

Civil Aviation Authority



CAA Monthly Statistics

(up to and including January 1975)

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Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

Airport and Air Passenger Statistics:	Civil Aviation Authority Room 209 Shell Mex House Strand London WC2R 0DP Tel. 01 217 4210
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Airline Statistics:	Civil Aviation Authority Room 622 Aviation House 129 Kingsway London WC2B 6NN Tel. 01 405 6922 Ext. 244
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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 January 1975) — ERRATA

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

Table 31.1

Boeing 707—120/120B	17 356
Boeing 707—320C/336	62 604
Boeing 707—420	45 007
DC 10	31 405
Total	1 500 404

Table 31.2

BAOD	Boeing 707—420	26 515
	Total	194 465
British Airtours	Boeing 707—420	18 492
BCAL	Boeing 707—320C/336	21 392
	Total	100 746
Dan Air Services	Boeing 707—320C/336	9 080
	Total	102 104
Laker Airways	DC 10	31 405
	Boeing 707—120/120B	17 356
	Total	71 661
Grand Total		1 500 404

July 1976

Civil Aviation Statistics—January 1975

Activity at UK Airports

The month of January 1975 saw the level of UK Air Transport Movements increase to just over 51 000, 6.4 per cent more than during January 1974. During the month London area movements increased marginally whilst elsewhere in the UK a growth of 14.1 per cent was recorded. Over the three month period November 1974 – January 1975 the national number of movements grew by 3.3 per cent against the corresponding period in 1973/4 and this comprised a 1.1 per cent decline in the London area against a growth of 8.7 per cent elsewhere in the UK. Heathrow and Stansted were alone among London Area airports in reporting a growth over this period (the former 852 additional movements per month; 4.4 per cent growth: the latter 13 additional movements; 7.0 per cent growth). Gatwick reported a decline of 7.5 per cent (368 less movements per month), Southend a decline of 12.8 per cent (109 less movements) and Luton the heaviest decline in the London area of 43.3 per cent (684 less movements per month). The greatest increases in actual movements continued to be recorded at Aberdeen (a monthly average of 985 additional movements; 124.2 per cent growth), Sumburgh (539 movements; 116.4 per cent growth) and Lydd (285 movements; more than ten fold growth). The number of charter services movements declined by 3.2 per cent over this period whilst scheduled services experienced a growth of 4.7 per cent. The UK operators achieved an increase in their share of charter traffic by 2.3 percentage points to 90.3 per cent whilst their share of scheduled traffic fell slightly to 72.7 per cent.

During January 1975 over 2.5 million passengers used UK airports, a decrease of 2.2 per cent against January 1974. Throughout this month the number of passengers declined both in the London area (1.5 per cent) and over the rest of the country (4.0 per cent). The same pattern occurred more heavily over the November 74 – January 75 period, when London area passengers fell by 6.7 per cent and those over the rest of the UK by 7.4 per cent. The aggregate UK decline against the corresponding period 1973/4 was 6.9 per cent. As with movements, Heathrow and Stansted were alone among London area airports in reporting a growth in passengers handled (0.2 per cent; 2 868 additional passengers per month and 21.0 per cent; 2 197 passengers respectively). Terminal passengers at Gatwick fell by 20.9 per cent (67 126 less passengers per month), those at Luton by 42.4 per cent (61 924 less passengers) and those at Southend by 27.3 per cent (4 259 less passengers). Aberdeen, Sumburgh, and Lydd once again achieved the greatest increases in actual passengers handled (18 514 additional passengers; 89.0 per cent growth, 6 577 passengers, 106.3

per cent growth and 3 891 passengers; almost 6 fold growth respectively) while Glasgow recorded a decrease of 28 146 passengers per month (18.4 per cent). The 6.9 per cent decline in passengers travelling through UK airports in the period November 1974 to January 1975 compared with a year earlier comprised a 1.5 per cent drop in those travelling by scheduled services, and a 26.0 per cent drop in those by charter services. The UK operators' share of total passengers carried declined 2.5 percentage points to 69.4 per cent. Their share of charter traffic passengers fell by 1 percentage point to 86.3 per cent, and their share of scheduled traffic passengers by 1.8 percentage points to 65.8 per cent.

Over the November 1974 – January 1975 period of the monthly average of 2.5 million passengers who used UK airports 1.7 million travelled by international services (7.7 per cent decline) and 0.8 million by domestic services (5.0 per cent decline). Total international scheduled passengers at UK airports experienced a 1.3 per cent growth over this period when the most heavily used scheduled services were again those to France with 12.2 per cent of total (0.9 per cent decline), followed by those to USA with 11.7 per cent (10.3 per cent decline) and those to the Netherlands with 8.2 per cent (1.4 per cent growth). By far the greater proportion of the 7.7 per cent decline in international service passengers occurred on charter services (28.2 per cent less passengers). Services to Spain continued to carry the largest proportion of charter passengers (40.4 per cent; 38.4 per cent decline) followed by services to Germany with 9.4 per cent (18.0 per cent decline) and those to Italy with 8.6 per cent (15.3 per cent decline). Of the domestic routes only those services to and from the Channel Islands (16 per cent growth) and the Isle of Man (12.5 per cent growth) carried more passengers than a year earlier. Passengers on routes serving Edinburgh remained at the same level as the corresponding period of 1973/4 whilst those on services to Belfast declined marginally. London route passengers fell by 7.3 per cent and those travelling to Glasgow by 21.0 per cent. The amount of air freight handled in the UK fell to almost 53 000 tonnes during January. Of this decline of 7.2 per cent (compared with January 1974), 3.8 per cent occurred in the London area and 18.6 per cent elsewhere in the UK. Comparing November 1974 – January 1975 period and the corresponding period 1973/4 the level of UK air freight dropped overall by 3.9 per cent. Most of this occurred at airports outside the London area which reported handling a total of 7.2 per cent less cargo than a year earlier. London area airports handled an aggregate of 2.9 per cent less cargo: Gatwick and Stansted continued to report growth of

5.1 per cent (240 additional tonnes per month) and 0.9 per cent (12 additional tonnes) whilst Heathrow reported a decline of 3.1 per cent (1 187 less tonnes), Southend a decline of 17.5 (309 less tonnes) and Luton 33.8 per cent decline (110 less tonnes). Belfast recorded the greatest increase in actual tonnage (a monthly average of 640 additional tonnes: 51.3 per cent growth) followed by Lydd which reported the highest growth rate of 23 fold its 1973/74 level (307 additional tonnes). East Midlands with 256 additional tonnes per month achieved a 49.1 per cent growth. Coventry recorded the largest rate of decline (75.7 per cent: 11 less tonnes per month) and Prestwick the largest actual decline (748 tonnes: 39.0 per cent decline). The 3.9 per cent decline in air freight tonnage comprised 6.3 per cent decline in that carried by scheduled services against 11.0 per cent growth in that carried by charter services. The UK operators handled 54.5 per cent of total tonnage and whilst their share of scheduled service cargo fell by 1.1 percentage points to 49.6 per cent, their share of charter traffic improved substantially by 11 percentage points to 80.7 per cent.

Output of UK Airlines

The output of UK airlines for all services in January

1975 was 606 million available tonne-kilometres, an increase of 5.5 per cent on January 1974.

The scheduled service output of 422 million available tonne-kilometres was 7.5 per cent higher than a year earlier. The overall load factor of 53.6 per cent compared with 54.6 per cent in January 1974. Seat kilometres used were 57.3 per cent of those available compared with 58.3 per cent the previous year. Seat factors on domestic and international scheduled services were 55.1 and 57.5 per cent respectively compared with 66.8 and 57.6 in January 1974.

The non-scheduled output of 183 million available tonne-kilometres was 1.2 per cent higher than a year earlier. Advance Booking Charters and Inclusive Tour Charters accounted for 10 and 42 million available tonne-kilometres respectively compared with 4 and 66 million in January 1974.

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

Size Structure of UK

Table 1

Airports and Airlines Year ended 31 December 1974

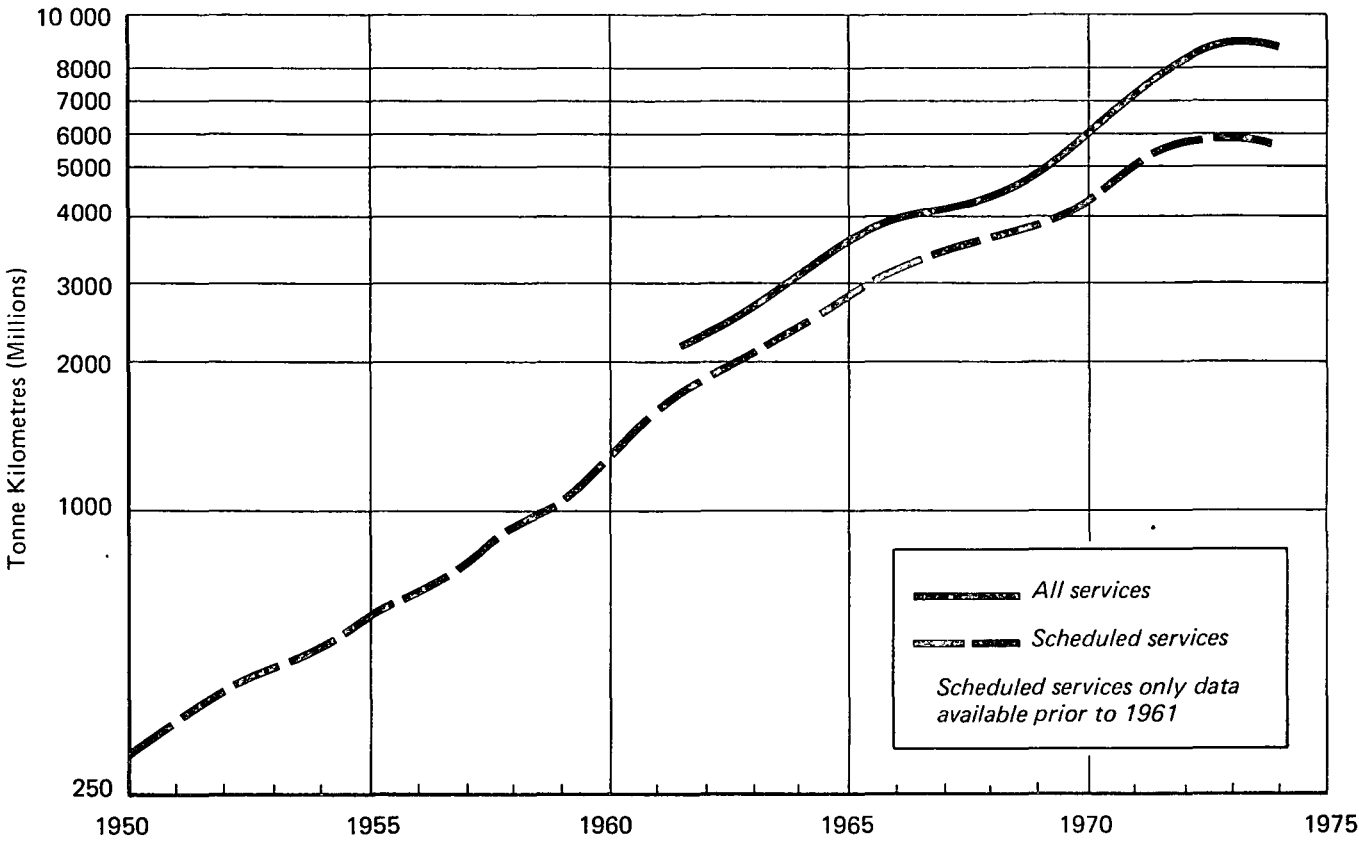
Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of
				all UK passengers at airports this size and smaller
London Heathrow	20 077	50.09	100	100.00
Gatwick	5 119	12.77	98	49.91
Manchester	2 322	5.79	95	37.14
Luton	2 023	5.05	93	31.35
Glasgow	1 935	4.83	91	26.30
Belfast	1 225	3.06	89	21.47
Birmingham	1 017	2.54	86	18.41
Edinburgh	791	1.97	84	15.88
Newcastle	581	1.45	82	13.90
Liverpool	499	1.25	80	12.45
Aberdeen	446	1.11	77	11.21
East Midlands	442	1.10	75	10.09
Isle of Man	430	1.07	73	8.99
Prestwick	343	0.86	70	7.92
Southampton	309	0.77	68	7.06
Leeds/Bradford	283	0.71	66	6.29
Southend	251	0.63	64	5.58
Glamorgan	230	0.57	61	4.96
Stansted	199	0.50	59	4.38
Tees-side	187	0.47	57	3.89
Bristol	184	0.46	55	3.42
Sumburgh	149	0.37	52	2.96
Others (22 reporting airports)	1 038	2.59	50	2.59

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	4 127	49.80	100	100.00
British Airways European Division	1 153	13.92	98	50.21
British Caledonian Airways	840	10.14	96	36.29
Dan-Air Services	323	3.90	94	26.16
Laker Airways	297	3.58	92	22.26
Britannia Airways	288	3.48	90	18.68
Trans-Meridian Air Cargo	191	2.31	88	15.20
British Airtours	149	1.80	86	12.90
Tradewinds Airways	140	1.69	84	11.10
Court Line Aviation*	140	1.69	84	11.10
Monarch Airlines	128	1.54	80	7.72
British Midlands Airways	81	0.98	78	6.18
British Airways—Northeast Airlines	65	0.78	76	5.20
International Aviation Services	62	0.75	74	4.42
British Airways—Cambrian Airways	51	0.62	72	3.67
Invicta International Airlines	51	0.62	72	3.67
British Airways—Channel Islands Airways	49	0.59	68	2.44
Donaldson International Airways*	40	0.48	66	1.85
British Airways—Scottish Airways	31	0.37	64	1.36
British Island Airways	26	0.31	62	0.99
British Air Ferries	12	0.14	60	0.68
Others (29 airlines)	44	0.53	58	0.53

*Estimated

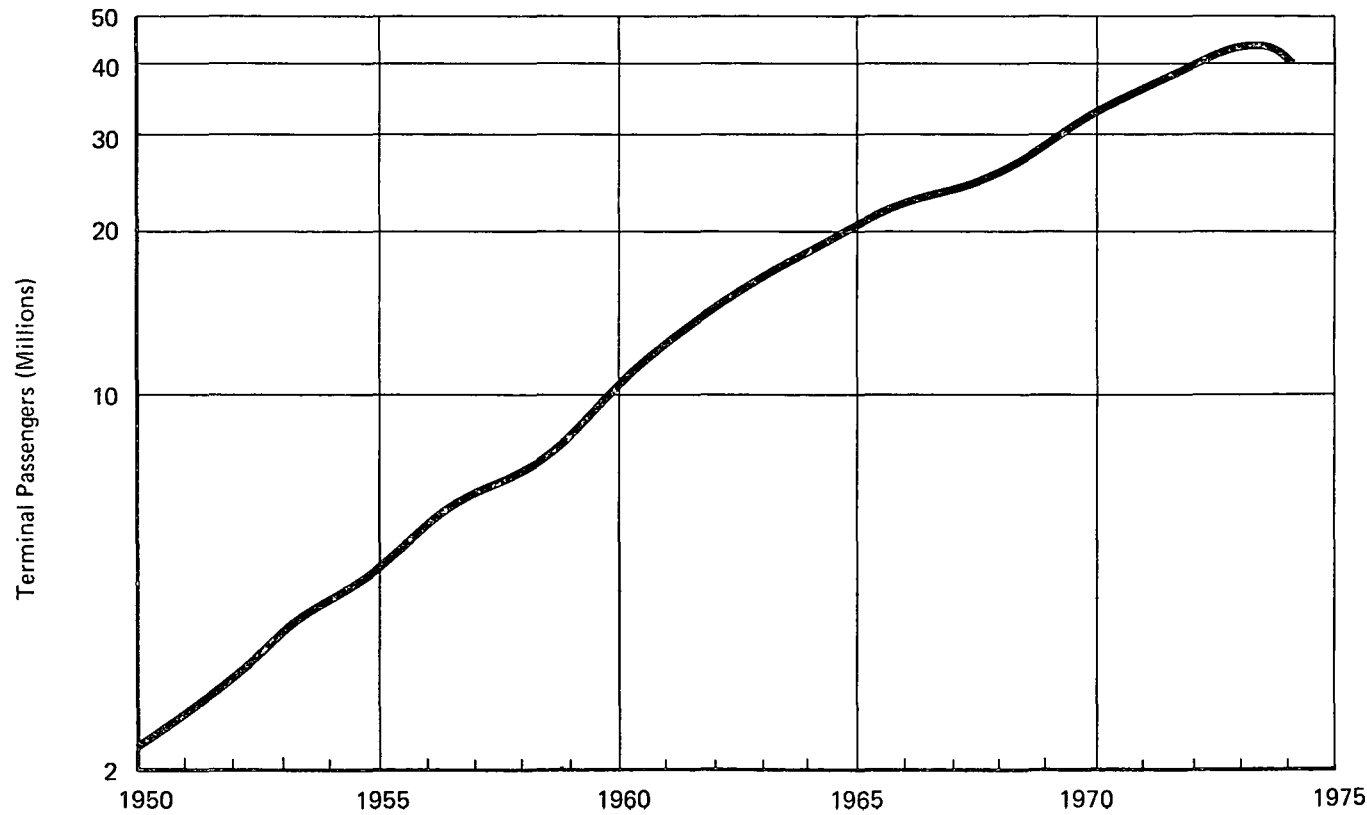
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1975

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
Year ended						
January 1974	1 880	720	43 205	8 965	5 953	3 012
January 1975	1 865	713	40 026	8 319	5 776	2 543
Mean rates of growth (percentages) to 1974						
20 years	6.5	5.1	12.5	..	13.6	..
10 years	7.7	3.7	9.1	12.5	9.9	19.7
5 years	6.4	4.6	7.1	10.2	9.6	16.9
Latest year's growth (percentages)						
	-0.8	-0.9	-7.4	-7.2	-3.0	-15.6

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1974	59.2	3 340	35.1	1 699	10.2	666	12.4	844	1.5	131
1973 1st quarter	46.9	2 517	27.7	1 285	7.8	576	10.5	594	0.9	62
2nd quarter	65.0	3 838	38.3	1 884	11.9	913	12.8	870	2.1	171
3rd quarter	74.2	4 926	42.3	2 261	14.8	1 271	14.0	1 079	3.1	315
4th quarter	53.4	3 095	31.7	1 578	8.9	638	11.3	768	1.5	111
1974 1st quarter	47.0	2 523	27.7	1 351	8.0	473	10.5	640	0.8	59
2nd quarter	64.2	3 512	38.3	1 777	11.1	722	13.1	876	1.7	137
3rd quarter	71.7	4 482	42.2	2 168	13.2	1 011	13.9	1 066	2.4	237
4th quarter	53.7	2 844	32.1	1 502	8.5	459	12.0	794	1.1	89
1973 July	75.8	4 988	43.0	2 271	15.4	1 295	14.1	1 078	3.3	334
August	75.9	5 084	43.4	2 304	15.0	1 353	14.3	1 083	3.2	343
September	71.0	4 704	40.6	2 207	13.9	1 166	13.7	1 065	2.8	266
October	61.0	3 656	35.8	1 816	10.6	792	12.7	889	1.9	159
November	52.7	2 917	32.0	1 511	8.5	611	10.9	699	1.3	97
December	46.4	2 710	27.3	1 407	7.7	511	10.3	715	1.2	77
1974 January	47.9	2 562	28.5	1 400	7.8	450	10.8	658	0.8	54
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	4 318	40.3	2 144	12.0	906	13.3	1 049	2.2	219
October	60.4	3 412	36.0	1 736	9.7	599	13.1	936	1.6	141
November	51.1	2 574	30.5	1 392	8.2	398	11.5	719	0.9	64
December	49.7	2 547	29.8	1 377	7.8	381	11.3	727	0.9	63
1975 January	51.0	2 506	30.9	1 375	7.8	369	11.5	706	0.8	56

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total (000)	Total (000)	Commercial Air transport (000)	Other (000)	Total (000)	Non-commercial Aero club and private (000)	Test and training (000)	Other (000)
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1974	154.1	66.0	59.2	6.9	88.1	65.2	15.0	7.9
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8	7.1
4th quarter	134.2	60.0	53.4	6.6	74.2	53.1	14.2	6.9
1974 1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
2nd quarter	174.4	71.7	64.3	7.5	102.7	76.4	16.6	9.6
3rd quarter	184.1	81.4	71.7	9.7	102.7	80.6	14.6	7.6
4th quarter	135.0	59.6	53.7	5.8	75.4	54.9	12.7	7.8
1973 July	194.6	86.0	75.9	10.1	108.6	83.0	18.5	7.1
August	181.6	85.6	75.9	9.7	96.0	74.6	15.4	6.0
September	178.3	80.4	71.0	9.4	97.9	73.3	16.5	8.1
October	160.0	69.2	61.0	8.2	90.8	64.8	16.4	9.6
November	138.5	59.1	52.7	6.4	79.4	57.0	15.6	6.8
December	104.0	51.8	46.5	5.3	52.2	37.4	10.5	4.4
1974 January	112.3	51.9	47.9	4.0	60.4	40.8	13.6	6.0
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	56.9	51.1	5.8	74.2	53.3	13.2	7.7
December	120.1	54.3	49.7	4.5	65.8	47.3	11.5	7.0
1975 January	128.5	55.5	51.0	4.4	73.0	48.6	16.9	7.5

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
1973 July	40 335	7 311	3 642	1 834	1 749	6 127	7 532	2 958	4 358	12 522
August	40 479	7 477	3 580	1 789	1 725	6 017	7 442	3 051	4 298	13 060
September	38 177	6 952	3 341	1 631	1 546	5 724	6 909	2 768	3 939	11 725
October	33 157	6 125	3 098	1 383	1 302	4 283	6 109	2 743	2 822	8 909
November	28 101	5 550	2 574	1 319	1 027	3 390	5 502	2 665	2 557	6 278
December	26 233	4 585	1 851	1 116	897	2 777	4 443	2 152	2 391	5 207
1974 January	26 735	4 817	1 773	1 205	778	2 353	4 658	3 420	2 200	4 647
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	10 639
October	31 279	5 943	2 859	1 510	1 103	4 221	5 903	4 928	2 678	8 209
November	26 697	5 400	2 196	1 240	1 018	2 890	4 614	4 341	2 665	5 924
December	26 660	4 938	1 986	1 109	986	2 862	4 380	4 289	2 530	5 958
1975 January	26 821	5 174	1 907	1 286	1 047	2 755	4 770	4 838	2 420	5 485

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1965	1 055	167	44	25	18	60	169	22	99	108
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1974	2 306	259	122	64	35	84	256	78	138	163
1973 1st quarter	1 748	202	91	45	37	39	215	42	98	66
2nd quarter	2 658	305	147	72	51	107	286	56	156	195
3rd quarter	3 356	395	197	94	66	138	386	73	221	287
4th quarter	2 167	236	117	58	38	61	249	52	117	117
1974 1st quarter	1 760	197	78	51	26	40	213	59	99	72
2nd quarter	2 435	271	128	67	37	98	259	75	141	198
3rd quarter	3 043	351	180	86	50	133	338	96	204	262
4th quarter	1 986	215	103	53	26	62	212	80	108	122
1973 July	3 368	399	200	97	69	133	416	74	232	273
August	3 456	412	205	98	69	144	384	77	239	305
September	3 244	373	186	88	61	136	357	67	193	284
October	2 539	286	150	67	47	86	288	62	129	179
November	2 009	233	120	61	39	55	246	51	104	91
December	1 954	188	80	46	27	42	212	42	119	80
1974 January	1 808	196	69	52	25	32	219	58	103	61
July	3 031	348	176	89	53	124	356	100	212	251
August	3 130	366	192	89	56	144	341	100	220	297
September	2 968	339	171	79	42	132	317	89	181	238
October	2 351	265	140	64	31	92	259	90	120	182
November	1 790	201	95	50	25	49	196	74	93	97
December	1 815	180	72	44	21	45	182	76	112	88
1975 January	1 782	181	64	48	22	39	192	78	100	67

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
1973 July	45 979	4 635	970	170	96	1 404	3 028	271	1 689	2 249
August	42 974	4 285	847	179	87	1 233	3 127	292	1 701	2 038
September	48 254	4 835	947	185	124	1 229	3 533	292	1 763	1 838
October	51 356	5 404	956	185	89	1 462	4 063	293	1 767	2 018
November	49 668	5 442	895	183	115	1 380	4 652	298	1 740	1 800
December	44 390	5 103	851	418	106	1 573	4 184	251	1 443	1 584
1974 January	43 967	5 050	700	472	57	1 390	3 635	386	1 432	1 823
July	46 368	5 030	951	141	101	1 424	3 083	487	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
December	43 061	4 199	759	123	87	1 199	3 339	476	1 381	1 381
1975 January	42 296	4 257	815	127	63	1 256	2 511	427	1 212	1 796

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
1973 July	541.0	297.2	8.4	62.1	226.6	54.9	4 232.7	2 611.8	61.7
August	535.1	297.5	8.0	60.7	229.3	55.8	4 211.1	2 666.8	63.3
September	621.0	354.5	9.9	79.2	265.4	57.1	4 765.3	3 023.8	63.5
October	502.9	262.2	8.9	68.3	185.0	52.1	3 863.1	2 090.3	54.1
November	452.4	240.4	9.4	71.1	159.9	53.1	3 395.8	1 795.3	52.9
December	476.0	290.4	13.6	76.0	200.7	61.0	3 546.2	2 273.0	64.1
1974 January	392.8	214.4	7.6	51.8	155.0	54.6	2 985.4	1 740.9	58.3
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
December	489.7	283.0	16.4	71.9	194.6	57.8	3 703.5	2 177.7	58.8
1975 January	422.5	226.6	9.2	50.8	166.7	53.6	3 253.4	1 863.7	57.3

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
1973 July	38.9	23.9	0.3	2.0	21.6	61.4	381.1	260.5	68.4
August	40.8	24.8	0.3	2.0	22.5	60.8	400.9	273.5	68.2
September	38.0	23.8	0.2	2.0	21.6	62.7	373.0	260.2	69.8
October	32.5	19.7	0.3	2.1	17.4	60.7	313.1	225.4	72.0
November	28.7	16.4	0.3	2.0	14.1	57.0	272.1	170.5	62.7
December	25.3	15.3	0.3	1.8	13.2	60.4	238.3	158.3	66.5
1974 January	25.4	15.4	0.3	1.7	13.4	60.8	237.6	158.7	66.8
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	38.1	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
December	23.9	12.7	0.3	1.6	10.9	53.2	222.4	129.0	58.0
1975 January	25.0	12.6	0.3	1.5	10.8	50.4	232.8	128.3	55.1

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965		201·7	102·8	4·5	24·1	74·2	51·0	1 472·1	894·8	60·8
1966		225·1	118·4	5·1	30·1	83·2	52·6	1 594·4	958·7	60·1
1967		236·6	124·8	5·1	31·4	88·3	52·7	1 743·0	1 010·6	58·0
1968		246·3	128·0	5·6	33·0	89·4	52·0	1 830·7	1 019·5	55·7
1969		288·0	153·7	6·8	42·1	104·8	53·4	2 101·7	1 194·1	56·8
1970		318·2	161·0	7·9	39·5	113·6	50·6	2 326·1	1 286·7	55·3
1971		356·0	173·9	7·2	43·6	123·1	48·8	2 597·8	1 391·1	53·5
1972		421·2	210·5	8·3	54·9	147·4	50·0	3 105·0	1 666·9	53·7
1973		464·1	248·8	9·0	64·3	175·5	53·6	3 485·5	1 978·8	56·8
1974		448·1	246·1	9·6	63·7	172·8	54·9	3 386·5	1 929·4	57·0
1973	1st quarter	395·6	204·2	8·7	60·3	135·2	51·5	2 897·5	1 519·6	52·4
	2nd quarter	485·8	250·8	8·5	61·6	180·8	51·6	3 699·1	2 024·9	54·7
	3rd quarter	526·5	292·5	8·5	65·3	218·7	55·6	4 018·0	2 502·7	62·3
	4th quarter	448·3	247·2	10·3	69·8	167·1	55·1	3 327·2	1 868·1	56·2
1974	1st quarter	393·2	213·4	8·8	63·5	141·0	54·3	2 888·2	1 565·8	54·2
	2nd quarter	420·6	218·9	7·9	57·1	153·9	52·0	3 240·2	1 724·4	53·2
	3rd quarter	535·2	305·8	9·5	67·4	228·9	57·1	4 080·5	2 576·6	63·1
	4th quarter	443·5	246·2	12·3	66·6	167·3	55·5	3 336·9	1 850·7	55·5
1973	July	502·1	273·3	7·2	60·1	205·0	54·4	3 851·6	2 351·2	61·0
	August	494·4	273·7	7·7	58·7	207·3	55·4	3 810·2	2 393·3	62·8
	September	583·1	330·7	9·7	77·1	243·9	56·7	4 392·3	2 763·6	62·9
	October	470·4	242·5	8·6	66·2	167·7	51·6	3 550·0	1 864·9	52·5
	November	423·7	224·1	9·1	69·2	145·9	52·9	3 123·6	1 624·8	52·0
	December	450·7	275·1	13·3	74·2	187·6	61·0	3 307·9	2 114·6	63·9
1974	January	367·5	199·0	7·3	50·0	141·6	54·1	2 747·8	1 582·2	57·6
	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
	December	465·8	270·3	16·2	70·4	183·8	58·0	3 481·1	2 048·7	58·8
1974	January	397·4	214·0	9·0	49·3	155·8	53·9	3 020·6	1 735·4	57·5

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
1973	July	330.2	37.9	156.0	17.9	85.3	9.8	83.9	10.2
	August	341.6	39.0	155.6	17.7	95.2	10.9	90.3	10.4
	September	319.4	34.0	146.5	15.6	86.4	9.2	86.5	9.2
	October	246.2	32.9	107.7	14.4	37.4	5.0	101.1	13.5
	November	200.6	30.7	88.4	13.5	17.7	2.7	94.5	14.5
	December	204.2	30.0	72.3	10.6	26.9	4.0	105.0	15.4
1974	January	181.1	31.6	66.2	11.6	27.7	4.8	87.2	15.1
	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
	December	173.4	26.2	43.9	6.6	30.3	4.6	99.2	15.0
1975	January	183.4	30.3	41.5	6.9	27.8	4.6	114.1	18.8

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
1973 July	1 818.1	1 517.0	83.4	1 045.6	9 629	13 549	1 407	1 451
August	1 815.6	1 606.8	88.5	1 090.9	9 508	13 535	1 424	1 473
September	1 708.5	1 400.9	82.0	955.2	9 062	12 720	1 404	1 467
October	1 257.6	984.1	78.3	657.1	6 541	9 449	1 445	1 498
November	1 033.7	840.3	81.3	534.1	5 140	7 854	1 528	1 573
December	836.8	617.1	73.7	394.3	4 305	6 512	1 513	1 565
1974 January	752.8	559.6	74.3	341.3	3 832	5 786	1 510	1 640
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
December	500.0	399.2	79.8	255.5	2 638	3 966	1 503	1 562
1975 January	475.3	390.0	82.0	259.4	2 539	3 742	1 474	1 504

Non-scheduled Services by UK Airlines

Table 9.3

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

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	72.7	61.1	84.1	21.9	562	722	1 285	2 790
1966	128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1974	436.1	352.7	80.9	104.8	1 523	2 483	1 630	3 366
1973 1st quarter	243.2	197.4	81.2	44.7	1 031	1 479	1 435	4 416
2nd quarter	584.5	463.4	79.3	111.7	1 857	3 202	1 724	4 149
3rd quarter	946.6	770.9	81.4	194.0	2 562	5 118	1 998	3 974
4th quarter	251.7	200.7	79.7	59.9	1 153	1 511	1 310	3 351
1974 1st quarter	192.5	149.5	77.7	43.7	959	1 220	1 272	3 421
2nd quarter	435.5	334.2	76.7	102.5	1 537	2 484	1 584	3 260
3rd quarter	840.4	710.5	84.5	211.0	2 540	4 751	1 883	3 391
4th quarter	276.0	216.6	78.5	61.8	1 055	1 525	1 446	3 505
1973 July	831.2	675.9	81.3	186.8	2 677	5 573	2 082	3 618
August	1 215.7	962.4	79.2	225.2	2 748	5 207	1 895	4 274
September	792.8	674.3	85.1	170.1	2 260	4 573	2 023	3 964
October	339.4	273.4	80.5	78.2	1 343	1 994	1 485	3 496
November	162.5	122.9	75.6	34.7	917	985	1 074	3 542
December	253.3	205.8	81.3	66.7	1 198	1 553	1 296	3 085
1974 January	249.7	201.1	80.5	49.6	1 023	1 525	1 491	4 054
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
December	303.1	245.6	81.0	73.2	1 195	1 781	1 490	3 355
1975 January	275.2	227.9	82.8	64.0	1 062	1 653	1 556	3 561

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation
Monthly Averages

European continent and Mediterranean Sea area(b)		Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968		914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969		1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970		1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971		1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972		1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973		1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1974		1 648	72	40	233	187	45	148	67	135	23	36	36	403	23	86	27	96
1973 1st quarter		1 272	59	29	155	191	26	95	44	99	12	34	19	323	15	82	7	83
2nd quarter		2 040	87	42	297	220	70	199	58	184	28	48	33	497	27	111	38	101
3rd quarter		2 601	97	51	305	252	106	268	111	162	35	68	57	746	30	127	68	117
4th quarter		1 575	68	36	219	179	47	114	46	133	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
Nov—Jan		1 162	52	31	169	154	18	89	66	109	19	23	28	233	20	69	8	73
Rest of World		Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)						
1968		270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969		327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970		392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971		433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972		512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1973		560.3	—	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2						
1974		551.1	21.4	21.5	108.6	11.5	23.2	10.5	19.3	243.8	11.3	80.0						
1973 1st quarter		375.5	14.1	18.9	46.2	12.0	17.9	6.9	14.7	170.4	7.4	66.8						
2nd quarter		573.7	16.2	18.8	112.0	10.4	15.1	9.7	12.8	308.1	7.5	63.2						
3rd quarter		808.7	19.3	26.1	200.5	17.3	36.0	11.9	16.1	401.1	14.3	66.0						
4th quarter		483.4	19.5	18.1	70.9	11.3	23.6	9.5	16.9	227.1	9.8	76.7						
1974 1st quarter		384.2	18.4	17.9	47.1	11.5	21.0	8.5	17.9	157.2	8.8	75.9						
2nd quarter		537.0	19.6	19.2	109.9	9.0	18.4	10.0	16.7	258.9	8.8	66.7						
3rd quarter		794.3	24.5	28.4	200.5	15.0	24.8	12.2	21.8	355.7	17.0	94.5						
4th quarter		488.9	23.2	20.7	76.9	10.4	28.5	11.5	20.9	203.4	10.5	82.9						
Nov—Jan		450.8	23.8	20.9	61.4	11.1	29.8	11.3	22.8	174.0	11.0	84.7						

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 January 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	6 459	4 651	—	306	—	153	112	—	1 190	1	46
+ Heathrow	22 197	20 528	—	64	—	167	194	—	1 204	18	22
+ Luton	2 468	826	—	174	30	58	56	810	504	—	10
+ Southend	3 971	633	—	—	—	629	—	1 622	1 071	16	—
+ Stansted	2 136	183	—	74	—	1 156	35	42	555	87	4
TOTAL (London Area)	37 231	26 821	—	618	30	2 163	397	2 474	4 524	122	82
Westland Heliport (Battersea)	554	172	—	88	—	—	—	—	228	—	66
Other UK Airports											
+ Leeds/Bradford	3 184	717	2	16	28	102	16	1 954	329	—	20
+ Liverpool	4 901	1 082	—	86	39	70	15	2 730	815	20	44
+ Manchester	4 777	3 375	—	166	6	138	80	336	641	7	28
+ Birmingham	4 430	1 236	—	23	4	500	18	1 680	951	—	18
+ Coventry	3 643	32	—	—	70	854	32	1 931	722	—	2
+ East Midlands	3 674	639	—	107	25	573	20	1 560	687	7	56
+ Newcastle	2 029	843	—	18	376	126	—	312	253	—	101
+ Tees-side	3 389	443	315	6	10	834	—	793	292	—	696
+ Bristol	2 008	495	—	—	—	10	2	775	722	—	4
+ Glamorgan	2 639	518	—	88	15	376	—	1 326	264	40	12
Swansea	824	34	—	4	27	2	—	685	66	2	4
+ Blackpool	4 324	260	—	25	2	228	—	3 329	476	—	4
+ Bournemouth	4 671	447	—	118	—	1 855	—	1 153	1 001	45	52
+ Cambridge	2 158	34	—	16	8	508	2	32	343	—	1 215
+ Exeter	1 926	144	—	6	66	46	—	909	486	—	269
Gloucester/Cheltenham	2 336	30	—	—	4	680	—	1 100	496	—	26
Hawarden	843	—	—	—	—	52	—	590	195	—	6
Isles of Scilly	122	100	—	4	10	—	—	—	4	—	4
+ Lydd	2 603	301	—	—	—	—	—	1 801	461	—	40
+ Manston	167	104	—	10	4	—	—	—	49	—	..
+ Norwich	1 595	480	—	158	18	134	8	10	787	—	—
Penzance Heliport	258	100	—	—	2	66	90	—	—	—	—
+ Southampton	2 900	583	—	39	4	1 844	1	122	307	—	—
+ Edinburgh	3 914	1 258	—	24	—	821	12	1 187	530	2	80
+ Glasgow	5 144	2 897	—	78	3	66	5	1 168	542	—	385
+ Prestwick	5 334	615	—	4	—	3 813	17	291	185	—	409
Aberdeen	5 690	1 996	—	33	832	623	—	1 925	33	5	243
Benbecula	178	138	—	2	22	—	—	—	—	—	16
Inverness	1 042	504	—	17	157	58	—	154	152	—	—
Islay	121	80	—	10	7	—	—	—	22	—	2
+ Kirkwall	1 046	595	—	32	61	—	4	262	78	4	10
Stornoway	212	154	—	4	16	4	—	—	—	16	18
+ Sumburgh	1 489	1 091	—	130	200	60	—	6	—	—	2
Tiree	72	64	—	2	—	—	—	—	—	—	6
Wick	261	216	—	17	8	—	—	6	2	—	12
+ Belfast	5 482	1 824	—	9	28	4	—	820	223	—	2 574
+ Isle of Man	1 291	596	—	82	7	242	—	194	168	2	—
Total (Incl. London Area)	128 462	51 018	317	2 040	2 089	16 852	719	31 615	17 034	272	6 506
Channel Islands Airports											
Alderney	534	534	..	..	..	..	..	..	..	..	..
Guernsey	1 985	1 985	..	..	..	..	..	..	..	..	..
Jersey	2 966	2 966	..	..	..	..	..	..	..	..	..
Total Channel Islands Airports)	5 485	5 485	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator January 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	4 651	43	2 483	240	97	1 485	303
+ Heathrow	20 528	10 175	300	9 633	268	9	143
+ Luton	826	—	—	—	—	766	60
+ Southend	633	—	457	—	—	171	5
+ Stansted	183	—	—	—	—	82	101
TOTAL (London Area)	26 821	10 218	3 240	9 873	365	2 513	612
Westland Heliport (Battersea)	172	—	—	—	4	168	—
Other UK Airports							
+ Leeds/Bradford	717	327	318	24	—	43	5
+ Liverpool	1 082	838	36	54	19	109	26
+ Manchester	3 375	1 629	349	817	9	558	13
+ Birmingham	1 236	718	262	88	15	153	—
+ Coventry	32	—	—	—	—	32	—
+ East Midlands	639	1	466	—	—	165	7
+ Newcastle	843	262	522	—	2	55	2
+ Tees-side	443	—	377	—	—	66	—
Bristol	495	314	52	30	75	18	6
Glamorgan	518	194	174	32	50	68	—
Swansea	34	—	—	—	—	34	—
+ Blackpool	260	—	241	—	—	19	—
+ Bournemouth	447	—	321	—	—	125	1
+ Cambridge	34	—	—	—	—	26	8
Exeter	144	—	138	—	—	6	—
Gloucester/Cheltenham	30	—	16	—	—	14	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	100	100	—	—	—	—	—
+ Lydd	301	—	122	—	—	179	—
Manston	104	—	—	—	—	97	7
Norwich	480	—	336	—	—	139	5
Penzance Heliport	100	100	—	—	—	—	—
+ Southampton	583	97	467	—	2	11	6
+ Edinburgh	1 258	659	535	34	6	4	20
+ Glasgow	2 897	1 716	675	317	4	174	11
+ Prestwick	615	412	16	152	5	11	19
+ Aberdeen	1 996	617	279	—	200	870	30
Benbecula	138	138	—	—	—	—	—
Inverness	504	311	52	—	—	141	—
Islay	80	50	—	—	—	30	—
+ Kirkwall	595	193	—	22	8	372	—
Stornoway	154	150	—	—	—	4	—
+ Sumburgh	1 091	146	83	—	244	610	8
Tiree	64	60	4	—	—	—	—
Wick	216	208	—	—	—	8	—
+ Belfast	1 824	1 414	353	40	1	4	12
+ Isle of Man	596	417	179	—	—	—	—
TOTAL (Incl. London Area)	51 018	21 289	9 613	11 483	1 009	6 826	798
Channel Islands Airports							
Alderney	534	—	505	—	—	29	—
Guernsey	1 985	182	1 671	—	—	132	—
Jersey	2 966	653	1 972	42	—	297	2
TOTAL (Channel Islands Airports)	5 485	835	4 148	42	—	458	2

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages	November 1974 —January 1975	November 1973 —January 1974	Percentage Change
London Area Airports			
+ Gatwick	4 536	4 904	−7.5
+ Heathrow	20 354	19 502	4.4
+ Luton	894	1 578	−43.3
+ Southend	743	852	−12.8
+ Stansted	200	187	7.0
TOTAL (London Area)	26 726	27 023	−1.1
Westland Heliport (Battersea)	168	176	−4.5
Other UK Airports			
+ Leeds/Bradford	697	555	25.6
+ Liverpool	1 109	1 175	−5.6
+ Manchester	3 365	3 254	3.4
+ Birmingham	1 300	1 372	−5.2
+ Coventry	20	10	—
+ East Midlands	710	684	3.8
+ Newcastle	801	813	−1.5
+ Tees-side	410	401	2.2
+ Bristol	485	433	12.0
+ Glamorgan	512	459	11.5
Swansea	20	9	—
+ Ashford	—	320	—
+ Blackpool	259	246	5.3
+ Bournemouth	443	350	26.6
+ Cambridge	48	61	−21.3
+ Exeter	136	126	7.9
Gloucester/Cheltenham	64	126	−49.2
Hawarden	—	—	—
Isles of Scilly	100	187	−46.5
+ Lydd	313	28	—
+ Manston	121	120	0.8
+ Norwich	437	320	36.6
Penzance Heliport	100	176	−43.2
+ Portsmouth	—	66	—
+ Southampton	647	559	15.7
+ Edinburgh	1 152	1 019	13.1
+ Glasgow	2 831	3 226	−12.2
+ Prestwick	604	622	−2.9
+ Aberdeen	1 778	793	—
Benbecula	136	97	40.2
Inverness	439	350	25.4
Islay	79	129	−38.8
+ Kirkwall	613	468	31.0
Stornoway	156	177	−11.9
+ Sumburgh	1 002	463	—
Tiree	65	63	3.2
Wick	221	206	7.3
+ Belfast	1 941	1 829	6.1
+ Isle of Man	598	554	7.9
TOTAL (Incl. London Area)	50 606	49 001	3.3
Channel Islands Airports			
Alderney	531	498	6.6
Guernsey	2 046	1 966	4.1
Jersey	3 212	2 914	10.2
TOTAL (Channel Islands Airports)	5 789	5 377	7.7

Portsmouth Airport closed w.e.f. 31.12.73.

Ashford Airport closed w.e.f. 31.10.74.

Air Transport Landings Diverted to UK Reporting Airports

January 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	2			1Lu																								1St				
Heathrow	1																						1GI									
Stansted	1														1Lu																	
Leeds	4																											1Te	1Te	1Ma		
Manchester	2																									1He	1He	1Em				
Birmingham	1																												1Em			
Newcastle	4																											4Te				
Bristol	2			1Bi		1Gm																										
Southampton	1			1St																												
Edinburgh	43				1Lu	5GI		1GI						4GI	9GI	2GI			1Pr				1Pr	8GI		1GI			1GI			1GI
Glasgow	44														1Pr				1GI	2Ed	3Ed	2Pr		7GI	2Ma	1Ed						
																				20Pr												
Benbecula	1				1Sw																											
Inverness	1																		1GI													
Wick	1																															
Belfast	1													1Em									1In									
Other UK	8	1Ex				1Sh		1Bo															1Ex							2Sh	1Ex	1Ex
Overseas	22		2GI	2GI	2GI		1He		1GI	1He				3He	1Pr				1He	1St			1He		1Pr			1He			1Ki	1Ma
									1Pr					1Ga																		
	139	1	2	5	4	7	1	2	2	1	—	—	—	10	11	2	—	5	24	3	—	1	11	12	13	2	1	7	4	4	3	1

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator
January 1975

Table 15

Total			Scheduled Services				Charter Flights								
Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators		Terminal	Transit	Terminal	Transit	
			British Airways		Others		British Airways		Others						
			Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit					
London Area Airports															
+Gatwick	254 504	253 532	972	995	—	80 785	122	1 274	—	12 724	—	132 390	247	25 364	603
+Heathrow	1 454 152	1 428 203	25 949	712 978	—	11 048	—	661 736	25 232	30 644	—	284	—	11 513	717
+Luton	80 875	80 865	10	—	—	—	—	—	—	—	—	77 751	—	3 114	10
+Southend	8 760	8 760	—	—	—	8 585	—	—	—	—	—	175	—	—	—
+Stansted	10 647	10 518	129	—	—	—	—	—	—	—	—	1 713	—	8 805	129
TOTAL (London Area)	1 808 938	1 781 878	27 060	713 973	—	100 418	122	663 010	25 232	43 368	—	212 313	247	48 796	1 459
Westland Heliport (Battersea)	314	314	—	—	—	—	—	—	—	4	—	310	—	—	—
Other UK Airports															
+Leeds/Bradford	19 684	17 711	1 973	13 260	61	3 389	1 850	842	51	—	—	140	11	80	—
+Liverpool	30 159	28 023	2 136	24 137	2 128	251	6	2 335	—	539	—	761	2	—	—
+Manchester	142 590	135 569	7 021	74 405	1 003	4 983	1 370	20 480	2 301	663	—	34 340	1 927	698	420
+Birmingham	48 751	46 583	2 168	25 737	46	2 133	1 726	4 817	208	1 171	—	12 725	188	—	—
+Coventry	60	60	—	—	—	—	—	—	—	—	—	60	—	—	—
+East Midlands	17 085	17 077	8	41	—	11 215	8	—	—	—	—	5 821	—	—	—
+Newcastle	38 326	36 031	2 295	20 525	—	10 233	2 295	—	—	117	—	5 156	—	—	—
+Tees-side	13 672	11 932	1 740	—	—	10 993	1 096	—	—	—	—	939	644	—	—
+Bristol	10 489	6 955	3 534	3 134	2 585	566	94	833	141	444	714	1 588	—	390	—
+Glamorgan	16 011	14 730	1 281	3 405	4	1 499	839	520	328	2 369	99	6 937	11	—	—
Swansea	109	109	—	—	—	—	—	—	—	—	—	109	—	—	—
+Blackpool	3 891	3 891	—	—	—	3 689	—	—	—	—	—	202	—	—	—
+Bournemouth	4 808	4 806	2	—	—	3 243	—	—	—	—	—	1 472	2	91	—
+Cambridge	116	116	—	—	—	—	—	—	—	—	—	76	—	40	—
+Exeter	2 958	2 422	536	—	—	2 088	536	—	—	—	—	334	—	—	—
Gloucester/Cheltenham	96	96	—	—	—	58	—	—	—	—	—	38	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	1 719	1 719	—	1 719	—	—	—	—	—	—	—	—	—	—	—
+Lydd	3 244	3 244	—	—	—	3 244	—	—	—	—	—	—	—	—	—
+Manston	461	461	—	—	—	—	—	—	—	—	—	297	—	164	—
+Norwich	8 125	8 125	—	—	—	6 792	—	—	—	—	—	1 241	—	92	—
Penzance Heliport	1 719	1 719	—	1 719	—	—	—	—	—	—	—	—	—	—	—
+Southampton	11 817	11 718	99	2 952	94	8 543	—	—	—	119	—	90	—	14	5
+Edinburgh	51 397	49 613	1 784	34 584	266	11 782	1 504	1 239	—	222	14	95	—	1 691	—
+Glasgow	126 623	123 297	3 326	84 452	153	19 228	—	8 963	3 033	204	—	9 767	17	683	123
+Prestwick	29 874	18 821	11 053	13 182	5 998	317	—	2 096	4 229	269	256	1 406	76	1 551	494
Aberdeen	41 807	40 644	1 163	22 553	924	5 097	14	—	—	1 638	—	10 798	13	558	212
Benbecula	3 118	1 799	1 319	1 799	1 319	—	—	—	—	—	—	—	—	—	—
Inverness	10 254	9 179	1 075	8 566	1 075	229	—	—	—	—	—	384	—	—	—
Islay	1 168	1 134	34	1 041	34	—	—	—	—	—	—	93	—	—	—
+Kirkwall	7 064	5 947	1 117	4 114	845	—	—	79	202	245	—	1 509	70	—	—
Stornoway	4 000	3 732	268	3 723	268	—	—	—	—	—	—	9	—	—	—
+Sumburgh	14 835	13 437	1 398	4 435	—	206	—	—	—	2 961	—	5 637	1 398	198	—
Tiree	292	162	130	153	130	9	—	—	—	—	—	—	—	—	—
Wick	5 135	2 312	2 823	2 274	2 823	—	—	—	—	—	—	38	—	—	—
+Belfast	85 039	85 033	6	74 451	5	8 555	1	673	—	—	—	390	—	964	—
+Isle of Man	17 409	15 576	1 833	11 775	1 591	3 801	242	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	2 583 157	2 505 975	77 182	1 152 109	21 352	222 561	11 703	705 887	35 725	54 333	1 083	315 075	4 606	56 010	2 713
Channel Islands Airports															
Alderney	2 241	2 241	—	—	—	2 199	—	—	—	—	—	42	—	—	—
Guernsey	21 082	20 044	1 038	5 592	—	14 217	1 038	—	—	—	—	235	—	—	—
Jersey	46 123	44 992	1 131	22 418	61	21 428	911	749	—	—	—	392	159	5	—
TOTAL (Channel Is. Airports)	69 446	67 277	2 169	28 010	61	37 844	1 949	749	—	—	—	669	159	5	—

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	November 1974 —January 1975	November 1973 —January 1974	Percentage change
London Area Airports			
+ Gatwick	253 443	320 569	-20.9
+ Heathrow	1 434 258	1 431 390	0.2
+ Luton	84 058	145 982	-42.4
+ Southend	11 319	15 578	-27.3
+ Stansted	12 669	10 472	21.0
TOTAL (London Area)	1 795 747	1 923 991	-6.7
Westland Heliport (Battersea)	318	469	-32.2
Other UK Airports			
+ Leeds/Bradford	16 623	16 510	0.7
+ Liverpool	29 875	33 711	-11.4
+ Manchester	140 998	155 450	-9.3
+ Birmingham	53 583	64 070	-16.4
+ Coventry	114	169	-32.5
+ East Midlands	23 282	25 447	-8.5
+ Newcastle	35 423	38 491	-8.0
+ Tees-side	11 866	14 328	17.2
+ Bristol	7 866	14 214	-44.7
+ Glamorgan	14 650	16 015	-8.5
Swansea	71	52	36.5
+ Ashford	—	5 468	—
+ Blackpool	4 022	4 086	-1.6
+ Bournemouth	6 798	5 871	15.8
+ Cambridge	232	397	-41.6
+ Exeter	2 715	2 829	-4.0
Gloucester/Cheltenham	367	541	-32.2
Hawarden	—	—	—
Isles of Scilly	1 862	1 336	39.4
+ Lydd	3 960	69	—
+ Manston	364	424	-14.2
+ Norwich	7 405	5 726	29.3
Penzance Heliport	1 862	1 259	47.9
+ Portsmouth	—	343	—
+ Southampton	14 248	14 603	-2.4
+ Edinburgh	47 776	57 529	-17.0
+ Glasgow	125 107	153 253	-18.4
+ Prestwick	17 113	14 672	16.6
Aberdeen	39 316	20 802	89.0
Benbecula	1 865	1 580	18.0
Inverness	9 101	9 974	-8.8
Islay	1 061	1 242	-14.6
+ Kirkwall	6 023	4 847	24.3
Stornoway	3 446	3 073	12.1
+ Sumburgh	12 767	6 190	—
Tiree	207	219	-5.5
Wick	2 353	2 307	2.0
+ Belfast	84 646	92 727	-8.7
+ Isle of Man	17 260	15 640	10.4
TOTAL (Incl. London Area)	2 542 292	2 729 922	-6.9
Channel Islands Airports			
Alderney	2 667	2 600	2.6
Guernsey	23 042	20 026	15.1
Jersey	58 170	54 585	6.6
TOTAL (Channel Islands Airports)	83 880	77 211	8.6

Portsmouth Airport closed with effect from 31.12.73.
Ashford Airport closed with effect from 31.10.74.

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
	Nov. 1974 —Jan. 1975	Nov. 1974 —Jan. 1975	Nov. 1973 —Jan. 1974	Per- centage change	Nov. 1974 —Jan. 1975	Nov. 1973 —Jan. 1974	Per- centage change
London Area Airports							
+ Gatwick	253 443	215 865	272 655	-21	37 578	47 914	-22
+ Heathrow	1 434 258	1 203 118	1 189 147	1	231 140	242 243	-5
+ Luton	84 058	83 636	144 300	-42	422	1 682	-75
+ Southend	11 319	11 140(a)	14 707(a)	-24	179	871	-79
+ Stansted	12 669	12 638	10 472	21	31	—	—
TOTAL (London Area)	1 795 747	1 526 397	1 631 281	-6	269 351	292 710	-8
Westland Heliport (Battersea)	318	1	—	—	317	469	-32
Other UK Airports							
+ Leeds/Bradford	16 623	2 464	2 932	-16	14 159	13 578	4
+ Liverpool	29 875	6 761	9 463	-29	23 115	24 248	-5
+ Manchester	140 998	85 053	100 366	-15	55 945	55 082	2
+ Birmingham	53 583	35 755	45 153	-21	17 828	18 916	-6
+ Coventry	114	7	81	-91	107	88	22
+ East Midlands	23 282	13 943	16 238	-14	9 340	9 209	1
+ Newcastle	35 423	9 879	13 513	-27	25 544	24 978	2
+ Tees-side	11 866	1 424	3 729	-62	10 442	10 599	-1
+ Bristol	7 866	5 291	11 501	-54	2 575	2 713	-5
+ Glamorgan	14 650	10 043	11 990	-16	4 607	4 025	14
Swansea	71	12	29	-59	59	24	—
+ Ashford	—	—	5 468	—	—	—	—
+ Blackpool	4 022	287	779	-63	3 735	3 307	13
+ Bournemouth	6 798	2 296	2 300	—	4 503	3 571	26
+ Cambridge	232	186	383	-51	46	14	—
+ Exeter	2 715	384	459	-16	2 331	2 370	-2
Gloucester/Cheltenham	367	—	—	—	367	541	-32
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	1 862	—	—	—	1 862	1 336	39
+ Lydd	3 960	3 960	46	—	—	23	—
+ Manston	364	364	424	-14	—	—	—
+ Norwich	7 405	4 132	3 832	8	3 273	1 894	73
Penzance	1 862	—	—	—	1 862	1 259	48
+ Portsmouth	—	—	—	—	—	343	—
+ Southampton	14 248	561	513	9	13 687	14 090	-3
+ Edinburgh	47 776	2 080	2 174	-4	45 696	55 355	-17
+ Glasgow	125 107	24 216	30 257	-20	100 891	122 997	-18
+ Prestwick	17 113	13 496	12 690	6	3 617	1 982	82
Aberdeen	39 316	10 200	2 004	—	29 117	18 798	55
Benbecula	1 865	—	—	—	1 865	1 580	18
Inverness	9 101	4	15	-73	9 097	9 959	-9
Islay	1 061	—	—	—	1 061	1 242	-15
+ Kirkwall	6 023	83	112	-26	5 939	4 735	25
Stornoway	3 446	—	1	—	3 446	3 072	12
+ Sumburgh	12 767	4 596	1 151	—	8 171	5 039	62
Tiree	207	—	—	—	207	219	-5
Wick	2 353	2	—	—	2 351	2 307	2
+ Belfast	84 646	1 963	3 754	-48	82 683	88 973	-7
+ Isle of Man	17 260	388	390	-1	16 871	15 251	11
TOTAL (Incl. London Area)	2 542 292	1 766 228	1 913 028	-8	776 067	816 896	-5

(a) Includes Channel Islands Traffic.

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

Portsmouth Airport closed with effect from 31/10/73.

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

International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	November 1974— January 1975			November 1973— January 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	10.6	7.5	3.2	10.5	7.1	3.3	1
London – Vienna	9.6	7.1	2.5	8.0	6.3	1.7	20
Other Routes	1.0	0.4	0.7	2.5	0.8	1.7	-58
Belgium	57.7	57.2	0.4	58.7	58.1	0.6	-11
London – Brussels	43.7	43.7	—	43.5	43.2	0.3	1
Other S.E. England – Belgium	10.0	9.8	0.2	11.1	11.1	0.1	-58
Other Routes	4.0	3.7	0.3	4.2	3.9	0.3	-5
Denmark	31.2	24.4	6.7	31.8	25.9	6.0	-2
London – Copenhagen	26.2	20.5	5.7	26.1	21.1	5.0	—
Other Routes	5.0	4.0	1.0	5.7	4.7	1.0	-13
Finland	5.4	4.9	0.5	5.5	4.5	1.0	-2
France	173.8	163.5	10.3	178.9	165.0	13.9	-3
London – Nice	5.5	5.3	0.2	6.2	4.7	1.5	-12
– Paris	131.5	127.1	4.4	140.4	134.0	6.4	-6
– N. France (a)	6.9	6.9	—	6.5	6.3	0.2	7
– Other France	12.1	9.6	2.6	10.2	8.2	2.1	19
Manchester – Paris	4.5	4.3	0.2	5.1	5.0	—	-11
Other UK – Paris	6.7	5.6	1.0	7.3	5.7	1.6	-9
Luton – Other France	0.7	—	0.7	0.9	—	0.9	-18
Other S.E. England – France	4.4	4.4	—	0.8	0.8	—	435
Other Routes	1.4	0.3	1.1	1.5	0.3	1.2	-7
Germany (Fed. Republic)	143.5	105.3	38.2	162.0	115.4	46.6	-11
London – Dusseldorf	19.4	17.2	2.2	20.9	19.4	1.6	-7
– Frankfurt	37.6	32.7	5.0	39.2	36.6	2.6	-4
– Hamburg	15.5	15.1	0.4	16.0	16.0	—	-3
– Munich	25.7	10.9	14.8	34.0	19.9	14.1	-24
– Other Germany	23.5	21.8	1.7	20.1	15.3	4.8	17
Luton – Germany	9.1	—	9.1	17.0	—	17.0	-47
Manchester – Germany	6.5	5.1	1.3	7.9	5.9	2.0	-18
Other Routes	6.1	2.4	3.7	6.9	2.3	4.6	-11
Gibraltar	6.8	6.4	0.4	6.5	6.4	0.1	4
Greece	18.3	16.1	2.2	30.9	16.5	14.4	-41
Iceland	2.7	2.4	0.3	1.8	1.7	0.1	50
London – Reykjavik	1.7	1.4	0.3	1.0	0.9	0.1	65
Glasgow – Reykjavik	0.1	0.1	—	0.8	0.8	—	-83
Other Routes	0.9	0.9	—	—	—	—	—

Table 18 cont.

	November 1974— January 1975			November 1973— January 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	108.6	107.3	1.3	120.4	118.5	1.9	-10
London – Cork	9.1	8.9	0.2	9.3	9.3	—	-3
– Dublin	56.7	56.6	0.2	64.7	64.0	0.7	-12
– Shannon	6.2	6.2	—	5.7	5.6	0.1	9
Manchester – Dublin	10.0	10.0	—	10.8	10.6	0.1	-7
Birmingham – Dublin	7.4	7.4	—	8.3	8.3	—	-12
Glasgow – Dublin	4.0	4.0	—	4.3	4.3	—	-8
Liverpool – Dublin	4.3	4.3	—	5.1	5.1	—	-16
Leeds/Bradford – Dublin	1.9	1.9	—	2.0	2.0	—	-9
Edinburgh – Dublin	1.6	1.1	0.5	1.3	1.3	—	25
Bristol – Dublin	1.6	1.6	—	1.7	1.6	0.1	-4
Other Routes	5.9	5.4	0.5	7.1	6.3	0.9	-17
Italy	88.8	53.9	34.9	97.1	55.9	41.2	-9
London – Genoa (g)	0.8	—	0.8	0.5	—	0.5	75
– Milan	25.6	18.0	7.6	28.9	20.4	8.6	-11
– Rimini (g)	—	—	—	—	—	—	-100
– Rome	31.2	23.7	7.5	34.7	24.9	9.8	-10
– Venice	3.3	1.8	1.4	3.5	2.1	1.4	-6
– Other Italy	14.9	9.1	5.8	16.1	7.5	8.6	-7
Luton – Rimini	—	—	—	0.2	—	0.2	-100
– Other Italy	10.1	—	10.1	10.7	—	10.7	-5
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	1.0	—	1.0	0.8	—	0.8	31
Other Routes	1.9	1.2	0.6	1.7	1.0	0.7	8
Luxembourg	3.8	3.8	—	4.3	4.1	0.1	-12
London – Luxembourg	3.7	3.7	—	4.3	4.1	0.1	-12
Other Routes	—	—	—	—	—	—	-23
Netherlands	111.8	109.3	2.5	112.0	107.8	4.2	-2
London – Amsterdam	71.1	69.7	1.4	71.1	68.8	2.3	—
– Rotterdam	16.1	15.9	0.3	15.5	15.4	—	4
Other S.E. England – Netherlands	2.5	2.4	0.1	3.5	3.2	0.3	-97
Manchester – Amsterdam	7.4	7.4	—	8.0	8.0	0.1	-8
Other Routes	14.6	13.9	0.7	13.9	12.4	1.5	5
Norway	19.3	15.7	3.6	15.9	12.9	2.9	21
London – Oslo	12.2	10.0	2.2	11.3	9.4	1.9	8
Other Routes	7.1	5.7	1.4	4.6	3.6	1.0	54
Portugal	22.6	12.5	10.1	33.7	15.1	18.7	-33
London – Lisbon	13.1	9.6	3.5	19.5	11.9	7.6	-33
Other Routes	9.6	2.9	6.6	14.2	3.2	11.0	-33
Soviet Union and Eastern Europe (b)	21.4	14.1	7.2	21.9	12.7	9.1	-2
London – Moscow	5.7	4.5	1.2	4.8	3.2	1.6	20
– Prague	2.1	2.1	—	1.9	1.9	—	10
Other Routes	13.6	7.5	6.0	15.2	7.7	7.5	-11

Table 18 cont.

	November 1974— January 1975			November 1973— January 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	233.5	68.9	164.6	326.3	58.9	267.4	-28
London – Barcelona	13.3	11.7	1.6	11.9	9.8	2.1	12
– Ibiza	2.8	0.6	2.2	5.1	0.4	4.7	-44
– Madrid	25.6	22.2	3.3	25.7	21.7	4.0	—
– Malaga	17.6	11.4	6.2	16.7	9.4	7.3	5
– Palma	30.2	8.7	21.6	44.6	8.2	36.3	-32
– Other Spain	27.1	12.4	14.7	31.3	8.5	22.9	-14
Luton – Alicante	7.9	—	7.9	18.8	—	18.8	-58
– Barcelona	0.9	—	0.9	2.1	—	2.1	-55
– Gerona	3.8	—	3.8	4.0	—	4.0	-3
– Ibiza	2.8	—	2.8	5.8	—	5.8	-51
– Palma	10.7	—	10.7	21.5	—	21.5	-50
– Other Spain	5.1	—	5.1	10.5	—	10.5	-52
Other S.E. England – Spain	—	—	—	0.1	—	0.1	-100
Manchester – Barcelona	0.6	—	0.6	1.4	—	1.4	-60
– Palma	12.2	—	12.2	20.1	—	20.1	-40
Other N. England – Spain	23.0	0.4	22.6	33.2	0.6	32.6	-31
Scotland – Spain	11.7	1.3	10.4	17.7	—	17.7	-34
Other Routes	38.2	—	38.2	56.1	0.4	55.7	-32
Sweden	19.8	13.1	6.7	16.7	12.0	4.7	19
London – Stockholm	13.5	8.8	4.7	10.4	8.5	1.8	30
Other Routes	6.3	4.3	1.9	6.3	3.4	2.9	-1
Switzerland	69.1	57.1	12.0	71.6	58.3	13.3	-4
London – Basle	4.4	4.2	0.2	4.8	4.4	0.5	-10
– Geneva	29.7	23.7	6.0	30.1	23.6	6.5	-1
– Zurich	31.0	26.4	4.7	32.6	27.7	4.8	-5
Luton – Switzerland	0.8	—	0.8	1.1	—	1.1	-26
Other Routes	3.1	2.8	0.3	3.0	2.6	0.4	5
Yugoslavia	8.0	5.8	2.2	10.9	5.1	5.8	-27
London – Dubrovnic	1.5	0.1	1.4	3.8	—	3.8	-59
– Ljubljana	1.1	1.0	0.1	1.4	0.8	0.6	-17
Luton – Yugoslavia	0.1	—	0.1	0.3	—	0.3	-45
Other Routes	5.2	4.6	0.5	5.5	4.3	1.2	-6
Other Europe	43.2	28.7	14.5	52.7	37.6	15.1	-18
WESTERN HEMISPHERE							
Canada	61.4	51.7	9.8	56.0	47.6	8.4	10
London – Montreal	12.1	12.0	0.1	12.2	12.1	—	-1
– Toronto	26.0	19.7	6.2	22.4	17.4	5.0	16
– Other Canada	11.0	9.2	1.8	9.9	7.9	2.0	11
Other UK – Montreal	1.4	1.4	—	2.0	2.0	—	-28
– Toronto	9.6	8.1	1.5	8.1	7.1	1.0	20
Other Routes	1.3	1.2	0.1	1.5	1.0	0.4	-10

Table 18 cont.

	November 1974— January 1975			November 1973— January 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	174.2	156.7	17.5	193.8	174.6	19.2	-10
London – New York	65.2	58.7	6.5	81.1	75.1	6.0	-20
– Other East Coast USA	51.7	49.4	2.3	52.0	49.0	3.0	-1
– Chicago and Detroit	18.1	15.9	2.3	19.8	16.7	3.1	-9
– West Coast USA	28.7	26.0	2.7	—	24.4	2.4	7
– Other USA	2.2	1.2	1.0	7.9	5.4	2.5	-72
Other UK – New York	6.5	5.6	0.9	3.8	3.5	0.3	71
Other Routes	1.8	—	1.8	2.3	0.5	1.8	-22
West Atlantic and Caribbean Islands	21.3	20.7	0.7	20.4	17.2	3.2	4
Central and South America	7.6	7.4	0.2	7.3	7.0	0.3	4
REST OF THE WORLD							
Canary Islands	29.9	5.9	24.0	26.5	4.2	22.2	13
North Africa (c)	17.6	9.5	8.0	26.2	6.1	20.1	-33
East Africa (d)	11.1	9.1	2.0	11.8	8.6	3.2	-5
Central Africa (e)	6.1	6.0	0.1	6.0	6.0	—	1
West Africa (d)	11.0	10.1	0.9	10.3	9.0	1.3	6
South Africa	22.8	22.4	0.4	19.4	18.5	0.9	17
Middle East (f)	65.9	64.5	1.3	46.7	45.2	1.6	41
India	19.0	18.8	0.2	17.5	17.3	0.1	9
Pakistan	7.4	7.3	0.1	4.0	3.8	0.2	86
Far East	43.5	36.0	7.5	39.6	28.3	11.3	10
Australia and New Zealand	23.8	23.7	0.1	20.8	20.3	0.6	14
Other Routes n.e.i.	22.8	9.5	13.3	11.7	6.4	5.3	94
ALL ROUTES	1 744.7	1 337.0	407.7	1 888.1	1 319.7	568.4	-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 a line of 49° latitude.

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

Domestic Passengers by Main Routes

Table 19

Monthly Averages

Origin/Destination		November 1974 —January 1975 (000)	November 1973 —January 1974 (000)	Percentage change
London (a)	Aberdeen	11.5	9.0	28
	Belfast	41.2	47.3	-13
	Birmingham	2.5	1.6	61
	Channel Islands	31.6	30.2	5
	Edinburgh	34.7	44.7	-22
	Glasgow	61.8	74.8	-17
	Isle of Man	1.7	1.7	-3
	Leeds/Bradford	8.3	8.6	-4
	Liverpool	9.4	9.0	5
	Manchester	30.7	29.6	4
	Newcastle	19.8	18.8	5
	Tees-side	9.2	9.4	-3
	Other airports	6.6	5.5	20
Belfast	Birmingham	5.3	5.7	-7
	East Midlands	2.9	3.0	-3
	Edinburgh	1.9	1.6	17
	Glasgow	9.0	9.7	-7
	Isle of Man	1.1	1.0	8
	Leeds/Bradford	2.5	2.3	10
	Liverpool	3.0	3.3	-9
	Manchester	9.7	9.8	-1
	Newcastle	1.6	1.6	-1
	Other airports	4.5	3.7	20
Channel Islands	Bournemouth	3.0	2.0	52
	Birmingham	2.5	2.4	5
	Bristol/Glamorgan	2.7	2.0	31
	East Midlands	2.4	1.5	63
	Glasgow	—	0.8	—
	Leeds/Bradford	0.1	—	48
	Liverpool	—	1.6	—
	Manchester	2.0	1.5	29
	Newcastle	—	—	—
	Southampton	13.0	10.9	19
	Other airports	2.5	1.6	55
Edinburgh	Birmingham	1.6	3.0	-47
	Glasgow	—	0.5	-97
	Manchester	2.6	3.2	-17
	Other airports	4.9	2.4	106
Glasgow	Birmingham	4.1	5.3	-23
	East Midlands	3.1	3.7	-15
	Isle of Man	0.7	0.5	27
	Leeds/Bradford	1.5	2.1	-29
	Liverpool	1.4	2.4	-40
	Manchester	4.6	6.1	-25
	Southampton	—	2.4	-100
	Other Scottish airports	12.6	12.8	-2
	Other airports	2.1	2.8	-24
Isle of Man	Blackpool	2.5	2.8	-11
	Liverpool	7.7	6.9	12
	Manchester	2.8	2.0	36
	Newcastle	—	—	—
	Other airports	0.5	0.3	54
Penzance	Isles of Scilly	1.9	1.3	48
Other Routes		25.0	19.0	32
TOTAL		417.8	435.7	-4

(a) Heathrow, Gatwick and Stansted
 'Glasgow' includes Prestwick and Abbotsinch
 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 January 1975

Table 20

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators	
		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	5 123·2	—	—	502·8	909·1	6·0	17·2	—	—	1 330·5	2 211·8	95·2	50·6
+Heathrow	34 257·3	6 565·3	6 718·6	14·9	95·2	8 221·5	11 703·2	93·9	51·7	84·8	65·7	363·3	279·2
+Luton	170·7	—	—	—	—	—	—	—	—	50·4	50·3	15·5	54·5
+Southend	1 204·0	—	—	685·0	490·0	—	—	—	—	10·0	8·0	1·0	10·0
+Stansted	1 541·2	—	—	—	—	—	—	—	—	104·4	1 126·0	117·3	193·5
TOTAL (London Area)	42 296·4	6 565·3	6 718·6	1 202·7	1 494·3	8 227·5	11 720·4	93·9	51·7	1 580·1	3 461·8	592·3	587·8
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+Leeds/Bradford	57·9	17·4	20·7	0·8	1·2	5·6	8·2	—	—	0·1	3·9	—	—
+Liverpool	985·2	77·6	515·5	0·8	1·0	80·0	33·8	—	4·1	24·7	0·6	55·8	191·3
+Manchester	3 213·5	631·7	462·1	5·4	2·7	933·6	1 025·9	—	—	0·1	120·2	—	31·8
+Birmingham	228·2	62·1	56·8	10·3	1·9	43·9	53·2	—	—	—	—	—	—
+Coventry	9·9	—	—	—	—	—	—	—	—	2·5	7·4	—	—
+East Midlands	577·2	—	—	253·2	162·3	—	—	—	—	53·8	50·4	—	57·5
+Newcastle	98·0	9·7	39·8	9·4	29·7	—	—	—	—	—	9·4	—	—
+Tees-side	29·1	—	—	13·8	14·6	—	—	—	—	0·6	0·1	—	—
+Bristol	41·7	7·5	4·2	0·7	0·8	13·9	14·2	0·4	—	—	—	—	—
+Glamorgan	20·9	1·2	10·0	2·0	0·2	2·2	1·2	—	2·9	0·5	0·7	—	—
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+Blackpool	49·1	—	—	6·3	35·5	—	—	—	—	0·3	7·0	—	—
+Bournemouth	393·1	—	—	243·7	97·1	—	—	—	—	37·9	14·4	—	—
+Cambridge	28·4	—	—	—	—	—	—	—	—	—	—	14·0	14·4
+Exeter	24·1	—	—	5·0	19·1	—	—	—	—	—	—	—	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	13·3	6·0	7·3	—	—	—	—	—	—	—	—	—	—
+Lydd	292·5	—	—	—	0·1	—	—	—	—	129·0	163·4	—	—
+Manston	349·7	—	—	—	—	—	—	—	—	169·2	140·8	20·2	19·5
+Norwich	26·8	—	—	12·6	11·3	—	—	—	—	2·8	0·1	—	—
Penzance Heliport	13·3	7·3	6·0	—	—	—	—	—	—	—	—	—	—
+Southampton	66·0	5·3	4·3	12·2	34·6	—	—	—	—	0·1	—	4·5	5·0
+Edinburgh	248·2	156·1	29·4	22·0	35·6	3·3	1·8	—	—	—	—	—	—
+Glasgow	1 364·1	418·9	448·3	49·5	41·6	157·1	239·1	—	—	8·6	0·6	—	0·4
+Prestwick	898·4	395·6	153·6	1·1	1·4	232·0	114·7	—	—	—	—	—	—
Aberdeen	234·8	31·5	48·4	13·5	16·6	—	—	6·1	17·6	30·9	69·1	0·4	0·7
Benbecula	19·0	16·4	2·6	—	—	—	—	—	—	—	—	—	—
Inverness	28·4	6·4	22·0	—	—	—	—	—	—	—	—	—	—
Islay	6·0	1·5	4·4	—	—	—	—	—	—	0·1	—	—	—
+Kirkwall	39·3	26·3	10·5	—	—	0·1	—	—	0·2	0·3	1·9	—	—
Stornoway	32·4	23·6	8·8	—	—	—	—	—	—	—	—	—	—
+Sumburgh	69·4	20·7	5·5	—	—	—	—	5·8	13·2	16·3	7·8	0·1	—
Tiree	0·7	0·5	0·2	—	—	—	—	—	—	—	—	—	—
Wick	6·5	3·9	2·6	—	—	—	—	—	—	—	—	—	—
+Belfast	994·3	632·9	198·5	82·8	32·7	2·6	1·9	—	18·1	—	9·8	15·0	—
+Isle of Man	218·0	130·0	43·0	39·5	5·5	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	52 973·8	9 255·4	8 823·1	1 987·3	2 039·8	9 701·8	13 214·4	106·2	107·8	2 057·9	4 069·4	702·3	908·4
Channel Islands Airports													
Alderney	15·2	—	—	11·0	2·1	—	—	—	—	1·5	0·6	—	—
Guernsey	684·8	67·6	36·8	160·1	196·0	—	—	—	—	55·5	168·8	—	—
Jersey	1 096·4	117·4	259·1	313·3	400·3	0·9	0·1	—	—	3·9	1·4	—	—
TOTAL (Channel Islands Airports)	1 796·4	185·0	295·9	484·4	598·4	0·9	0·1	—	—	60·9	170·8	—	—

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	November 1974 January 1975 (tonnes)	November 1973 January 1974 (tonnes)	Percentage change
London Area Airports			
+ Gatwick	4 989.3	4 748.9	5.1
+ Heathrow	36 556.0	37 743.1	-3.1
+ Luton	215.6	325.6	-33.8
+ Southend	1 453.0	1 762.0	-17.5
+ Stansted	1 441.2	1 428.8	0.9
TOTAL (London Area)	44 655.0	46 008.3	-2.9
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+ Leeds/Bradford	67.8	60.8	11.5
+ Liverpool	1 151.5	1 424.6	-19.2
+ Manchester	3 395.4	3 712.8	-8.5
+ Birmingham	241.9	279.9	-13.6
+ Coventry	3.5	14.4	-75.7
+ East Midlands	776.6	520.8	49.1
+ Newcastle	94.6	265.4	-64.4
+ Tees-side	37.3	92.3	-59.6
+ Bristol	53.5	62.3	-14.1
+ Glamorgan	21.3	30.3	-29.7
Swansea	0.3	—	—
+ Ashford	—	381.2	—
+ Blackpool	61.3	50.1	22.4
+ Bournemouth	320.3	316.7	1.1
+ Cambridge	73.7	186.5	-60.5
+ Exeter	23.0	25.2	-8.7
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	11.9	13.0	-8.5
+ Lydd	320.0	13.2	—
+ Manston	316.2	349.9	-9.6
+ Norwich	21.7	31.8	-31.8
Penzance Heliport	11.9	12.8	-7.0
+ Portsmouth	—	2.9	—
+ Southampton	59.1	65.4	-9.6
+ Edinburgh	314.3	262.3	19.8
+ Glasgow	1 758.7	1 979.0	-11.1
+ Prestwick	1 168.0	1 916.1	-39.0
Aberdeen	244.3	111.0	—
Benbecula	22.2	17.3	28.3
Inverness	27.9	38.8	-28.1
Islay	6.5	5.1	27.5
+ Kirkwall	44.4	36.8	20.7
Stornoway	36.5	36.0	1.4
+ Sumburgh	83.7	58.2	43.8
Tiree	1.2	1.2	—
Wick	7.7	7.0	10.0
+ Belfast	1 889.1	1 248.7	51.3
+ Isle of Man	249.8	289.4	-13.7
TOTAL (Incl. London Area)	57 572.0	59 927.8	-3.9
Channel Islands Airports			
Alderney	15.9	17.7	-10.2
Guernsey	658.7	710.6	-7.3
Jersey	829.6	1 007.5	-17.7
TOTAL (Channel Islands Airports)	1 504.2	1 735.7	-13.3

Portsmouth Airport closed with effect from 31/12/73.

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

All Scheduled Services January 1975

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	9 834	3 125	13 473	186 681	2 119 630	1 276 871	60.2	5 074	272 366	152 188	7 438	29 588	115 161	55.9
British Airways European Division	6 108	8 692	12 233	529 394	689 320	374 146	54.3	3 289	71 351	35 568	894	1 948	32 728	49.8
British Airways Helicopters	6	100	37	1 617	171	99	57.8	16	12	9	—	1	8	72.0
British Airways Regional Division—														
Channel Islands Airways	507	1 339	1 565	48 083	36 437	17 116	47.0	260	3 405	1 560	27	77	1 456	45.8
Scottish Airways	211	1 253	1 348	31 871	13 258	7 317	55.2	199	1 160	666	12	38	616	57.4
Cambrian Airways	356	1 453	1 130	42 422	24 516	12 002	49.0	693	2 416	1 119	5	162	952	46.3
Northeast Airlines	272	725	761	38 533	25 280	15 333	60.7	110	2 319	1 319	—	46	1 273	56.8
British Caledonian Airways	2 590	1 970	3 090	66 944	285 951	136 458	47.7	860	31 829	15 181	321	2 456	12 404	47.7
Air Anglia	218	718	744	10 315	9 585	4 317	45.0	43	980	450	—	19	432	45.9
Aurigny Air Services	78	1 393	445	9 325	886	495	55.9	40	87	42	—	2	40	47.8
British Air Ferries	87	415	411	7 339	3 032	1 418	46.8	1 143	594	380	—	251	129	64.0
British Island Airways	192	1 031	758	20 475	9 619	4 006	41.6	153	885	367	—	26	341	41.5
British Midland Airways	300	918	1 004	23 185	21 662	8 935	41.2	97	1 720	745	—	48	697	43.3
Brymon Airways	22	148	95	601	256	113	43.9	—	24	9	—	—	9	39.3
Dan-Air Services	234	838	815	14 397	13 240	4 837	36.5	—	1 081	395	—	—	395	36.5
Intra Airways	12	105	67	1 318	242	109	45.1	5	20	9	—	—	9	43.8
Loganair	33	361	223	1 715	313	135	43.2	—	29	12	—	—	12	43.2
TOTAL Passenger Services	21 062	24 584	38 198	1 034 215	3 253 397	1 863 706	57.3	11 980	390 279	210 017	8 697	34 661	166 660	53.8
Cargo Services														
British Airways Overseas Division	628	192	864					1 791	20 039	11 219	253	10 968		56.0
British Airways European Division	625	966	1 496					5 681	9 151	3 650	101	3 549		39.9
British Caledonian Airways	94	65	139					436	2 074	1 296	142	1 154		62.5
Air Freight	28	130	137					290	95	61	—	61		64.5
Air-Bridge Carriers	22	62	75					359	211	143	—	143		68.0
British Island Airways	120	365	425					742	550	222	39	183		40.4
Dan-Air Services	3	19	15					114	34	20	—	20		59.5
Intra Airways	5	42	29					114	20	15	—	15		76.1
TOTAL Cargo Services	1 525	1 841	3 180					9 525	32 173	16 627	535	16 095		51.7
GRAND TOTAL	22 587	26 425	41 378	1 034 215	3 253 397	1 863 706	57.3	21 505	422 451	226 644	9 232	50 755	166 660	53.6

International Scheduled Services January 1975

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	9 834	3 125	13 473	186 681	2 119 630	1 276 871	60.2	5 074	272 366	152 188	7 438	29 588	115 161	55.9
British Airways European Division	5 145	6 767	9 958	403 056	582 380	309 952	53.2	2 999	60 652	29 953	846	1 855	27 253	49.4
British Airways Regional Division—														
Channel Islands Airways	186	303	426	9 348	13 831	4 994	36.1	99	1 394	489	1	56	432	35.1
Cambrian Airways	138	379	363	10 310	11 212	4 885	43.6	35	975	408	—	17	391	41.8
Northeast Airlines	99	184	260	7 121	8 799	4 214	47.9	39	806	370	—	20	350	45.9
British Caledonian Airways	2 284	1 378	2 425	44 369	258 901	124 456	48.1	684	29 185	14 067	319	2 373	11 374	48.2
Air Anglia	130	298	397	5 633	5 725	2 289	40.0	43	586	248	—	19	229	42.3
Aurigny Air Services	62	1 288	366	8 573	706	379	53.7	38	69	32	—	1	30	46.0
British Air Ferries	87	415	411	7 339	3 032	1 418	46.8	1 143	594	380	—	251	129	64.0
British Island Airways	83	346	317	7 833	4 131	1 789	43.3	40	380	162	—	10	152	42.6
British Midland Airways	99	274	317	4 600	7 220	2 189	30.3	—	550	183	—	12	171	33.2
Brymon Airways	7	32	29	149	62	30	49.0	—	6	3	—	—	3	43.6
Dan-Air Services	95	229	314	5 283	4 751	1 855	39.1	—	388	151	—	—	151	39.0
Intra Airways	7	89	44	1 264	199	93	46.8	5	16	8	—	—	7	47.0
TOTAL Passenger Services	18 255	15 107	29 100	701 559	3 020 578	1 735 414	57.5	10 198	367 966	198 639	8 604	34 202	155 834	54.0
Cargo Services														
British Airways Overseas Division	628	192	864	—	—	—	—	1 791	20 039	11 219	253	10 968	—	56.0
British Airways European Division	515	680	1 176	—	—	—	—	3 932	7 142	2 860	75	2 785	—	40.0
British Caledonian Airways	70	23	90	—	—	—	—	218	1 913	1 171	17	1 154	—	61.2
Air Freight	28	130	137	—	—	—	—	290	95	61	—	61	—	64.5
British Island Airways	61	104	204	—	—	—	—	168	282	95	10	85	—	33.7
Intra Airways	1	18	8	—	—	—	—	48	4	3	—	3	—	79.6
TOTAL Cargo Services	1 303	1 147	1 579	—	—	—	—	6 445	29 475	15 409	354	15 057	—	52.3
GRAND TOTAL	19 558	16 254	31 579	701 559	3 020 578	1 735 414	57.5	16 643	397 441	214 048	8 959	49 259	155 834	53.9

Domestic Scheduled Services January 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	963	1 925	2 275	126 338	106 939	64 193	60.0	291	10 699	5 615	48	93	5 474	52.5
British Airways Helicopters	6	100	37	1 617	171	99	57.8	16	12	9	—	1	8	72.0
British Airways Regional Division—														
Channel Islands Airways	321	1 036	1 139	38 735	22 606	12 122	53.6	161	2 012	1 071	26	21	1 024	53.2
Scottish Airways	211	1 253	1 348	31 871	13 258	7 317	55.2	199	1 160	666	12	38	616	57.4
Cambrian Airways	218	1 074	767	32 112	13 304	7 117	53.5	657	1 441	711	5	144	562	49.3
Northeast Airlines	173	541	500	31 412	16 482	11 119	67.5	71	1 513	949	—	26	923	62.7
British Caledonian Airways	306	592	665	22 575	27 050	12 002	44.4	177	2 644	1 114	1	83	1 030	42.1
Air Anglia	88	420	347	4 682	3 860	2 028	52.5	—	395	203	—	—	203	51.4
Aurigny Air Services	16	105	79	752	179	116	64.6	2	18	10	—	—	9	54.6
British Island Airways	110	685	441	12 642	5 488	2 217	40.4	112	505	206	—	17	188	40.7
British Midland Airways	202	644	687	18 585	14 442	6 745	46.7	97	1 171	562	—	36	526	48.0
Brymon Airways	15	116	67	452	194	82	42.3	—	18	7	—	—	7	38.0
Dan-Air Services	139	609	501	9 114	8 489	2 981	35.1	—	693	243	—	—	243	35.1
Intra Airways	5	16	23	54	43	16	37.5	—	4	1	—	—	1	31.9
Loganair	33	361	223	1 715	313	135	43.2	—	29	12	—	—	12	43.2
TOTAL Passenger Services	2 807	9 477	9 098	332 656	232 819	128 291	55.1	1 782	22 313	11 378	93	459	10 826	51.0
Cargo Services														
British Airways European Division	111	286	320	—	—	—	—	1 749	2 009	790	26	764	—	39.3
British Caledonian Airways	24	42	49	—	—	—	—	218	161	125	125	—	—	77.7
Air-Bridge Carriers	22	62	75	—	—	—	—	359	211	143	—	143	—	68.0
British Island Airways	58	261	221	—	—	—	—	574	268	127	29	98	—	47.5
Dan-Air Services	3	19	15	—	—	—	—	114	34	20	—	20	—	59.5
Intra Airways	4	24	21	—	—	—	—	66	16	12	—	12	—	75.1
TOTAL Cargo Services	222	694	701	—	—	—	—	3 080	2 697	1 218	180	1 037	—	45.1
GRAND TOTAL	3 029	10 171	9 799	332 656	232 819	128 291	55.1	4 862	25 010	12 596	273	1 496	10 826	50.4

All Non-Scheduled Services January 1975

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo† uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	343	89	462	9 346	59 457	55 559	93.4	—	6 544	5 075	—	5 075	77.6
British Airways European Division	249	287	506	10 295	12 018	8 390	69.8	1 153	3 624	1 887	1 149	738	52.1
British Airtours	420	144	568	17 661	79 281	62 824	79.2	—	7 214	5 269	—	5 269	73.0
British Airways Helicopters	153	1 198	879	8 409	3 271	1 318	40.3	82	308	111	13	98	36.1
British Airways Regional Division—													
Channel Islands Airways	3	11	10	264	164	89	54.1	—	14	8	—	8	56.0
Scottish Airways	4	16	14	219	182	76	41.6	21	24	10	4	7	43.6
Cambrian Airways	63	143	139	3 423	4 806	2 508	52.2	9	451	210	8	202	46.6
Northeast Airlines	119	132	209	13 783	14 458	12 755	88.2	—	1 243	1 062	3	1 059	85.4
British Caledonian Airways	1 378	616	2 620	33 802	96 934	78 810	81.3	2 566	33 628	21 976	14 984	6 992	65.4
Air Anglia	55	146	148	609	737	286	38.8	—	82	29	—	29	35.0
Air Freight	12	24	59	—	—	—	—	29	40	23	23	—	57.4
Air-Bridge Carriers	26	61	99	—	—	—	—	91	242	72	72	—	29.9
Alidair	48	124	137	984	1 101	335	30.5	134	338	94	66	28	27.9
Aurigny Air Services	—	2	1	28	2	2	100.0	—	—	—	—	—	78.6
Beecham Imperial	9	22	22	79	72	34	46.9	—	6	3	—	3	48.9
Bristow Helicopters	310	2 364	2 247	16 818	5 376	2 977	55.4	315	498	289	60	229	57.9
Britannia Airways	1 634	1 161	2 689	126 721	210 002	179 149	85.3	124	17 994	15 331	104	15 228	85.2
British Air Ferries	38	29	126	—	—	—	—	60	259	134	134	—	51.9
British Executive Air Services	25	215	123	1 573	319	127	39.9	6	61	13	1	13	21.6
British Island Airways	113	343	419	7 053	4 453	2 252	50.6	9	520	249	59	190	47.9
British Midland Airways	538	380	818	17 504	85 899	43 318	50.4	65	6 915	3 519	152	3 367	50.9
Dan-Air Services	1 418	1 049	2 430	87 707	181 133	143 363	79.1	3	14 490	11 462	2	11 461	79.1
Fairflight Charters	44	89	153	390	265	182	68.7	8	27	18	5	13	66.7
Green Shield Stamp	23	39	32	170	228	97	42.3	—	18	8	—	8	42.3
Haywards Aviation	—	2	2	20	3	3	100.0	—	—	—	—	—	80.0
IDS Aircraft	41	159	135	462	239	118	49.5	—	20	10	—	10	49.4
International Aviation Service	509	214	1 021	—	—	—	—	1 516	11 598	7 904	7 904	—	68.1
Intra Airways	—	7	4	116	9	8	91.8	—	2	2	1	1	92.4
Invicta International Airlines	389	239	684	6 294	19 208	10 972	57.1	756	5 894	3 225	2 161	1 064	54.7
Laker Airways	1 390	595	2 063	71 661	247 309	205 486	83.1	—	24 426	20 121	—	20 121	82.4
Loganair	74	674	289	2 591	616	277	45.0	—	57	25	—	25	42.9
MAM Aviation	34	32	51	102	307	106	34.5	—	31	11	—	11	35.5
McAlpine Aviation	180	346	321	756	1 405	512	36.5	—	105	41	—	41	38.5
Merlot International Airlines	20	29	30	47	152	33	21.7	—	12	3	—	3	25.0
Monarch Airlines	900	327	1 419	28 083	137 432	74 980	54.6	7	14 670	7 599	798	6 800	51.8
Moseley Aviation	11	31	36	155	74	54	73.0	—	7	4	—	4	57.1
Northern Air Taxis	57	101	192	404	336	224	66.7	—	35	18	—	18	51.4
Northern Executive Aviation	—	1	1	—	—	—	—	1	—	—	—	—	74.1
Peters Aviation	23	93	103	635	291	169	58.1	4	29	14	1	13	47.3
Ryburn Air	15	75	54	4	5	2	40.0	5	9	1	1	—	11.7
Thurston Aviation	25	107	94	112	57	20	35.1	14	14	5	4	1	35.7
Tradewinds Airways	476	130	956	—	—	—	—	706	11 013	8 859	8 859	—	80.4
Trans-Meridian Air Cargo	777	237	1 488	—	—	—	—	1 931	20 915	11 276	11 276	—	53.9
TOTAL	11 946	12 083	23 853	468 280	1 167 603	887 415	76.0	9 628	183 376	125 968	47 842	78 126	68.7
Class 5A Licence TOTAL	261	416	639	10 774	16 772	11 274	67.2	..	4 006	2 967	2 013	954	74.1
TOTAL Excludes 5A Licence	11 685	11 667	23 214	457 506	1 150 831	876 141	76.1	9 628	179 370	123 001	45 829	77 172	68.6

†Does not include cargo carried under Class 5 Licences.

International Non-Scheduled Services January 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	342	87	457	9 168	59 311	55 465	93.5	—	6 524	5 067	—	5 067	77.7
British Airways European Division	245	279	496	9 975	11 546	8 191	70.9	1 135	3 570	1 866	1 114	722	52.3
British Airtours	420	144	568	17 661	79 281	62 824	79.2	—	7 214	5 269	—	5 269	73.0
British Airways Helicopters	153	1 198	879	8 409	3 271	1 318	40.3	82	308	111	13	98	36.1
British Airways Regional Division—													
Scottish Airways	1	2	3	78	52	28	54.9	—	4	2	—	2	54.2
Cambrian Airways	51	51	89	1 292	4 089	2 232	54.6	9	384	187	8	179	48.7
Northeast Airlines	113	122	198	13 189	13 901	12 414	89.3	—	1 191	1 032	2	1 030	86.6
British Caledonian Airways	1 378	616	2 620	33 802	96 934	78 810	81.3	2 566	33 628	21 976	14 984	6 992	65.4
Air Anglia	14	20	44	266	445	178	39.9	—	50	18	—	18	35.6
Air Freight	12	24	59	—	—	—	—	29	40	23	23	—	57.4
Air-Bridge Carriers	19	24	64	—	—	—	—	45	146	32	32	—	21.7
Alidair	18	51	53	828	1 056	290	27.5	27	127	38	14	24	30.0
Aurigny Air Services	—	2	1	28	2	2	100.0	—	—	—	—	—	78.6
Beecham Imperial	5	12	13	37	44	18	40.5	—	4	2	—	2	43.4
Bristow Helicopters	310	2 364	2 247	16 818	5 376	2 977	55.4	315	498	289	60	229	57.9
Britannia Airways	1 634	1 161	2 689	126 721	210 002	179 149	85.3	124	17 994	15 331	104	15 228	85.2
British Air Ferries	37	26	120	—	—	—	—	57	250	153	133	—	53.3
British Executive Air Services	25	215	123	1 573	319	127	39.9	6	61	13	1	13	21.6
British Island Airways	77	215	266	3 869	2 636	1 325	50.3	4	351	170	58	112	48.3
British Midland Airways	433	167	504	12 337	78 643	40 789	51.9	—	6 359	3 287	118	3 169	51.7
Dan-Air Services	1 390	958	2 332	85 712	179 829	142 761	79.4	2	14 381	11 413	1	11 412	79.4
Fairflight Charters	25	46	84	140	117	73	62.4	7	15	9	4	5	60.0
Green Shield Stamp	23	39	32	170	228	97	42.3	—	18	8	—	8	42.3
International Aviation Service	509	214	1 021	—	—	—	—	1 516	11 598	7 904	7 904	—	68.1
Intra Airways	—	3	2	46	6	5	89.4	—	1	—	—	—	78.4
Invicta International Airlines	389	239	684	6 294	19 208	10 972	57.1	756	5 894	3 225	2 161	1 064	54.7
Laker Airways	1 390	595	2 063	71 661	247 309	205 486	83.1	—	24 426	20 121	—	20 121	82.4
MAM Aviation	33	30	50	86	299	99	33.1	—	30	10	—	10	33.3
McAlpine Aviation	151	201	247	575	1 202	447	37.2	—	90	35	—	35	39.0
Merlot International Airlines	20	29	30	47	152	33	21.7	—	12	3	—	3	25.0
Monarch Airlines	900	327	1 419	28 083	137 432	74 980	54.6	7	14 670	7 599	798	6 800	51.8
Moseley Aviation	1	2	3	10	6	5	83.3	—	1	—	—	—	74.9
Northern Air Taxis	1	3	5	—	—	—	—	—	1	—	—	—	48.6
Peters Aviation	1	2	4	5	20	4	17.9	—	2	—	—	—	17.9
Ryburn Air	1	2	3	4	5	2	40.0	—	1	—	—	—	33.3
Thurston Aviation	6	21	19	38	11	4	36.4	2	2	1	1	—	50.0
Tradewinds Airways	476	130	956	—	—	—	—	706	11 013	8 859	8 859	—	80.4
Trans-Meridian Air Cargo	777	237	1 488	—	—	—	—	1 931	20 915	11 276	11 276	—	53.9
TOTAL	11 380	9 858	21 934	448 922	1 152 733	881 105	76.4	9 336	181 770	125 307	47 695	77 612	68.9
Class 5A Licence TOTAL	197	98	363	4 711	13 745	9 812	71.4	N/A	3 655	2 811	1 980	831	76.9
TOTAL Excludes 5A Licence	11 183	9 760	21 571	444 211	1 138 988	871 293	76.5	9 336	178 115	122 496	45 715	76 781	68.8

†Does not include cargo carried under Class 5 Licences.

Domestic Non-Scheduled Services January 1975

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo† uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
										Total (000)	Cargo (000)		
British Airways Overseas Division	1	2	4	178	146	94	64.0	—	20	8	—	8	42.0
British Airways European Division	4	8	9	320	471	199	42.1	17	55	21	5	16	38.0
British Airways Regional Division—													
Channel Islands Airways	3	11	9	264	164	89	54.1	—	14	8	—	8	56.0
Scottish Airways	3	14	11	141	130	47	36.3	21	20	8	4	4	41.2
Cambrian Airways	12	92	51	2 131	717	276	38.5	—	67	23	—	23	34.3
Northeast Airlines	6	10	11	594	557	341	61.2	—	52	30	1	29	56.9
Air Anglia	41	126	104	343	292	108	37.1	—	32	11	—	11	34.0
Air-Bridge Carriers	7	37	35	—	—	—	—	46	96	41	41	—	42.4
Alidair	30	73	85	156	45	45	100.0	107	211	56	52	4	26.6
Beecham Imperial	4	10	9	42	29	16	56.4	—	3	1	—	1	57.1
British Air Ferries	1	3	6	—	—	—	—	3	9	1	1	—	12.8
British Island Airways	36	128	152	3 184	1 817	926	51.0	5	169	80	2	78	47.1
British Midland Airways	105	213	314	5 167	7 255	2 529	34.9	65	556	232	34	197	41.6
Dan-Air Services	28	91	99	1 995	1 304	602	46.1	1	109	50	1	49	45.5
Fairflight Charters	19	43	69	250	148	109	73.6	1	12	9	1	8	75.0
Haywards Aviation	—	2	2	20	3	3	100.0	—	—	—	—	—	80.0
I D S Aircraft	41	159	135	462	239	118	49.5	—	20	10	—	10	49.4
Intra Airways	—	4	2	70	3	3	97.2	—	1	1	1	—	98.8
Loganair	74	674	289	2 591	616	277	45.0	—	57	25	—	25	42.9
MAM Aviation	1	2	1	16	8	7	87.5	—	1	1	—	1	100.0
McAlpine Aviation	29	145	74	181	203	66	32.3	—	15	5	—	5	35.7
Moseley Aviation	10	29	33	145	68	49	72.1	—	6	4	—	4	66.7
Northern Air Taxis	56	98	187	404	336	224	66.7	—	34	18	—	18	52.9
Northern Executive Aviation	—	1	1	—	—	—	—	1	—	—	—	—	74.1
Peters Aviation	22	91	99	630	271	165	61.1	3	27	13	1	12	49.5
Ryburn Air	14	73	51	—	—	—	—	5	8	1	1	—	10.2
Thurston Aviation	19	86	75	74	46	16	34.8	12	12	4	3	1	33.3
TOTAL	566	2 225	1 919	19 358	14 870	6 310	42.4	291	1 605	660	147	513	41.1
Class 5A Licence TOTAL	64	318	276	6 063	3 027	1 462	48.3	N/A	351	156	33	123	44.4
TOTAL Excludes 5A Licence	502	1 907	1 643	13 295	11 843	4 848	40.9	291	1 254	504	114	390	40.2

†Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations January 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	85	18	117	2 314	—	14 851	12 958	87·3	1 657	1 191	71·9
British Airtours	61	15	76	971	—	11 570	8 538	73·8	1 053	727	69·1
British Caledonian Airways	71	11	87	1 514	—	13 254	11 847	89·4	1 819	1 067	58·6
Dan-Air Services	48	12	65	1 424	—	9 002	8 400	93·3	719	671	93·3
Laker Airways	205	51	269	6 530	—	49 366	36 825	74·6	5 062	3 683	72·8
TOTAL	469	107	613	12 753	—	98 045	78 567	80·1	10 310	7 338	71·2

There were no US originating passengers in January 1974.

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

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat—km			Tonne—km			Number of IT passengers uplifted	
					Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available	Class 2	Class 4
International Services												
British Airways Overseas Division	8	9	15	2 821	2 759	2 562	92·9	287	217	75·8	—	—
British Airways European Division	69	79	121	7 795	7 393	6 384	81·9	712	561	78·8	—	—
British Airtours	137	70	195	9 407	25 900	19 017	73·4	2 357	1 631	69·2	—	—
British Airways Regional Division—												
Scottish Airways	1	2	3	78	52	28	54·9	4	2	54·2	—	—
Cambrian Airways	48	46	79	1 292	4 089	2 232	54·6	360	179	49·8	—	—
Northeast Airlines	105	110	183	12 176	12 859	11 612	90·3	1 097	964	87·8	—	—
British Caledonian Airways	210	230	631	21 336	24 045	20 576	85·6	2 219	1 774	79·9	—	—
Britannia Airways	1 488	952	2 369	106 372	193 494	165 258	85·4	16 446	14 047	85·4	—	—
Dan-Air Services	821	619	1 392	54 372	95 449	74 057	77·6	7 632	5 922	77·6	—	—
Invicta International Airlines	1	2	2	139	96	53	55·2	10	5	55·2	—	—
Laker Airways	690	336	1 038	32 112	81 315	64 929	79·8	7 673	6 124	79·8	—	—
Monarch Airlines	164	84	347	11 530	27 834	23 273	83·6	2 707	2 111	78·0	—	309
TOTAL International Services	3 742	2 539	6 374	259 430	475 285	389 980	82·0	41 503	33 537	80·8	—	309
Domestic Services—NIL												
GRAND TOTAL	3 742	2 539	6 374	259 430	475 285	389 980	82·0	41 503	33 537	80·8	—	309

All Class 4 Licence Operations January 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	249	62	330	—	4 211	41 847	40 038	95.7	4 600	3 667	79.7
British Airways European Division	2	1	3	—	87	216	183	84.5	22	16	73.3
British Airtours	86	19	122	—	1 437	16 190	11 984	74.0	1 473	1 012	68.7
British Airways Regional Division— Northeast Airlines	5	6	8	—	455	571	504	88.2	48	42	86.6
British Caledonian Airways	200	97	620	—	7 183	33 495	28 096	83.9	4 393	2 517	57.3
Britannia Airways	20	15	32	—	1 667	2 637	2 214	83.9	225	188	83.7
Dan-Air Services	472	294	782	—	28 132	68 954	55 590	80.6	5 515	4 445	80.6
Intra Airways	—	5	2	—	116	9	8	91.8	1	1	82.9
Invicta International Airlines	33	20	54	—	1 851	4 833	4 433	91.7	466	427	91.6
Laker Airways	90	62	176	—	4 150	7 999	5 944	74.3	719	536	74.6
Loganair	25	372	57	—	1 684	202	117	57.9	18	11	57.9
Monarch Airlines	1	2	3	309	—	225	204	90.9	22	19	84.8
TOTAL	1 184	955	2 189	309	50 973	177 178	149 315	84.3	17 502	12 880	73.6

International Class 4 Licence Operations January 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	248	60	326	—	4 033	41 701	39 945	95.8	4 580	3 658	79.9
British Airways European Division	2	1	3	—	87	216	183	84.5	22	16	73.3
British Airtours	86	19	122	—	1 437	16 190	11 984	74.0	1 473	1 012	68.7
British Airways Regional Division— Northeast Airlines	4	4	5	—	336	505	449	89.0	43	37	86.9
British Caledonian Airways	200	97	620	—	7 183	33 495	28 096	83.9	4 393	2 517	57.3
Britannia Airways	20	15	32	—	1 667	2 637	2 214	83.9	225	188	83.7
Dan-Air Services	471	292	779	—	28 042	68 926	55 563	80.6	5 512	4 442	80.6
Intra Airways	—	3	2	—	46	6	5	89.4	1	—	78.4
Invicta International Airlines	33	20	54	—	1 851	4 833	4 433	91.7	466	427	91.6
Laker Airways	90	62	176	—	4 150	7 999	5 944	74.3	719	536	74.6
Monarch Airlines	1	2	3	309	—	225	204	90.9	22	19	84.8
TOTAL	1 156	575	2 122	309	48 832	176 732	149 021	84.3	17 456	12 854	73.6

Domestic Class 4 Licence Operations January 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 Airways Overseas Division	1	2	4	—	178	146	94	64.0	20	8	42.0
British Airways Regional Division— Northeast Airlines	1	2	3	—	119	66	54	81.5	5	5	83.9
Dan-Air Services	1	2	2	—	90	28	26	93.8	2	2	94.9
Intra Airways	—	2	1	—	70	3	3	97.2	—	—	93.5
Loganair	25	372	57	—	1 684	202	117	57.9	18	11	57.9
TOTAL	28	380	67	—	2 141	446	294	65.9	46	26	56.1

All Class 6 Licence Operations January 1975

Table 27.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
British Airways European Division	8	16	14	87	103	44	42.9
British Airways Regional Division— Cambrian Airways	3	5	10	10	24	8	33.4
British Caledonian Airways	622	183	841	2 567	18 993	12 833	67.6
Air Freight	9	16	47	30	30	16	53.2
Air-Bridge Carriers	19	32	68	90	152	42	27.8
Alidair	3	8	7	20	18	7	37.5
Britannia Airways	19	24	36	124	144	104	72.0
British Air Ferries	1	2	4	5	6	2	34.6
International Aviation Service	79	27	145	189	1 952	1 596	81.7
Invicta International Airlines	42	19	64	150	577	343	59.5
Tradewinds Airways	252	80	483	706	6 337	4 648	73.3
Trans-Meridian Air Cargo	395	109	761	960	10 933	6 074	55.6
TOTAL	1 452	521	2 478	4 937	39 269	25 717	65.5

International Class 6 Licence Operations January 1975

Table 27.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
British Airways European Division	8	16	14	87	103	44	42.9
British Airways Regional Division— Cambrian Airways	3	5	10	10	24	8	33.4
British Caledonian Airways	622	183	841	2 567	18 993	12 833	67.6
Air Freight	9	16	47	30	30	16	53.2
Air-Bridge Carriers	17	22	57	44	126	32	25.1
Alidair	3	8	7	20	18	7	37.5
Britannia Airways	19	24	36	124	144	104	72.0
British Air Ferries	1	2	4	5	6	2	34.6
International Aviation Service	79	27	145	189	1 952	1 596	81.7
Invicta International Airlines	42	19	64	150	577	343	59.5
Tradewinds Airways	252	80	483	706	6 337	4 648	73.3
Trans-Meridian Air Cargo	395	109	761	960	10 933	6 074	55.6
TOTAL	1 450	511	2 467	4 891	39 243	25 706	65.5

Domestic Class 6 Licence Operations January 1975

Table 27.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
Air-Bridge Carriers	2	10	11	46	26	11	40.5
TOTAL	2	10	11	46	26	11	40.5

All Class 7 Licence Operations January 1975

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	35	41	73	1 571	1 499	859	57.3	158	469	292	218	74	62.2
British Airtours	13	8	16	436	2 396	1 739	72.6	—	218	146	—	146	67.1
British Airways Helicopters	153	1 198	879	8 409	3 271	1 318	40.3	83	308	111	13	98	36.1
British Airways Regional Division—													
Channel Islands Airways	3	11	9	264	164	89	54.1	—	14	8	—	8	56.0
Scottish Airways	3	14	11	141	130	47	36.3	22	20	8	4	4	41.2
Northeast Airlines	1	2	4	32	44	25	57.1	—	4	2	—	2	57.3
British Caledonian Airways	65	36	103	1 823	7 388	3 440	46.6	—	783	325	24	300	41.5
Air Anglia	55	146	148	609	737	286	38.8	—	82	29	—	29	35.0
Air-Bridge Carriers	2	3	8	—	—	—	—	2	22	—	—	—	21.2
Alidair	46	116	130	984	1 101	335	30.5	114	320	88	59	28	27.3
Aurigny Air Services	—	2	1	28	2	2	100.0	—	—	—	—	—	78.6
Beecham Imperial	9	22	22	79	72	34	46.9	—	6	3	—	3	48.9
Bristow Helicopters	310	2 364	2 247	16 818	5 376	2 977	55.4	316	498	289	60	229	57.9
British Air Ferries	37	27	122	—	—	—	—	56	253	132	132	—	52.3
British Executive Air Services	25	215	123	1 573	319	127	39.9	7	61	13	1	13	21.6
British Island Airways	3	9	11	263	121	104	85.4	10	14	11	2	9	80.0
British Midland Airways	30	73	97	2 117	1 653	996	60.2	10	122	81	3	78	66.4
Dan-Air Services	53	116	157	2 864	3 488	1 782	51.1	4	286	145	2	143	50.6
Fairflight Charters	44	89	153	390	265	182	68.7	8	27	18	5	13	66.7
Green Shield Stamp	23	39	32	170	228	97	42.3	—	18	8	—	8	42.3
Haywards Aviation	—	2	2	20	3	3	100.0	—	—	—	—	—	80.0
I D S Aircraft	41	159	135	462	239	118	49.5	—	20	10	—	10	49.4
International Aviation Service	297	140	614	—	—	—	—	866	5 976	4 043	4 043	—	67.6
Invicta International Airlines	181	119	357	—	—	—	—	606	2 890	1 627	1 627	—	56.3
Loganair	17	107	78	305	191	68	35.6	—	18	6	—	6	33.3
MAM Aviation	34	32	51	102	307	106	34.5	—	31	11	—	11	35.5
McAlpine Aviation	180	346	321	756	1 405	512	36.5	—	105	41	—	41	38.5
Merlot International Airlines	20	29	30	47	152	33	21.7	—	12	3	—	3	25.0
Monarch Airlines	39	13	61	328	4 940	1 577	31.9	4	620	162	19	143	26.1
Moseley Aviation	11	31	36	155	74	54	73.0	—	7	4	—	4	57.1
Northern Air Taxis	57	101	192	404	336	224	66.7	—	35	18	—	18	51.4
Northern Executive Aviation	—	1	1	—	—	—	—	1	—	—	—	—	61.6
Peters Aviation	23	93	103	635	291	169	58.1	4	29	14	1	13	47.3
Ryburn Air	15	75	54	4	5	2	40.0	6	9	1	1	—	11.7
Thurston Aviation	25	107	94	112	57	20	35.1	14	14	5	4	1	35.7
Trans-Meridian Air Cargo	327	108	624	—	—	—	—	972	8 515	4 074	4 074	—	47.8
TOTAL	2 175	5 994	7 098	41 901	36 255	17 326	47.8	3 260	21 804	11 724	10 290	1 435	53.8

International Class 7 Licence Operations January 1975

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	31	33	63	1 251	1 027	660	64.3	140	414	271	213	58	65.4
British Airtours	13	8	16	436	2 396	1 739	72.6	—	218	146	—	146	67.1
British Airways Helicopters	153	1 198	879	8 409	3 271	1 318	40.3	83	308	111	13	98	36.1
British Caledonian Airways	65	36	103	1 823	7 388	3 440	46.6	—	783	325	24	300	41.5
Air Anglia	14	20	44	266	445	178	39.9	—	50	18	—	18	35.6
Air-Bridge Carriers	2	2	7	—	—	—	—	2	20	—	—	—	21.2
Alidair	16	43	45	828	1 056	290	27.5	7	109	31	7	24	28.7
Aurigny Air Services	—	2	1	28	2	2	100.0	—	—	—	—	—	78.6
Beecham Imperial	5	12	13	37	44	18	40.5	—	4	2	—	2	43.4
Bristow Helicopters	310	2 364	2 247	16 818	5 376	2 977	55.4	316	498	289	60	229	57.9
British Air Ferries	36	24	116	—	—	—	—	53	244	131	131	—	53.7
British Executive Air Services	25	215	123	1 573	319	127	39.9	7	61	13	1	13	21.6
British Island Airways	1	3	4	92	36	33	92.0	4	5	5	2	3	89.2
British Midland Airways	13	17	35	696	827	568	68.6	—	64	44	—	44	69.5
Dan-Air Services	26	27	60	959	2 212	1 207	54.6	3	179	97	1	96	54.3
Fairflight Charters	25	46	84	140	117	73	62.4	7	15	9	4	5	60.0
Green Shield Stamp	23	39	32	170	228	97	42.3	—	18	8	—	8	42.3
International Aviation Service	297	140	614	—	—	—	—	866	5 976	4 043	4 043	—	67.6
Invicta International Airlines	181	119	357	—	—	—	—	606	2 890	1 627	1 627	—	56.3
MAM Aviation	33	30	50	86	299	99	33.1	—	30	10	—	10	33.3
McAlpine Aviation	151	201	247	575	1 202	447	37.2	—	90	35	—	35	39.0
Merlot International Airlines	20	29	30	47	152	33	21.7	—	12	3	—	3	25.0
Monarch Airlines	39	13	61	328	4 940	1 577	31.9	4	620	162	19	143	26.1
Moseley Aviation	1	2	3	10	6	5	83.3	—	1	—	—	—	50.2
Northern Air Taxis	1	3	5	—	—	—	—	—	1	—	—	—	52.0
Peters Aviation	1	2	4	5	20	4	17.9	—	2	—	—	—	17.9
Ryburn Air	1	2	3	4	5	2	40.0	—	1	—	—	—	33.3
Thurston Aviation	6	21	19	38	11	4	36.4	2	2	1	1	—	50.0
Trans-Meridian Air Cargo	327	108	624	—	—	—	—	972	8 515	4 074	4 074	—	47.8
TOTAL	1 814	4 759	5 890	34 619	31 380	14 897	47.5	3 071	21 129	11 454	10 218	1 236	54.2

Domestic Class 7 Licence Operations January 1975

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	4	8	9	320	471	199	42.1	18	55	21	5	16	38.0
British Airways Regional Division—													
Channel Islands Airways	3	11	9	264	164	89	54.1	—	14	8	—	8	56.0
Scottish Airways	3	14	11	141	130	47	36.3	22	20	8	4	4	41.2
Northeast Airlines	1	2	4	32	44	25	57.1	—	4	2	—	2	57.3
Air Anglia	41	126	104	343	292	108	37.1	—	32	11	—	11	34.0
Air-Bridge Carriers	—	1	1	—	—	—	—	—	2	—	—	—	21.2
Alidair	30	73	85	156	45	45	100.0	107	211	56	52	4	26.6
Beecham Imperial	4	10	9	42	29	16	56.4	—	3	1	—	1	57.1
British Air Ferries	1	3	6	—	—	—	—	3	9	1	1	—	12.8
British Island Airways	2	6	7	171	85	70	82.6	5	9	7	1	6	74.8
British Midland Airways	17	56	61	1 421	826	428	51.8	10	58	36	3	33	62.9
Dan-Air Services	27	89	96	1 905	1 276	575	45.1	1	107	48	1	47	44.5
Fairflight Charters	19	43	69	250	148	109	73.6	1	12	9	1	8	75.0
Haywards Aviation	—	2	2	20	3	3	100.0	—	—	—	—	—	80.0
I D S Aircraft	41	159	135	462	239	118	49.5	—	20	10	—	10	49.4
Loganair	17	107	78	305	191	68	35.6	—	18	6	—	6	33.3
MAM Aviation	1	2	1	16	8	7	87.5	—	1	1	—	1	100.0
McAlpine Aviation	29	145	74	181	203	66	32.3	—	15	5	—	5	35.7
Moseley Aviation	10	29	33	145	68	49	72.1	—	6	4	—	4	66.7
Northern Air Taxis	56	98	187	404	336	224	66.7	—	34	18	—	18	52.9
Northern Executive Aviation	—	1	1	—	—	—	—	1	—	—	—	—	61.6
Peters Aviation	22	91	99	630	271	165	61.1	4	27	13	1	12	49.5
Ryburn Air	14	73	51	—	—	—	—	6	8	1	1	—	10.2
Thurston Aviation	19	86	75	74	46	16	34.8	12	12	4	3	1	33.3
TOTAL	361	1 235	1 208	7 282	4 875	2 428	49.8	189	675	271	72	199	40.1

All Exempt Operations January 1975

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	134	146	291	688	2 642	874	33.1	909	2 293	966	886	79	42.1
British Caledonian Airways	72	14	148	1 064	13 126	12 065	91.9	—	1 788	1 086	—	1 086	60.7
Britannia Airways	101	166	240	18 305	13 194	11 148	84.5	—	1 122	948	—	948	84.5
British Midland Airways	88	157	252	3 746	6 430	2 102	32.7	56	498	195	31	164	39.2
International Aviation Service	133	47	262	—	—	—	—	461	3 670	2 265	2 265	—	61.7
Laker Airways	164	38	217	3 478	31 664	21 624	68.3	—	3 275	2 162	—	2 162	66.0
Loganair	23	125	105	126	92	24	26.1	—	9	2	—	2	22.2
Monarch Airlines	34	9	71	81	1 559	1 372	88.0	4	402	193	70	124	48.1
TOTAL	750	702	1 586	27 488	68 706	49 209	71.6	1 430	13 057	7 817	3 253	4 564	59.9

International Exempt Operations January 1975

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	134	146	291	688	2 642	874	33.1	909	2 293	966	886	79	42.1
British Caledonian Airways	72	14	148	1 064	13 126	12 065	91.9	—	1 788	1 086	—	1 086	60.7
Britannia Airways	101	166	240	18 305	13 194	11 148	84.5	—	1 122	948	—	948	84.5
International Aviation Service	133	47	262	—	—	—	—	461	3 670	2 265	2 265	—	61.7
Laker Airways	164	38	217	3 478	31 664	21 624	68.3	—	3 275	2 162	—	2 162	66.0
Monarch Airlines	34	9	71	81	1 559	1 372	88.0	4	402	193	70	124	48.1
TOTAL	638	420	1 229	23 616	62 184	47 084	75.7	1 374	12 550	7 620	3 222	4 398	60.7

Domestic Exempt Operations January 1975

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Midland Airways	88	157	252	3 746	6 430	2 102	32.7	56	498	195	31	164	39.2
Loganair	23	125	105	126	92	24	26.1	—	9	2	—	2	22.2
TOTAL	111	282	357	3 872	6 522	2 126	32.6	56	507	197	31	166	38.9

Class 5 Operations for UK Operators January 1975

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	2	4	5	154	268	90	33.6	..	26	8	—	—	8	30.8
British Airtours	26	9	34	1 063	4 898	3 219	65.7	..	446	270	—	—	270	60.5
British Airways Regional Division—														
Cambrian Airways	12	92	51	2 131	717	276	38.5	..	67	23	—	—	23	34.3
Northeast Airlines	7	12	13	899	873	515	59.0	..	84	45	—	2	43	53.6
British Caledonian Airways	2	3	4	109	248	115	46.4	..	22	9	—	—	9	40.9
Air-Bridge Carriers	5	26	24	—	—	—	—	..	68	30	—	30	—	44.1
Britannia Airways	5	4	13	377	677	530	78.3	..	57	45	—	—	45	78.9
British Island Airways	34	122	145	3 013	1 732	856	49.4	..	160	73	—	1	72	45.6
Dan-Air Services	24	8	35	915	4 240	3 534	83.3	..	338	280	—	—	280	82.8
Intra Airways	—	2	2	—	—	—	—	..	1	1	—	1	—	100.0
Invicta International Airlines	22	16	36	1 637	2 988	2 071	69.3	..	291	198	—	—	198	68.0
Loganair	9	70	49	476	131	68	51.9	..	12	6	—	—	6	50.0
Monarch Airlines	57	28	121	—	—	—	—	..	934	710	—	710	—	76.0
Tradewinds Airways	9	2	18	—	—	—	—	..	242	232	—	232	—	95.9
Trans-Meridian Air Cargo	47	18	89	—	—	—	—	..	1 258	1 037	—	1 037	—	82.4
TOTAL	261	416	639	10 774	16 772	11 274	67.2	..	4 006	2 967	—	2 013	954	74.1

Class 5 Operations for Non-UK Operators January 1975

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airtours	97	23	125	4 347	18 327	18 327	100.0	..	1 667	1 482	—	—	1 482	88.9
British Airways Regional Division—														
Northeast Airlines	1	2	2	221	111	100	90.1	..	10	9	—	1	8	90.0
British Caledonian Airways	136	42	187	773	5 378	2 670	49.6	..	3 611	2 366	—	2 126	240	65.5
Air Freight	3	8	12	—	—	—	—	..	10	7	—	7	—	70.0
British Island Airways	76	212	262	3 777	2 600	1 292	49.7	..	346	165	1	55	109	47.7
British Midland Airways	420	150	469	11 641	77 816	40 221	51.7	..	6 295	3 243	—	118	3 125	51.5
Invicta International Airlines	111	63	170	2 667	11 291	4 415	39.1	..	1 660	625	—	191	434	37.7
Laker Airways	241	108	363	25 391	76 964	76 164	99.0	..	7 697	7 616	—	—	7 616	98.9
Monarch Airlines	605	191	816	15 835	102 875	48 554	47.2	..	9 985	4 404	—	—	4 404	44.1
Tradewinds Airways	215	48	456	—	—	—	—	..	4 434	3 979	—	3 979	—	89.7
Trans-Meridian Air Cargo	8	2	15	—	—	—	—	..	209	92	—	92	—	44.0
TOTAL	1 913	849	2 877	64 652	295 362	191 743	64.9	..	35 924	23 988	1	6 569	17 418	66.8

Aircraft Type and Utilisation — All Airlines January 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 December 1974	Daily Utilisation per Aircraft (hrs) Quarter ended December 1974
Aviation Traders Carvair	125	415	29	411	126	7 339	1 418	6	4.1
Aviation Traders Merchantman	663	—	1 011	—	1 324	—	—	10	4.6
AW650 Argosy	39	—	93	—	142	3	—	2	2.8
BAC 111-200	1 232	1 060	—	1 690	—	32 672	40 754	7	5.7
BAC 111-300/400	1 426	1 453	—	2 708	—	73 186	86 257	17	6.0
BAC 111/500	1 886	3 751	42	4 327	49	187 464	97 342	24	6.0
BAC Britannia-300	420	9	178	71	821	81	1 372	5	5.1
BAC Vanguard 952	255	19	144	35	450	2 077	1 723	5	10.3
BAC VC10 Standard	707	249	—	893	—	9 864	56 539	6	6.7
BAC VC10 Super	3 322	1 089	—	4 466	—	43 781	291 378	15	10.8
BAC Viscount-700	11	88	—	48	—	2 076	255	2	0.6
BAC Viscount-700D/800/810	1 380	4 882	124	4 972	142	144 046	43 142	48	3.9
Beagle 206	57	98	3	187	5	404	224	4	1.6
Beechcraft 18/Super H18	4	18	—	21	—	24	6	1	0.3
Beechcraft B55 Baron	—	—	—	—	—	—	—	1	—
Beechcraft B80 Queenair	—	—	—	—	—	—	—	1	0.9
Beechcraft B90 Kingair	—	—	—	—	—	—	—	2	0.1
Bell 212 Twin	49	684	—	305	—	3 524	263	6	2.2
Boeing 707-120/120B	324	139	—	508	—	14 709	41 125	2	6.7
Boeing 707-320C/336	4 895	1 020	449	4 483	2 001	59 666	343 732	24	9.2
Boeing 707-420	1 796	633	—	2 591	—	41 722	219 368	18	6.0
Boeing 720/720B	933	361	3	1 395	10	32 219	82 857	6	5.3
Boeing 727-100	409	253	—	620	—	27 284	45 912	5	6.2
Boeing 737-200	1 634	1 137	24	2 653	36	126 721	179 149	14	8.2
Boeing 747	3 372	934	—	4 673	—	93 814	700 337	17	11.2
Britten-Norman Islander	141	1 490	27	630	31	5 932	474	14	1.6
Britten-Norman Trislander	70	1 064	—	416	—	8 162	508	7	2.6
Canadair CL 44	1 253	—	367	—	2 444	—	—	11	6.7
Cessna 340	15	2	73	3	51	4	2	1	1.0
Cessna 401/421	16	61	—	47	—	97	32	2	0.3
DC10	395	118	—	507	—	27 522	117 863	3	6.0
DC3 Dakota/Pionair	66	96	197	83	228	1 660	306	10	1.4
DC8-54/55F Jet Trader	57	—	19	—	80	—	—	—	—
DH 104 Dove	22	27	17	47	35	195	85	3	2.3
DH 106 Comet 4B/C	421	350	—	753	—	30 092	37 306	13	3.3
DH 114 Heron	23	93	—	103	—	635	169	5	0.8
DHC 6 Twin-Otter	7	51	—	27	—	322	63	1	2.2
Fokker Friendship 100/600	218	719	—	745	—	10 341	4 323	4	5.6
HP Herald 100/200	425	1 311	426	1 103	498	27 528	6 257	13	4.4
HP Herald 700	32	116	—	115	—	2 051	780	3	1.7
HS 121 Trident 1C	1 297	2 170	—	2 639	—	132 215	75 595	19	4.4
HS 121 Trident 1E	223	350	—	422	—	32 036	21 270	4	4.1
HS 121 Trident 2E	1 370	976	—	2 326	—	51 337	74 936	15	5.3
HS 121 Trident 3B	2 177	2 717	—	4 443	—	206 906	161 626	26	5.7
HS 125	239	358	—	372	—	982	716	17	1.0
HS 748	226	837	2	829	9	13 476	4 375	7	4.1
Lockheed L1011 Tristar	62	67	—	112	—	7 393	6 276	3	—
PA23 Aztec/Apache	23	106	4	84	4	182	54	7	0.7
PA31 Navajo	118	340	32	322	32	1 014	335	*11	*1.3
Sikorsky 58T	—	—	—	—	—	—	—	1	1.6
Sikorsky S61N	386	2 055	—	2 633	—	17 987	3 883	21	3.1
Westland Wessex	58	1 138	—	349	—	6 906	375	7	1.8
TOTAL	34 280	34 904	3 264	56 167	8 518	1 487 651	2 750 763	*476	*4.8

*Excluding airlines for which details not available.

Aircraft Type and Utilisation — Individual Airlines Table 31.2

January 1975

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1974	Daily utilisation per aircraft (hrs) Quarter ended December 1974
British Airways Overseas Division									
BAC VC10 Standard	707	249	—	893	—	9 864	56 539	6	6·8
BAC VC10 Super	3 322	1 089	—	4 466	—	43 781	291 378	15	10·8
Boeing 707-320C/336	2 040	383	192	1 868	864	20 491	130 392	11	10·2
Boeing 707-420	1 354	483	—	1 993	—	24 201	153 563	9	9·7
Boeing 747	3 372	934	—	4 673	—	93 814	700 337	17	11·2
TOTAL	10 794	3 138	192	13 893	864	192 151	1 332 210	58	10·3
British Airways European Division									
BAC 111-500	1 287	2 884	—	3 181	—	140 882	60 472	18	6·1
HS 121 Trident 2E	1 370	976	—	2 326	—	51 337	74 936	15	5·3
Aviation Traders Merchantman	663	—	1 011	—	1 324	—	—	10	4·6
HS 121 Trident 1C	1 297	2 170	—	2 639	—	132 215	75 595	19	4·4
HS 121 Trident 3B	2 177	2 717	—	4 443	—	206 906	161 626	26	5·7
Lockheed L1011 Tristar	62	67	—	112	—	7 393	6 276	3	—
TOTAL	6 856	8 814	1 011	12 701	1 324	538 733	378 905	91	5·2
British Airways Airtours									
Boeing 707-420	442	150	—	598	—	17 521	65 806	9	2·4
TOTAL	442	150	—	598	—	17 521	65 806	9	2·4
British Airways Helicopters									
Sikorsky S61N	146	1 043	—	826	—	8 903	1 345	10	2·7
Bell 212 Twin	13	255	—	90	—	1 123	72	1	3·8
TOTAL	159	1 298	—	916	—	10 026	1 417	11	2·8
British Airways Channel Islands Airways									
BAC Viscount-700D/800/810	344	1 041	—	1 230	—	37 086	11 705	12	4·0
BAC 111-300/400	187	329	—	561	—	12 557	6 842	3	6·4
TOTAL	531	1 370	—	1 791	—	49 643	18 547	15	4·5
British Airways Scottish Airways									
BAC Viscount-700D/800/810	194	1 161	8	1 087	5	30 646	6 626	7	5·2
Short SC7 Skyvan	—	—	—	—	—	—	—	—	2·1
TOTAL	194	1 161	8	1 087	5	30 646	6 626	7	4·9
British Airways Cambrian Airways									
BAC Viscount-700	11	88	—	48	—	2 076	255	2	0·6
BAC Viscount-700D/800/810	230	1 100	5	829	10	28 212	6 470	8	3·5
BAC 111-300/400	178	403	—	383	—	15 557	7 785	4	4·9
TOTAL	419	1 591	5	1 260	10	45 845	14 510	14	3·5
British Airways Northeast Airlines									
BAC Viscount-700D/800/810	168	505	—	546	—	20 121	6 753	6	3·2
HS 121 Trident 1E	223	350	—	422	—	32 036	21 270	4	4·1
TOTAL	391	855	—	968	—	52 157	28 023	10	3·6

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 December 1974	Daily utilisation per aircraft (hrs) Quarter ended December 1974
British Caledonian Airways									
BAC 111-200	1 232	1 060	—	1 690	—	32 672	40 754	7	5.7
BAC 111-500	599	867	42	1 146	49	46 682	36 869	6	5.8
Boeing 707-320C/336	2 230	425	257	1 827	1 137	19 878	137 644	9	10.0
BAC VC10 Standard	—	—	—	—	—	—	—	—	5.8
TOTAL	4 062	2 352	299	4 663	1 186	99 232	215 268	22	7.3
Air Anglia									
DC3 Dakota/Pionair	15	25	—	52	—	382	215	2	1.0
Fokker Friendship 100/600	218	719	—	745	—	10 341	4 323	4	5.6
PA31 Navajo	39	120	—	96	—	201	65	3	1.3
TOTAL	272	864	—	893	—	10 924	4 603	9	3.1
Air Freight									
DC3 Dakota/Pionair	40	—	154	—	197	—	—	4	1.9
Air-Bridge Carriers									
AW650 Argosy	39	—	93	—	142	3	—	2	2.8
BAC Viscount-700D/800/810	9	—	30	—	32	—	—	1	1.5
TOTAL	48	—	123	—	174	3	—	3	2.5
Alidair									
BAC Viscount-700D/800/810	48	43	81	42	95	984	335	2	4.2
Aurigny Air Services									
Britten-Norman Trislander	44	893	—	263	—	7 184	349	4	3.0
Britten-Norman Islander	34	502	—	183	—	2 169	148	3	1.8
TOTAL	78	1 395	—	446	—	9 353	497	7	2.5
Beecham Imperial									
HS 125	9	22	—	22	—	79	34	2	0.5
Bristow Helicopters									
Sikorsky S61N	240	1 012	—	1 807	—	9 084	2 538	11	3.4
Westland Wessex	58	1 138	—	349	—	6 906	375	7	1.8
Bell 212 Twin	12	214	—	92	—	828	64	1	3.7
Sikorsky 58T	—	—	—	—	—	—	—	1	1.6
TOTAL	310	2 364	—	2 248	—	16 818	2 977	20	2.8
Britannia Airways									
Boeing 737-200	1 634	1 137	24	2 653	36	126 721	179 149	14	8.2
British Air Ferries									
Aviation Traders Carvair	125	415	29	411	126	7 339	1 418	6	4.1
British Executive Air Services									
Bell 212 Twin	25	215	—	123	—	1 573	127	4	1.0
British Island Airways									
HP Herald 100/200	425	1 311	426	1 103	498	27 528	6 257	13	4.4

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1974	Daily utilisation per aircraft (hrs) Quarter ended December 1974
British Midland Airways									
HP Herald 700	32	116	—	115	—	2 051	780	3	1.7
BAC Viscount-700D/800/810	387	1 032	—	1 238	—	26 997	11 252	12	3.8
Boeing 707-320C/336	420	150	—	469	—	11 641	40 221	2	4.6
TOTAL	838	1 298	—	1 822	—	40 689	52 253	17	3.5
Brymon Airways									
Britten-Norman Islander	15	97	—	68	—	279	50	2	1.3
DHC 6 Twin-Otter	7	51	—	27	—	322	63	1	2.2
TOTAL	22	148	—	95	—	601	113	3	1.6
Dan-Air Services									
HS 748	226	837	2	829	9	13 476	4 375	7	4.1
BAC 111-300/400	391	383	—	716	—	22 172	25 131	5	5.5
DH 106 Comet 4B/C	421	350	—	753	—	30 092	37 306	13	3.3
Boeing 727-100	409	253	—	620	—	27 284	45 912	5	6.2
Boeing 707-320C/336	205	62	—	319	—	7 656	35 474	2	4.5
TOTAL	1 652	1 885	2	3 237	9	100 680	148 199	32	4.3
Eagle Flying Services									
Beechcraft B55 Baron	—	—	—	—	—	—	—	1	—
Beechcraft B90 King Air	—	—	—	—	—	—	—	2	—
TOTAL	—	—	—	—	—	—	—	3	—
Fairflight Charters									
DH 104 Dove	22	25	17	45	35	175	82	3	2.1
PA31 Navajo	22	43	4	67	6	215	100	1	2.1
TOTAL	44	68	21	112	41	390	182	4	2.1
Green Shield Stamp									
HS 125	23	39	—	32	—	170	97	1	1.4
Haywards Aviation									
DH 104 Dove	—	2	—	2	—	20	3	..	..
IDS Aircraft									
PA23 Aztec/Apache	7	24	—	28	—	37	11	1	1.4
PA31 Navajo	34	135	—	107	—	425	108	2	1.7
TOTAL	41	159	—	135	—	462	119	3	1.6
International Aviation Service									
BAC Britannia-300	319	—	148	—	679	—	—	3	6.4
DC8-54/55F Jet Trader	57	—	19	—	80	—	—	—	—
TOTAL	375	—	167	—	759	—	—	3	6.4
Intra Airways									
Britten-Norman Islander	7	39	1	38	1	156	26	1	1.2
DC3 Dakota/Pionair	11	71	43	31	31	1 278	91	4	0.9
TOTAL	18	110	44	69	32	1 434	117	5	1.0

Table 31.2 cont.

	Aircraft—km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended December 1974	Daily utilisation per aircraft (hrs) Quarter ended December 1974
		Passenger	Cargo	Passenger	Cargo				
Invicta International Airlines									
BAC Vanguard 952	255	19	144	35	450	2 077	1 723	5	10·3
Boeing 720/720B	134	73	3	189	10	4 217	9 249	2	1·0
TOTAL	389	92	147	224	460	6 294	10 972	7	7·2
Laker Airways									
BAC 111-300/400	671	338	—	1 048	—	22 900	46 499	5	6·9
DC10	395	118	—	507	—	27 522	117 863	3	6·0
Boeing 707-120/120B	324	139	—	508	—	14 709	41 125	2	6·7
TOTAL	1 390	595	—	2 063	—	65 131	205 486	10	6·6
Loganair									
Beechcraft 18/Super H18	4	18	—	21	—	24	6	1	0·3
Britten-Norman Trislander	26	171	—	153	—	978	159	3	2·1
Britten-Norman Islander	77	846	—	338	—	3 304	248	6	1·8
TOTAL	107	1 035	—	512	—	4 306	413	10	1·8
MAM Aviation									
HS 125	34	32	—	51	—	102	106	1	2·1
McAlpine Aviation									
Cessna 401/421	16	61	—	47	—	97	32	2	0·3
HS 125	153	236	—	237	—	584	447	11	1·0
PA23 Aztec/Apache	8	42	—	27	—	65	29	3	0·7
PA31 Navajo	3	7	—	11	—	10	5	1	1·0
TOTAL	180	346	—	322	—	756	512	17	0·9
Merlot International Airlines									
HS 125	20	29	—	30	—	47	33	2	0·7
Monarch Airlines									
BAC Britannia-300	101	9	30	71	142	81	1 372	2	3·2
Boeing 720/720B	799	288	—	1 206	—	28 002	73 608	4	6·4
TOTAL	900	297	30	1 277	142	28 083	74 980	6	5·3
Moseley Aviation									
PA31 Navajo	11	31	—	36	—	155	54	1	0·4
Northern Air Taxis									
Beagle 206	57	98	3	187	5	404	224	4	1·6
Northern Executive Aviation									
Britten-Norman Islander	—	—	1	—	1	—	—	1	1·0
Peters Aviation									
DH 114 Heron	23	93	—	103	—	635	169	5	0·8

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 December 1974	Daily utilisation per aircraft (hrs) Quarter ended December 1974
Ryburn Air									
Cessna 340	15	2	73	3	51	4	2	1	1.1
Thurston Aviation									
Britten-Norman Islander	7	6	25	3	29	24	2	1	0.9
PA23 Aztec/Apache	9	40	4	29	4	80	15	3	0.4
PA31 Navajo	9	4	28	5	26	8	3	3	0.5
TOTAL	25	50	57	37	59	112	20	7	0.5
Tradewinds Airways									
Canadair CL 44	476	—	130	—	956	—	—	4	7.5
Trans-Meridian Air Cargo									
Canadair CL 44	777	—	237	—	1 488	—	—	7	6.2
Vernair Transport									
Beechcraft B80 Queenair	—	—	—	—	—	—	—	1	0.9
GRAND TOTAL	34 280	34 904	3 264	56 167	8 518	1 487 651	2 750 763	476*	4.8*

*Excluding those airlines for which details are not available.

Operations Subject to Variable Charge† by Type of Licence, and Non-chargeable Operations January 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	420 860	225 951	59 326	166 628	53.7
Class 2	10 310	7 338	—	7 338	71.2
Class 3	41 503	33 537	—	33 537	80.8
Class 4	17 502	12 880	—	12 880	73.6
Class 5	39 930	26 955	8 583	18 372	67.5
Class 6	39 269	25 717	25 717	—	65.5
Class 7	21 804	11 724	10 290	1 434	53.8
TOTAL	591 178	344 102	103 916	240 189	58.2
Non-chargeable Operations					
Foreign Operators	1 482	639	639	—	43.1
Exempt Services	13 057	7 817	3 253	4 564	59.9
TOTAL	14 539	8 456	3 891	4 564	58.2
GRAND TOTAL	605 717	352 558	107 807	244 753	58.2

† Variable charges can be made against only those licences issued under the revised system that came into effect on 1 January 1974; immediate conversion to the revised system did not take place in all cases. In the table above activities that continued under old style licences have been included under the equivalent revised licence classes; for example, activity under Class A licences has been listed under Class 1 but was not in fact chargeable.

Output by Type of Licence and Aircraft Ownership January 1975

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Hired from UK Airline (000)	Tonne-km Available Hired Otherwise (000)	Total (000)
Class 1	420 860	109	1 482	422 451
Class 2	10 310	—	—	10 310
Class 3	41 503	—	—	41 503
Class 4	17 502	—	—	17 502
Class 6	39 269	—	—	39 269
Class 7	21 804	—	—	21 804
Exempt Services	9 387	—	3 670	13 057
TOTAL	560 635	109	5 152	565 896
Class 5 hired to UK Airlines	4 006			
Non UK Airlines	35 924			
TOTAL	39 930			
GRAND TOTAL	600 565			

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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.