—	—	—	—	—	—	—	—	—
Dan-Air Services	69	178	234	1 969	1 740	595	34.2	137	321	125	77	49	39.1
Fairflight Charters	21	47	8	279	176	133	75.6	—	13	10	—	10	76.9
Green Shield Stamp	2	8	4	17	22	6	26.1	—	2	—	—	—	20.1
I D S Aircraft	19	93	66	295	117	62	53.0	—	10	5	—	5	50.0
Intra Airways	11	36	73	550	384	162	42.3	3	33	15	1	14	46.6
Loganair	49	566	224	1 532	400	152	37.9	—	35	13	—	13	38.1
MAM Aviation	5	10	7	28	41	13	31.7	—	4	1	—	1	25.0
McAlpine Aviation	46	125	11	170	273	74	27.1	—	20	6	—	6	30.0
McDonald Aviation	3	17	15	36	51	14	27.7	1	5	2	1	1	32.7
Moseley Aviation	1	2	—	10	5	4	80.0	—	1	—	—	—	—
Northern Executive Aviation	4	15	15	78	25	18	72.0	2	3	2	—	2	66.7
Peters Aviation	4	15	20	83	52	22	42.9	1	5	3	1	2	50.1
Ryburn Air	5	51	22	24	8	6	77.8	5	3	1	1	1	32.7
Thurston Aviation	7	23	22	12	78	20	25.6	5	119	20	15	5	16.8
Vernair Transport	45	88	158	415	312	226	72.4	—	27	18	—	18	68.5
TOTAL	514	1 843	1 515	19 099	15 503	7 624	49.2	282	1 773	804	174	630	45.3
Class 5A Licence TOTAL	64	189	166	7 113	4 493	3 008	66.9	..	461	267	13	254	57.9
TOTAL Excludes 5A Licence	450	1 654	1 349	11 986	11 010	4 616	41.9	282	1 312	537	161	376	40.9

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations November 1975

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Airways Overseas Division	88	16	120	2 363	—	17 271	13 040	75·5	2 089	1 230	58·9
British Airtours	9	2	12	23	—	1 741	212	12·2	158	18	11·6
British Caledonian Airways	48	10	62	925	—	8 950	7 020	78·4	817	632	77·3
Laker Airways	208	51	274	4 041	80	39 251	23 404	59·6	4 064	2 340	57·6
TOTAL	353	79	468	7 352	80	67 213	43 676	65·0	7 128	4 221	59·2

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers November 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	26	11	46	2 528	5 950	4 802	80·7	799	428	53·6	—	—
British Airways European Division	68	44	108	6 496	13 508	10 071	74·6	1 407	889	63·1	—	—
British Airtours	328	207	508	29 307	61 924	45 566	73·6	5 637	3 883	68·9	—	—
British Airways Regional Division—												
Channel Islands Airways	26	28	48	1 169	2 008	1 196	59·5	176	102	58·1	—	—
Cambrian Airways	84	78	135	—	7 351	5 383	73·2	618	431	69·7	—	—
Northeast Airlines	49	43	67	4 361	6 062	5 167	85·2	518	429	82·8	—	—
British Caledonian Airways	240	221	425	16 704	26 742	20 241	75·7	2 515	1 740	69·2	—	664
Britannia Airways	1 899	1 158	2 960	138 887	246 928	227 986	92·3	20 986	19 379	92·3	—	—
Dan-Air Services	1 787	1 176	2 973	104 053	205 195	163 936	79·9	16 418	13 118	79·9	—	—
Laker Airways	657	336	985	27 145	71 067	52 532	73·9	6 720	4 942	73·5	—	—
Monarch Airlines	433	278	680	27 757	62 700	44 801	71·5	6 124	4 063	66·3	—	—
TOTAL International Services	5 597	3 580	8 934	358 407	709 436	581 681	82·0	61 918	49 403	79·8	—	664
Domestic Services—NIL												
GRAND TOTAL	5 597	3 580	8 934	358 407	709 436	581 681	82·0	61 918	49 403	79·8	—	664

All Class 4 Licence Operations November 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	129	28	152	—	1 986	23 885	22 371	93·7	2 172	2 085	96·0
British Airways European Division	6	13	16	—	970	624	472	75·6	66	43	64·9
British Airtours	12	2	16	—	378	2 245	2 245	100·0	204	194	94·8
British Caledonian Airways	70	36	111	664	2 106	11 533	9 787	84·9	1 023	876	85·6
Britannia Airways	16	14	29	—	1 560	2 095	1 824	87·1	178	155	87·0
British Island Airways	2	5	8	—	242	97	93	96·2	9	8	89·3
British Midland Airways	2	4	7	—	287	161	158	98·1	13	12	92·3
Dan-Air Services	304	147	477	—	10 867	39 828	32 769	82·3	3 187	2 622	82·3
Intra Airways	4	17	19	—	499	152	107	70·6	13	8	62·2
Laker Airways	98	62	174	—	4 212	8 678	6 629	76·4	780	602	77·2
Loganair	11	375	55	—	1 166	88	48	54·3	8	4	54·3
Monarch Airlines	45	34	75	—	3 096	5 827	4 166	71·5	571	378	66·2
TOTAL	699	737	1 137	664	27 369	95 212	80 669	84·7	8 223	6 986	85·0

International Class 4 Licence Operations November 1975

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	129	28	152	—	1 986	23 885	22 371	93·7	2 172	2 085	96·0
British Airways European Division	6	13	16	—	970	624	472	75·6	66	43	64·9
British Airtours	12	2	16	—	378	2 245	2 245	100·0	204	194	94·8
British Caledonian Airways	70	36	111	664	2 106	11 533	9 787	84·9	1 023	876	85·6
Britannia Airways	16	14	29	—	1 560	2 095	1 824	87·1	178	155	87·0
British Island Airways	1	3	3	—	148	40	40	99·3	4	3	92·7
British Midland Airways	2	4	7	—	287	161	158	98·1	13	12	92·3
Dan-Air Services	304	147	477	—	10 867	39 828	32 769	82·3	3 187	2 622	82·3
Intra Airways	4	17	19	—	499	152	107	70·6	13	8	62·2
Laker Airways	98	62	174	—	4 212	8 678	6 629	76·4	780	602	77·2
Monarch Airlines	45	34	75	—	3 096	5 827	4 166	71·5	571	378	66·2
TOTAL	687	360	1 078	664	26 109	95 067	80 567	84·8	8 210	6 977	85·0

Domestic Class 4 Licence Operations November 1975

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Island Airways	1	2	4	—	94	57	54	94·0	5	5	87·0
Loganair	11	375	55	—	1 166	88	48	54·3	8	4	54·3
TOTAL	12	377	59	—	1 260	145	102	70·0	13	9	67·3

All Class 6 Licence Operations November 1975

Table 27.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	12	25	21	139	172	71	41.2
British Caledonian Airways	641	175	873	2 074	19 565	12 537	64.1
British Air Ferries	14	45	72	125	110	35	32.1
Dan-Air Services	95	132	244	417	1 059	670	63.2
International Aviation Service	278	94	431	1 226	9 681	7 628	78.8
Tradewinds Airways	374	128	739	1 022	9 502	6 616	69.6
Trans-Meridian Air Cargo	205	75	435	620	5 560	4 466	80.3
TOTAL	1 619	674	2 814	5 622	45 647	32 022	70.1

International Class 6 Licence Operations November 1975

Table 27.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	12	25	21	139	172	71	41.2
British Caledonian Airways	641	175	873	2 074	19 565	12 537	64.1
British Air Ferries	14	45	72	125	110	35	32.1
Dan-Air Services	63	74	142	280	880	593	67.3
International Aviation Service	278	94	431	1 226	9 681	7 628	78.8
Tradewinds Airways	374	128	739	1 022	9 502	6 616	69.6
Trans-Meridian Air Cargo	205	75	435	620	5 560	4 466	80.3
TOTAL	1 587	616	2 712	5 485	45 469	31 945	70.3

Domestic Class 6 Licence Operations November 1975

Table 27.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Dan-Air Services	33	58	102	137	179	77	43.0
TOTAL	33	58	102	137	179	77	43.0

All Class 7 Licence Operations November 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
Bristow Helicopters	350	2 824	2 578	20 809	6 055	3 167	52.3	219	509	317	9	308	62.3
British Executive Air Services	71	230	207	1 189	804	381	47.3	3	154	42	4	38	27.5
TOTAL	421	3 054	2 785	21 998	6 859	3 548	51.7	222	663	359	13	346	54.2

International Class 7 Licence Operations November 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
Bristow Helicopters	350	2 824	2 578	20 809	6 055	3 167	52.3	219	509	317	9	308	62.3
British Executive Air Services	71	230	207	1 189	804	381	47.3	3	154	42	4	38	27.5
TOTAL	421	3 054	2 785	21 998	6 859	3 548	51.7	222	663	359	13	346	54.2

Domestic Class 7 Licence Operations November 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
NIL													

All Exempt Operations November 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 Overseas Division	53	10	61	623	8 166	4 019	49.2	—	952	385	—	385	40.4
British Airways European Division	350	299	686	8 640	18 920	11 046	58.4	1 236	5 672	2 991	1 963	1 028	52.7
British Airtours	29	12	52	980	5 574	4 957	88.9	—	507	416	—	416	82.0
British Airways Helicopters	235	1 819	117	12 152	4 945	1 658	33.5	17	482	157	3	154	32.6
British Airways Regional Division—													
Channel Islands Airways	1	2	2	139	51	50	97.9	—	4	4	—	4	94.2
Scottish Airways	4	13	12	436	262	167	63.7	—	22	15	—	15	70.6
Cambrian Airways	1	2	3	36	76	18	24.0	—	6	2	—	2	22.8
Northeast Airlines	3	3	5	336	364	342	93.8	—	31	28	—	28	91.2
British Caledonian Airways	86	35	123	2 065	14 697	8 455	57.5	—	1 337	758	—	758	56.7
Air Anglia	43	113	119	323	453	128	28.3	1	46	13	1	13	28.9
Air Freight	21	48	100	530	230	160	69.7	31	52	33	21	12	64.1
Air-Bridge Carriers	27	49	85	27	146	44	30.0	119	187	110	107	3	58.7
Beecham Imperial	13	14	27	97	103	88	85.9	—	9	8	—	8	83.9
Britannia Airways	63	96	113	10 059	8 186	6 632	81.0	—	696	564	—	564	81.0
British Air Ferries	21	28	81	180	209	27	12.9	53	170	76	74	3	44.8
British Island Airways	26	54	86	220	172	5	2.9	58	120	33	33	1	27.7
British Midland Airways	81	145	230	3 904	5 838	2 157	36.9	69	468	211	43	168	45.1
Brymon Airways	2	10	10	36	17	7	40.8	—	2	1	—	1	35.4
Dan-Air Services	88	159	226	4 301	8 214	4 515	55.0	—	660	362	—	362	54.8
Fairflight Charters	100	198	38	1 094	793	573	72.3	2	76	53	9	44	69.7
Green Shield Stamp	7	16	13	50	68	27	39.4	—	7	2	—	2	31.1
IDS Aircraft	61	170	163	472	356	162	45.5	—	31	14	—	14	45.2
International Aviation Service	274	112	504	—	—	—	—	786	8 114	3 830	3 830	—	47.2
Intra Airways	21	55	123	693	580	241	41.5	27	68	32	12	20	47.4
Laker Airways	115	24	144	2 241	18 227	15 809	86.7	—	1 903	1 581	—	1 581	83.1
Loganair	38	191	169	366	312	104	33.3	—	27	9	—	9	33.3
MAM Aviation	40	47	59	117	351	96	27.4	—	36	9	—	9	25.0
McAlpine Aviation	225	345	38	885	1 514	655	43.3	—	113	49	—	49	43.4
McDonald Aviation	6	23	27	86	94	38	40.1	2	9	4	1	3	39.9
Merlot International Airlines	19	30	42	64	148	52	35.1	—	12	5	—	5	42.6
Monarch Airlines	297	109	131	—	—	—	—	98	857	535	535	—	62.5
Moseley Aviation	5	18	13	74	28	23	82.1	—	3	2	—	2	66.7
Northern Executive Aviation	4	15	15	78	25	18	72.0	2	3	2	—	2	66.7
Peters Aviation	25	51	104	387	307	194	63.1	4	25	17	2	14	66.5
Ryburn Air	6	53	26	28	14	9	62.0	5	4	1	1	1	32.8
Thurston Aviation	18	65	59	28	97	24	24.7	12	203	49	43	6	24.1
Tradewinds Airways	171	52	464	—	—	—	—	465	4 529	2 166	2 166	—	47.8
Trans-Meridian Air Cargo	639	175	1 271	—	—	—	—	1 475	16 382	8 785	8 785	—	53.6
Vernair Transport	47	92	165	431	327	232	70.9	—	28	19	—	19	67.0
TOTAL	3 265	4 752	5 705	52 178	99 866	62 732	62.8	4 463	43 853	23 329	17 627	5 703	53.2

International Exempt Operations November 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 Overseas Division	53	10	61	623	8 166	4 019	49.2	—	952	385	—	385	40.4
British Airways European Division	347	291	678	8 044	18 539	10 724	57.8	1 236	5 634	2 964	1 963	1 002	52.6
British Airtours	29	12	52	980	5 574	4 957	88.9	—	507	416	—	416	82.0
British Airways Helicopters	228	1 786	114	11 913	4 802	1 604	33.4	17	468	152	3	149	32.5
British Airways Regional Division—													
Northeast Airlines	2	2	4	246	280	280	100.0	—	24	23	—	23	97.1
British Caledonian Airways	86	35	123	2 065	14 697	8 455	57.5	—	1 337	758	—	758	56.7
Air Anglia	15	30	48	126	261	64	24.6	1	27	7	1	6	25.7
Air Freight	10	10	40	—	—	—	—	18	27	17	17	—	64.9
Air-Bridge Carriers	26	42	80	27	146	44	30.0	116	175	109	106	3	62.3
Beecham Imperial	13	14	27	97	103	88	85.9	—	9	8	—	8	83.9
Britannia Airways	63	96	113	10 059	8 186	6 632	81.0	—	696	564	—	564	81.0
British Air Ferries	21	28	81	180	209	27	12.9	53	170	76	74	3	44.8
British Island Airways	5	9	13	9	162	5	3.0	12	23	8	7	1	34.3
British Midland Airways	1	1	3	—	—	—	—	6	7	7	7	—	96.8
Brymon Airways	2	8	10	20	17	7	40.8	—	2	1	—	1	35.4
Dan-Air Services	51	39	94	2 332	6 474	3 920	60.6	—	518	314	—	314	60.5
Fairflight Charters	79	151	30	815	617	440	71.3	2	63	43	9	34	68.3
Green Shield Stamp	5	8	9	33	46	21	45.9	—	5	2	—	2	36.4
IDS Aircraft	42	77	96	177	239	100	41.8	—	21	9	—	9	42.9
International Aviation Service	274	112	504	—	—	—	—	786	8 114	3 830	3 830	—	47.2
Intra Airways	10	19	49	143	196	79	40.0	24	36	17	11	6	48.0
Laker Airways	115	24	144	2 241	18 227	15 809	86.7	—	1 903	1 581	—	1 581	83.1
MAM Aviation	35	37	52	89	310	83	26.8	—	32	8	—	8	25.0
McAlpine Aviation	179	220	28	715	1 241	581	46.8	—	93	43	—	43	46.2
McDonald Aviation	3	6	12	50	43	24	54.6	1	4	2	—	2	48.3
Merlot International Airlines	19	30	42	64	148	52	35.1	—	12	5	—	5	42.6
Monarch Airlines	297	109	131	—	—	—	—	98	857	535	535	—	62.5
Moseley Aviation	4	16	13	64	23	19	82.6	—	2	2	—	2	100.0
Peters Aviation	20	36	84	304	255	171	67.2	2	20	14	2	13	70.5
Ryburn Air	1	2	4	4	6	2	40.0	—	1	—	—	—	33.3
Thurston Aviation	11	42	36	16	19	4	21.1	7	84	29	28	1	34.5
Tradewinds Airways	171	52	464	—	—	—	—	465	4 529	2 166	2 166	—	47.8
Trans-Meridian Air Cargo	639	175	1 271	—	—	—	—	1 475	16 382	8 785	8 785	—	53.6
Vernair Transport	2	4	7	16	15	6	40.0	—	1	1	—	1	36.7
TOTAL	2 860	3 533	4 516	41 452	89 001	58 218	65.4	4 317	42 733	22 879	17 543	5 336	53.5

Domestic Exempt Operations November 1975

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	3	8	7	596	381	322	84.5	—	39	27	—	27	68.9
British Airways Helicopters	7	33	3	239	143	54	37.8	—	14	5	—	5	35.7
British Airways Regional Division—													
Channel Islands Airways	1	2	2	139	51	50	97.9	—	4	4	—	4	94.2
Scottish Airways	4	13	12	436	262	167	63.7	—	22	15	—	15	70.6
Cambrian Airways	1	2	3	36	76	18	24.0	—	6	2	—	2	22.8
Northeast Airlines	1	1	1	90	84	62	73.2	—	7	5	—	5	71.4
Air Anglia	27	83	71	197	192	64	33.4	—	19	6	—	6	33.4
Air Freight	11	38	60	530	230	160	69.7	13	25	16	4	12	63.3
Air-Bridge Carriers	1	7	5	—	—	—	—	3	12	1	1	—	7.0
British Island Airways	21	45	74	211	11	—	2.0	46	97	25	25	—	26.1
British Midland Airways	80	144	227	3 904	5 838	2 157	36.9	63	460	204	36	168	44.3
Brymon Airways	—	2	1	16	—	—	—	—	—	—	—	—	—
Dan-Air Services	36	120	132	1 969	1 740	595	34.2	—	142	49	—	49	34.2
Fairflight Charters	21	47	8	279	176	133	75.6	—	13	10	—	10	76.9
Green Shield Stamp	2	8	4	17	22	6	26.1	—	2	—	—	—	20.1
IDS Aircraft	19	93	66	295	117	62	53.0	—	10	5	—	5	50.0
Intra Airways	11	36	73	550	384	162	42.3	3	33	15	1	14	46.6
Loganair	38	191	169	366	312	104	33.3	—	27	9	—	9	33.3
MAM Aviation	5	10	7	28	41	13	31.7	—	4	1	—	1	25.0
McAlpine Aviation	46	125	11	170	273	74	27.1	—	20	6	—	6	30.0
McDonald Aviation	3	17	15	36	51	14	27.7	2	5	2	1	1	32.7
Moseley Aviation	1	2	—	10	5	4	80.0	—	1	—	—	—	—
Northern Executive Aviation	4	15	15	78	25	18	72.0	2	3	2	—	2	66.7
Peters Aviation	4	15	20	83	52	22	42.9	2	5	3	1	2	50.1
Ryburn Air	5	51	22	24	8	6	77.8	5	3	1	1	1	32.7
Thurston Aviation	7	23	22	12	78	20	25.6	5	119	20	15	5	16.8
Vernair Transport	45	88	158	415	312	226	72.4	—	27	18	—	18	68.5
TOTAL	405	1 219	1 188	10 726	10 865	4 514	41.5	145	1 120	451	84	367	40.2

Class 5 Operations for UK Operators November 1975

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways Overseas Division	49	20	73	2 154	11 908	5 954	50·0	..	1 543	772	—	—	772	50·0
British Airways European Division	5	10	8	997	446	397	89·0	..	57	44	—	—	44	77·2
British Airtours	167	47	228	7 192	31 430	25 976	82·6	..	2 861	2 241	—	—	2 241	78·3
British Airways Regional Division—														
Channel Islands Airways	2	7	7	320	154	104	67·5	..	13	10	—	—	10	76·9
Cambrian Airways	49	146	124	5 191	3 654	2 316	63·4	..	333	189	—	5	184	56·8
Northeast Airlines	13	25	30	1 249	1 347	805	59·8	..	113	68	—	1	67	60·2
British Caledonian Airways	24	20	43	1 147	2 376	1 574	66·2	..	228	135	—	—	135	59·2
Air-Bridge Carriers	8	15	21	—	—	—	—	..	73	12	—	12	—	16·4
British Island Airways	1	8	8	121	55	44	80·0	..	9	5	—	2	3	55·6
British Midland Airways	2	3	5	182	150	126	84·0	..	13	10	—	—	10	76·9
Dan-Air Services	31	17	57	1 500	4 459	3 143	70·5	..	355	252	—	—	252	71·0
Invicta International Airlines	13	10	26	1 022	2 104	1 373	65·3	..	203	112	—	—	112	55·2
Monarch Airlines	19	14	29	1 169	3 219	2 134	66·3	..	313	193	—	—	193	61·7
TOTAL	383	342	660	22 244	61 302	43 946	71·7	..	6 114	4 043	—	20	4 023	66·1

Class 5 Operations for Non-UK Operators November 1975

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways European Division	65	41	87	1 839	5 164	3 210	62·2	..	808	593	6	306	281	73·4
British Airtours	304	83	406	7 844	57 456	28 728	50·0	..	5 229	2 615	—	—	2 615	50·0
British Caledonian Airways	192	52	263	1 937	18 083	17 105	94·6	..	4 493	2 889	—	1 352	1 537	64·3
Air Freight	10	28	46	—	—	—	—	..	36	30	—	30	—	83·3
British Island Airways	22	58	74	—	—	—	—	..	102	45	—	45	—	44·1
British Midland Airways	715	418	1 122	43 632	119 885	75 778	63·2	..	10 720	6 767	—	756	6 011	63·1
International Aviation Service	7	3	12	—	—	—	—	..	286	268	—	268	—	93·7
Invicta International Airlines	110	63	156	3 511	12 887	6 426	49·9	..	1 746	1 117	—	255	862	64·0
Laker Airways	261	87	342	27 096	90 150	80 163	88·9	..	9 015	8 016	—	—	8 016	88·9
Monarch Airlines	249	75	322	6 116	42 296	21 110	49·9	..	4 105	1 915	—	—	1 915	46·7
Tradewinds Airways	100	46	197	—	—	—	—	..	2 492	1 204	—	1 204	—	48·3
TOTAL	2 035	954	3 026	91 975	345 921	232 520	67·2	..	39 032	25 459	6	4 216	21 237	65·2

Aircraft Type and Utilisation—All Airlines November 1975

Table 31.1

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1975	Daily utilisation per aircraft (hrs) Quarter ended September 1975
Aviation Traders Carvair	95	322	45	363	72	4 556	777	5	3.7
Aviation Traders Merchantman	572	—	616	—	1 043	—	—	6	4.4
AW650 Argosy	52	13	115	33	125	27	44	2	2.7
BAC 111-200	540	1 150	—	1 215	—	42 158	22 335	9	6.1
BAC 111-300/400	1 536	1 350	—	2 850	—	73 024	98 433	16	10.0
BAC 111-500	2 705	4 526	10	4 844	7	286 102	181 430	37	7.7
BAC Britannia-300	430	—	173	—	424	—	—	3	5.8
BAC Vanguard 952	7	6	—	16	—	583	709	3	4.1
BAC VC10 Standard	10	4	—	13	—	133	514	5	1.9
BAC VC10 Super	3 168	1 041	—	4 297	—	43 534	252 755	15	10.8
BAC Viscount-700	23	165	—	91	—	3 768	518	4	3.8
BAC Viscount-700D/800/810	1 196	4 182	5	3 954	3	133 883	42 034	41	5.1
Beagle 206	..	..	..	..	..	..	..	1	..
Beechcraft B55 Baron	..	..	..	..	..	..	..	1	..
Beechcraft B80 Queen-Air	47	92	—	165	—	431	232	3	1.4
Beechcraft B90 King-Air	..	..	..	..	..	..	..	1	..
Bell 206 Jetranger	3	36	—	31	—	62	8	1	0.9
Bell 212 Twin	90	621	22	261	44	3 387	495	7	1.5
Boeing 707-120/120B	399	119	—	536	—	8 716	44 347	2	11.4
Boeing 707-320C/336	4 746	1 165	481	4 257	2 256	63 577	286 807	27	9.2
Boeing 707-420	1 638	671	1	2 334	8	64 253	201 533	15	9.2
Boeing 720/720B	611	288	—	853	—	27 390	58 305	6	8.5
Boeing 727-100	569	271	12	804	47	29 429	60 322	5	10.8
Boeing 737-200	1 979	1 268	—	3 101	—	150 506	236 442	14	11.8
Boeing 747	4 186	992	—	5 508	—	109 969	834 061	17	14.1
Britten-Norman Islander	129	1 104	6	621	6	3 675	461	14	2.1
Britten-Norman Trislander	73	1 320	—	422	—	11 834	624	9	3.3
Canadair CL 44	1 465	—	468	—	3 071	—	—	13	6.8
Cessna 340	6	6	45	7	15	14	4	1	0.6
Cessna 401/421	1	2	—	—	—	6	3	2	0.3
Cessna 500 Citation	30	47	—	55	—	113	72	2	0.7
DC10	788	161	—	1 003	—	36 875	155 548	5	11.3
DC3 Dakota/Pionair	122	236	253	329	311	2 986	624	15	1.8
DC8-54/55F Jet Trader	335	—	112	—	467	—	—	2	6.8
DH 104 Dove	49	69	30	14	5	483	247	3	0.9
DH 106 Comet 4B/C	546	312	—	898	—	30 392	54 027	11	7.6
DH 114 Heron	52	103	11	135	5	773	395	7	1.2
DHC 6 Twin-Otter	7	40	—	28	—	325	61	1	4.8
Fokker Friendship 100/600	268	734	—	880	—	10 964	4 900	5	6.6
HP Herald 100/200	404	1 488	336	1 188	414	33 200	6 718	17	4.7
HS 121 Trident 1C	482	810	—	973	—	52 781	30 046	11	4.1
HS 121 Trident 1E	145	231	—	270	—	20 303	12 990	3	9.0
HS 121 Trident 2E	1 500	1 175	—	2 362	—	69 418	88 344	15	6.6
HS 121 Trident 3B	2 204	2 743	—	4 218	—	234 792	180 485	26	6.6
HS 125	283	394	—	172	—	1 128	876	19	0.7
HS 748	311	962	116	725	179	16 630	5 341	10	6.0
Lockheed L1011 Tristar	311	354	—	593	—	56 154	47 154	6	4.8
PA23 Aztec/Apache	45	103	19	56	15	192	94	6	0.7
PA31 Navajo	83	248	29	202	21	744	242	9	1.2
Riley Dove	13	23	—	4	—	161	92	1	0.8
Sikorsky 58T	47	509	—	430	—	2 604	233	9	2.1
Sikorsky S61N	497	2 883	—	1 840	—	26 112	4 481	28	3.2
Westland Wessex	25	904	—	330	—	3 977	110	4	3.3
TOTAL	34 821	35 243	2 905	53 281	8 538	1 662 124	2 916 274	500	5.9

Aircraft Type and Utilisation—Individual Airlines November 1975

Table 31.2

	Aircraft—km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended September 1975	Daily utilisation per aircraft (hrs) Quarter ended September 1975
British Airways Overseas Division									
DC10	473	54	—	585	—	7 095	62 103	2	13.0
BAC VC10 Standard	10	4	—	13	—	133	514	15	1.9
BAC VC10 Super	3 168	1 041	—	4 297	—	43 534	252 755	15	10.8
Boeing 707–320C/336	2 255	489	254	1 952	1 145	23 125	134 791	11	9.5
Boeing 707–420	788	319	—	1 119	—	18 552	93 850	6	9.1
Boeing 747	4 186	992	—	5 508	—	109 969	834 061	17	14.1
TOTAL	10 880	2 899	254	13 474	1 145	202 408	1 378 073	56	11.0
British Airways European Division									
BAC 111–500	1 374	3 155	—	2 414	—	195 475	80 686	18	6.4
HS 121 Trident 2E	1 500	1 175	—	2 362	—	69 418	88 345	15	6.6
Aviation Traders Merchantman	572	—	616	—	1 043	—	—	6	4.4
HS 121 Trident 1C	482	810	—	973	—	52 781	30 047	11	4.1
HS 121 Trident 3B	2 204	2 743	—	4 218	—	234 792	180 485	26	6.6
Lockheed L1011 Tristar	311	354	—	593	—	56 154	47 154	6	4.8
TOTAL	6 442	8 237	616	10 560	1 043	608 620	426 716	82	5.9
British Airways Airtours									
Boeing 707–420	849	352	1	1 215	8	45 701	107 683	9	9.2
British Airways Helicopters									
Sikorsky S61N	216	1 525	—	138	—	12 587	1 682	12	2.7
Sikorsky 58T	13	77	—	7	—	304	52	2	1.1
Bell 212 Twin	12	319	—	6	—	1 253	46	1	1.6
TOTAL	241	1 921	—	151	—	14 144	1 780	15	2.5
British Airways Regional Division—									
Channel Islands Airways									
BAC Viscount–700D/800/810	310	1 006	—	1 011	—	39 401	12 078	9	6.2
BAC 111–300/400	137	272	—	283	—	11 429	6 297	2	8.2
TOTAL	447	1 278	—	1 294	—	50 830	18 375	11	6.5
Scottish Airways									
HS 748	64	250	—	11	—	5 712	1 593	2	4.2
BAC Viscount–700D/800/810	247	1 047	—	828	—	27 704	8 282	7	4.5
BAC 111–300/400	31	48	—	276	—	2 529	1 639	1	10.5
TOTAL	342	1 345	—	1 115	—	35 945	11 514	10	5.1
Cambrian Airways									
BAC Viscount–700	23	165	—	91	—	3 768	518	2	2.1
BAC Viscount–700D/800/810	141	759	4	520	—	22 560	4 628	7	4.5
BAC 111–300/400	193	332	—	391	—	13 372	11 299	3	8.1
TOTAL	357	1 256	4	1 002	—	39 700	16 445	12	5.0
Northeast Airlines									
BAC Viscount–700D/800/810	146	436	—	475	—	17 430	5 978	6	4.3
HS 121 Trident 1E	145	231	—	270	—	20 303	12 990	3	9.0
TOTAL	291	667	—	745	—	37 733	18 968	9	6.2

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1975	Daily utilisation per aircraft (hrs) Quarter ended September 1975
British Caledonian Airways									
BAC 111-200	425	1 015	—	990	—	35 216	15 730	7	5.8
BAC 111-500	670	894	10	1 298	7	48 349	41 488	13	8.7
Boeing 707-320C/336	2 111	417	223	1 757	1 093	15 856	112 316	10	11.3
TOTAL	3 206	2 326	233	4 045	1 100	99 421	169 533	30	8.9
Air Anglia									
DC3 Dakota/Pionair	22	46	—	105	—	12	9	2	2.6
Fokker Friendship 100/600	268	734	—	880	—	10 964	4 900	5	6.7
PA31 Navajo	38	104	—	105	—	246	90	3	1.2
HP Herald 100/200	—	—	—	—	—	—	—	1	—
TOTAL	328	884	—	1 090	—	11 222	4 998	11	3.9
Air Freight									
DC3 Dakota/Pionair	53	38	144	60	201	530	160	7	1.1
Air-Bridge Carriers									
AW650 Argosy	52	13	115	33	125	27	44	2	2.7
BAC Viscount 700D/800/810	—	—	—	—	—	—	—	1	1.5
TOTAL	52	13	115	33	125	27	44	3	2.3
Alidair									
BAC Viscount 700	..	..	..	..	..	..	..	2	5.1
BAC Viscount 700D/800/810	..	..	..	..	..	..	..	1	3.7
TOTAL	..	..	..	..	..	..	..	3	4.6
Aurigny Air Services									
Britten-Norman Trislander	65	1 248	—	376	—	11 538	564	6	4.1
Britten-Norman Islander	5	65	—	24	—	258	16	2	1.1
TOTAL	69	1 313	—	400	—	11 796	581	8	3.4
Beecham Imperial									
HS 125	13	14	—	27	—	97	88	2	0.5
Bristow Helicopters									
Sikorsky S61N	281	1 358	—	1 702	—	13 525	2 799	16	3.6
Westland Wessex	25	904	—	330	—	3 977	110	4	3.3
Sikorsky 58T	34	432	—	423	—	2 300	181	7	2.3
Bell 212 Twin	10	130	—	122	—	1 007	77	1	3.5
TOTAL	350	2 824	—	2 577	—	20 809	3 167	28	3.2
Britannia Airways									
Boeing 737-200	1 979	1 268	—	3 101	—	150 506	236 442	14	11.8
British Air Ferries									
HP Herald 100/200	38	184	—	144	—	3 590	772	2	3.9
Aviation Traders Carvair	95	322	45	363	72	4 556	777	5	3.7
TOTAL	133	506	45	507	72	8 146	1 549	7	3.8

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1975	Daily utilisation per aircraft (hrs) Quarter ended September 1975
British Executive Air Services									
Bell 206 Jetranger	3	36	—	31	—	62	8	1	0.9
Bell 212 Twin	68	172	22	133	44	1 127	372	5	1.0
TOTAL	71	208	22	164	44	1 189	381	6	1.0
British Island Airways									
HP Herald 100/200	319	1 088	336	793	414	25 580	4 928	13	5.3
British Midland Airways									
HP Herald 100/200	47	216	—	251	—	4 030	1 018	1	2.5
BAC Viscount-700D/800/810	352	934	1	1 120	3	26 788	11 068	10	5.6
Boeing 707-320C/336	331	246	—	499	—	24 220	32 890	4	3.6
TOTAL	730	1 396	1	1 870	3	55 038	44 976	15	4.9
Brymon Airways									
Britten-Norman Islander	28	133	—	131	—	518	95	3	2.5
DHC 6 Twin-Otter	7	40	—	28	—	325	61	1	4.8
TOTAL	35	173	—	159	—	843	156	4	3.1
Dan-Air Services									
HS 748	248	712	116	714	179	10 918	3 749	8	6.3
BAC 111-200	115	135	—	225	—	6 942	6 606	2	7.3
BAC 111-300/400	552	364	—	935	—	23 496	38 454	5	10.1
BAC 111-500	409	297	—	714	—	27 580	38 259	4	9.4
DH 106 Comet 4B/C	546	312	—	898	—	30 392	54 027	11	7.6
Boeing 727-100	569	271	12	804	47	29 429	60 322	5	10.8
Boeing 707-320C/336	49	13	4	49	18	376	6 810	2	9.1
TOTAL	2 487	2 104	132	4 339	244	129 133	208 227	37	8.4
Eagle Flying Services									
Beechcraft B55 Baron	..	..	..	..	..	..	..	1	..
Beechcraft B90 Kingair	..	..	..	..	..	..	..	1	..
TOTAL	..	..	..	..	..	..	..	2	..
Fairflight Charters									
DH 114 Heron	21	30	10	7	2	300	164	1	..
DH 104 Dove	49	69	30	14	5	483	247	3	..
PA23 Aztec/Apache	7	15	—	3	—	45	22	1	..
Riley Dove	13	23	—	4	—	161	92	1	..
PA31 Navajo	10	21	—	3	—	105	48	1	..
TOTAL	100	158	40	31	7	1 094	573	7	..
Green Shield Stamp									
HS 125	7	16	—	13	—	50	27	1	1.3
IDS Aircraft									
Cessna 500 Citation	30	47	—	55	—	113	72	2	0.7
PA23 Aztec/Apache	12	30	—	42	—	64	28	1	0.5
PA31 Navajo	19	93	—	66	—	295	62	2	1.3
TOTAL	61	170	—	163	—	472	162	5	0.9

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1975	Daily utilisation per aircraft (hrs) Quarter ended September 1975
		Passenger	Cargo	Passenger	Cargo				
International Aviation Service									
BAC Britannia-300	133	—	64	—	293	—	—	2	6.4
DC8-54/55F Jet Trader	335	—	112	—	467	—	—	2	6.8
TOTAL	468	—	176	—	760	—	—	4	6.6
Intra Airways									
DC3 Dakota/Pionair	47	152	109	164	110	2 444	455	6	2.3
Invicta International Airlines									
BAC Vanguard 952	7	6	—	16	—	583	709	3	4.1
Boeing 720/720B	116	67	—	166	—	3 950	7 090	2	5.8
TOTAL	123	73	—	182	—	4 533	7 799	5	4.6
Laker Airways									
BAC 111-300/400	624	334	—	965	—	22 198	40 745	5	11.5
DC10	315	107	—	418	—	29 780	93 446	3	10.4
Boeing 707-120/120B	399	119	—	536	—	8 716	44 347	2	11.4
TOTAL	1 338	560	—	1 919	—	60 694	178 537	10	11.2
Loganair									
Britten-Norman Trislander	9	72	—	46	—	296	60	3	1.7
Britten-Norman Islander	92	894	—	454	—	2 821	332	7	2.5
TOTAL	101	966	—	500	—	3 117	391	10	2.2
MAM Aviation									
HS 125	40	47	—	59	—	117	96	1	2.4
McAlpine Aviation									
Cessna 401/421	1	2	—	—	—	6	3	2	0.3
HS 125	204	287	—	31	—	800	613	12	0.6
PA23 Aztec/Apache	20	56	—	7	—	79	39	2	0.8
TOTAL	225	345	—	38	—	885	655	16	0.6
McDonald Aviation									
DH 114 Heron	6	23	—	27	—	86	38	1	1.7
PA23 Aztec/Apache	—	—	—	—	—	—	—	1	—
TOTAL	6	23	—	27	—	86	38	2	0.9
Merlot International Airlines									
HS 125	19	30	—	42	—	64	52	3	0.4
Monarch Airlines									
BAC 111-500	252	180	—	418	—	14 698	20 997	2	11.1
BAC Britannia-300	297	—	109	—	131	—	—	1	4.5
Boeing 720/720B	495	221	—	687	—	23 440	51 215	4	9.9
TOTAL	1 044	401	109	1 105	131	38 138	72 212	7	9.4
Moseley Aviation									
PA31 Navajo	5	18	—	13	—	74	23	1	1.1

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1975	Daily utilisation per aircraft (hrs) Quarter ended September 1975
Northern Executive Aviation									
Britten-Norman Islander	4	12	3	12	3	78	18	1	1.8
Peters Aviation									
DH 114 Heron	25	50	1	101	3	387	194	5	1.1
Ryburn Air									
Cessna 340	6	6	45	7	15	14	4	1	0.6
Beagle 206	—	—	—	—	—	—	—	1	—
TOTAL	6	6	45	7	15	14	4	2	0.3
Thurston Aviation									
Britten-Norman Islander	1	—	3	—	3	—	—	1	0.8
PA23 Aztec/Apache	6	2	19	4	15	4	5	1	1.5
PA31 Navajo	11	12	29	15	21	24	19	2	1.2
TOTAL	18	14	51	19	39	28	24	4	1.1
Tradewinds Airways									
Canadair CL 44	645	—	226	—	1 399	—	—	5	7.0
Trans-Meridian Air Cargo									
Canadair CL44	820	—	242	—	1 672	—	—	8	6.7
Vernair Transport									
Beechcraft B80 Queen-Air	47	92	—	165	—	431	232	3	1.4
GRAND TOTAL	34 821	35 243	2 905	53 281	8 538	1 662 124	2 916 274	500	5.9

Operations Subject to Variable Charge by Type of Licence for November 1975

Table 32

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
Chargeable Operations (Own Aircraft)					
Class 1	447 909	229 947	57 632	172 317	51.3
Class 2	7 128	4 221	—	4 221	59.2
Class 3	61 864	49 351	—	49 351	79.8
Class 4	8 223	6 986	—	6 986	85.0
Class 5	39 396	25 729	3 914	21 815	65.3
Class 6	45 272	31 734	31 733	1	70.1
Class 7	663	359	13	346	54.2
TOTAL	610 454	348 327	93 292	255 036	57.1
Non-chargeable Operations					
Aircraft hired from Foreign Operators	6 141	4 069	616	3 453	66.3
Exempt Services	43 853	23 329	17 627	5 703	53.2
TOTAL	49 994	27 398	18 243	9 156	54.8
GRAND TOTAL	660 447	375 724	111 535	264 191	56.9

Output by Type of Licence and Aircraft Ownership November 1975

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	447 909	582	14	448 505
Class 2	7 128	—	—	7 128
Class 3	61 864	54	—	61 918
Class 4	8 223	—	—	8 223
Class 6	45 272	—	375	45 647
Class 7	663	—	—	663
Exempt Services	40 902	2	2 949	43 853
TOTAL	611 962	638	3 338	615 939
Class 5 hired to UK Airlines	6 114			
Non UK Airlines	39 032			
TOTAL	45 146			
GRAND TOTAL	657 108			

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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.