

Mr. Humphreys T404

**Civil Aviation Authority**



CAP 386

# CAA Annual Statistics 1974 and 1975

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# **CAA Annual Statistics 1974 and 1975**

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# Foreword

- 1 CONTENT** *CAA Annual 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.

## 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

- 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 Annual Statistics*.

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

Conversion factors (foot/pound system to metric system)

1 short ton (2000 lbs)	=	0.9072 tonnes
1 long 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 Appendices A and B.

## 3 ENQUIRIES

- 3.1 Statistics** Enquiries concerning the information in *CAA Annual Statistics* should be addressed to:

Civil Aviation Authority  
Room T 420  
Space House  
43/59 Kingsway  
London WC2B 6TE  
Tel. 01 379 7311 Ext. 2585

- 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 OTHER CIVIL AVIATION STATISTICS**

4.1 Statistics for the period from January 1968 to December 1972 were published in the Civil Aviation Series of the Department of Trade & Industry's *Business Monitors*.

The series comprise:

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

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

4.2 Subsequent statistics (except those relating to airline finances) have been published in 'CAA Monthly Statistics', obtainable from the Civil Aviation Authority at the address given in para. 3.2.

4.3 Subsequent statistics relating to airline finances were published separately in 'Financial Results of United Kingdom Airlines 1968–74', also obtainable from the address given in para. 3.2.

4.4 Annual statistics for 1973 were published in 'CAA Annual Statistics 1973', obtainable from the address given in para. 3.2. This publication covers annual statistics for 1974 and 1975 together because the former were delayed due to data processing difficulties.

4.5 Table 3.23 has been compiled from data collected during a series of Origin and Destination Surveys carried out in recent years. The most recent publication summarising the results of these Surveys was 'Origins and Destinations of Passengers at United Kingdom Airports', obtainable from the address given in para. 3.2. A new publication covering the results of the Survey undertaken in 1975 will be published during the second half of 1976.

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## **Part I**

# **UK Airlines — Operating, Traffic and Personnel Statistics**

# Size Structure of UK Airlines

## Years ended 31 December 1969 and 1974

**Table 1.1 (1974)**

	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of available tonne – kilometres of UK airlines this size and smaller
<b>1974</b>				
British Airways—Overseas Division	4 125	49.81	100	100.00
British Airways—European Division	1 152	13.91	98	50.19
British Caledonian Airways	840	10.14	96	36.28
Dan-Air Services	320	3.86	95	26.14
Laker Airways	297	3.59	93	22.28
Britannia Airways	284	3.43	91	18.69
Trans-Meridian Air Cargo	193	2.33	89	15.26
British Airtours	149	1.80	87	12.93
Tradewinds Airways	142	1.71	85	11.13
Court Line Aviation*	140	1.69	84	9.42
Monarch Airlines	128	1.55	82	7.73
British Midland Airways	81	0.98	80	6.18
British Airways—Northeast Airlines	65	0.78	78	5.20
International Aviation Services	62	0.75	76	4.42
British Airways—Cambrian Airways	52	0.63	75	3.67
Invicta International Airlines	51	0.62	73	3.04
British Airways—Channel Islands Airways	49	0.59	71	2.43
Donaldson International Airways*	39	0.47	69	1.84
British Airways—Scottish Airways	29	0.35	67	1.36
British Island Airways	28	0.34	65	1.01
British Air Ferries	12	0.14	64	0.68
Others (34 airlines)	44	0.53	62	0.53

\*Estimated.

<b>1969</b>				
BOAC	2 666	54.11	100	100.00
BEA	921	18.69	97	45.89
British United Airways	312	6.33	95	27.20
Caledonian Airways	263	5.34	92	20.86
Britannia Airways	117	2.37	90	15.53
Dan-Air Services	85	1.73	87	13.15
Laker Airways	76	1.54	85	11.43
Monarch Airlines	75	1.52	82	9.88
Autair International Airways	64	1.30	79	8.36
Lloyd International Airways	61	1.24	77	7.06
Transmeridian	48	0.97	74	5.83
BKS Air Transport	43	0.87	72	4.85
Tradewinds Airways	35	0.71	69	3.98
Channel Airways	33	0.67	67	3.27
Cambrian Airways	31	0.63	64	2.60
British Midland Airways	25	0.51	62	1.97
British Air Ferries	18	0.37	59	1.46
Donaldson International Airways	16	0.32	56	1.10
Others (21 airlines)	38	0.77	54	0.77

# Size Structure of UK Airlines

## Years ended 31 December 1970 and 1975

**Table 1.1 (1975)**

	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of available tonne – kilometres of UK airlines this size and smaller
<b>1975</b>				
British Airways—Overseas Division	4 521	50.66	100	100.00
British Airways—European Division	1 117	12.51	98	49.34
British Caledonian Airways	801	8.98	96	36.83
Dan-Air Services	374	4.20	94	27.85
Laker Airways	367	4.11	92	23.65
Britannia Airways	321	3.60	90	19.54
Trans-Meridian Air Cargo	245	2.74	88	15.94
British Airtours	214	2.40	85	13.20
International Aviation Services	181	2.03	83	10.80
Monarch Airlines	161	1.81	81	8.77
Tradewinds Airways	160	1.80	79	6.96
British Midland Airways	111	1.24	77	5.16
British Airways—Northeast Airlines	64	0.72	75	3.92
Invicta International Airlines	63	0.71	73	3.20
British Airways—Channel Islands Airways	52	0.57	71	2.49
British Airways—Cambrian Airways	41	0.46	69	1.92
British Airways—Scottish Airways	30	0.33	67	1.46
British Island Airways	28	0.31	65	1.13
British Air Ferries	12	0.13	63	0.82
Others (29 airlines)	61	0.68	60	0.68
<b>1970</b>				
BOAC	2 940	50.86	100	100.00
BEA	982	16.99	98	49.14
Caledonian Airways	401	6.94	96	32.16
British United Airways	328	5.67	93	25.22
Britannia Airways	138	2.39	91	19.55
Dan-Air Services	106	1.83	89	17.16
Court Line Aviation	102	1.76	87	15.33
Laker Airways	94	1.63	84	13.56
BEA Airtours	88	1.52	82	11.94
Transmeridian	87	1.50	80	10.41
Lloyd International Airways	83	1.44	78	8.91
Tradewinds Airways	76	1.31	76	7.47
Monarch Airlines	70	1.21	73	6.16
British Midland Airways	59	1.02	71	4.95
Channel Airways	50	0.86	69	3.93
Cambrian Airways	43	0.74	67	3.06
Northeast Airlines	41	0.71	64	2.32
Donaldson International Airways	38	0.66	62	1.61
British Air Ferries	18	0.31	60	0.95
British Island Airways	16	0.28	58	0.64
Others (25 airlines)	21	0.36	56	0.36

# Main Output of UK Airlines 1946-1975

Table 1.2

	Total Available Tonne-km (000 000)	Percentage growth on prev. year	Scheduled services Available Tonne-km (000 000)	Percentage growth on prev. year	Non-scheduled services Available Tonne-km (000 000)	Percentage growth on prev. year
1946	..	—	110	—	..	—
1947	..	..	150	36.4	..	..
1948	..	..	204	36.0	..	..
1949	..	..	225	10.3	..	..
1950	..	..	297	32.0	..	..
1951	..	..	355	19.5	..	..
1952	..	..	395	11.3	..	..
1953	..	..	445	12.7	..	..
1954	..	..	464	4.3	..	..
1955	..	..	575	23.9	..	..
1956	..	..	638	11.0	..	..
1957	..	..	729	14.3	..	..
1958	..	..	824	13.0	..	..
1959	..	..	941	14.2	..	..
1960	..	..	1 191	26.6	..	..
1961	1 990	..	1 575	32.2	415	..
1962	2 215	11.3	1 784	13.3	431	3.9
1963	2 439	10.1	1 953	9.5	486	12.8
1964	2 879	18.0	2 275	16.5	604	24.3
1965	3 325	15.5	2 664	17.1	661	9.4
1966	3 851	15.8	2 993	12.4	858	29.8
1967	4 016	4.3	3 145	5.1	871	1.5
1968	4 214	4.9	3 256	3.5	958	10.0
1969	4 927	16.9	3 748	15.1	1 179	23.1
1970	5 782	17.4	4 129	10.2	1 653	40.2
1971	6 973	20.6	4 591	11.2	2 382	44.1
1972	8 249	18.3	5 399	17.6	2 850	19.7
1973	9 003	9.1	5 953	10.3	3 051	7.0
1974	8 283	-8.0	5 745	-3.5	2 538	-16.8
1975	8 927	7.8	5 984	4.2	2 943	16.0
<b>Mean rates of growth (percentages)</b>						
1946-50	..		27.1		..	
1951-55	..		11.9		..	
1956-60	..		16.2		..	
1961-65	13.8		13.9		13.5	
1966-70	10.8		8.5		17.5	
1971-75	5.1		6.1		3.1	
Last 20 years	..		13.0		..	
10 years	11.6		9.2		18.0	
2 years	7.8		4.2		16.0	

Scheduled Services by UK Airlines 1965-1975

Table 1.3

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Tonne-km available (000 000)	Total	Mail (000 000)	Tonne-km used Freight (000 000)	Passenger (000 000)	As percentage of available
<b>All Services</b>									
1965	20 211·5	12 421·7	61·5	2 663·6	1 387·4	57·1	303·6	1 026·7	52·1
1966	22 128·4	13 349·1	60·3	2 992·6	1 594·8	64·1	384·3	1 146·4	53·3
1967	24 106·1	14 069·3	58·4	3 144·9	1 678·6	64·4	399·6	1 214·6	53·4
1968	25 092·1	14 094·7	56·2	3 255·9	1 715·1	70·0	421·4	1 223·7	52·7
1969	28 245·2	16 237·3	57·5	3 748·3	2 025·7	83·7	531·0	1 411·0	54·0
1970	31 079·8	17 432·1	56·1	4 128·9	2 116·0	97·4	493·8	1 524·8	51·2
1971	34 377·8	18 663·9	54·3	4 591·5	2 270·0	88·9	541·0	1 639·1	49·4
1972	40 659·3	22 169·5	54·5	5 399·3	2 730·1	102·2	680·4	1 947·5	50·6
1973	45 551·5	26 187·2	57·5	5 953·3	3 210·7	111·3	795·8	2 303·6	53·9
1974	44 190·8	25 396·8	57·5	5 744·6	3 165·5	118·5	786·0	2 261·0	55·1
1975	45 922·6	27 554·8	60·0	5 983·7	3 316·5	132·1	725·3	2 459·1	55·4
<b>International Services</b>									
1965	17 665·1	10 737·4	60·8	2 420·4	1 234·1	54·3	288·8	891·0	51·0
1966	19 133·0	11 504·5	60·1	2 701·3	1 420·8	61·0	361·6	998·2	52·6
1967	20 916·4	12 127·5	58·0	2 839·6	1 497·0	61·7	376·8	1 058·5	52·7
1968	21 968·2	12 234·1	55·7	2 955·5	1 536·5	67·3	395·5	1 073·7	52·0
1969	25 220·0	14 328·9	56·8	3 455·9	1 844·0	81·0	505·5	1 257·5	53·4
1970	27 912·6	15 440·2	55·3	3 818·5	1 931·9	94·4	474·0	1 363·5	50·6
1971	31 172·4	16 692·2	53·5	4 272·4	2 086·7	86·4	523·4	1 476·9	48·8
1972	37 260·6	20 002·5	53·7	5 054·6	2 526·3	99·1	658·7	1 768·5	50·0
1973	41 825·6	23 745·9	56·8	5 568·7	2 984·4	108·0	771·1	2 105·3	53·6
1974	40 612·0	23 140·8	57·0	5 375·1	2 951·8	115·5	763·9	2 072·4	54·9
1975	42 536·2	25 398·4	59·7	5 639·5	3 117·7	129·3	711·1	2 277·3	55·3
<b>Domestic Services</b>									
1965	2 546·4	1 684·3	66·1	243·2	153·4	2·8	14·9	135·7	63·1
1966	2 995·4	1 844·6	61·6	291·3	173·9	3·1	22·6	148·2	59·7
1967	3 189·7	1 941·7	60·9	305·3	181·6	2·7	22·8	156·1	59·5
1968	3 123·9	1 860·6	59·6	300·4	178·6	2·7	25·9	150·0	59·5
1969	3 025·1	1 908·4	63·1	292·4	181·7	2·7	25·5	153·5	62·1
1970	3 167·3	1 991·9	62·9	310·4	184·0	2·9	19·8	161·3	59·3
1971	3 205·3	1 971·8	61·5	319·0	182·3	2·5	17·6	162·2	57·1
1972	3 398·8	2 167·0	63·8	344·7	203·8	3·0	21·8	179·0	59·1
1973	3 725·9	2 441·2	65·5	384·7	226·3	3·3	24·7	198·3	58·8
1974	3 578·8	2 256·1	63·0	369·5	213·7	3·0	22·1	188·6	57·8
1975	3 386·4	2 156·4	63·7	344·2	198·8	2·9	14·2	181·8	57·8

Non-scheduled Services by UK Airlines 1965-1975

Table 1.4

By Main Type of Service

	Total Tonne-km available (000 000)	Percentage of all UK services	Inclusive Tours Tonne-km available (000 000)	Percentage of all UK services	Other separate fare and advance booking charters Tonne-km available (000 000)	Percentage of all UK services	Other charters Tonne-km available (000 000)	Percentage of all UK services
1965	660·8	19·9	143·2	4·3	89·3	2·7	428·3	12·9
1966	858·4	22·3	253·0	6·6	140·6	3·7	464·9	12·1
1967	871·0	21·7	300·0	7·5	138·1	3·4	432·9	10·8
1968	958·0	22·7	383·9	9·1	172·3	4·1	401·8	9·5
1969	1 179·4	23·9	538·1	10·9	246·3	5·0	394·9	8·0
1970	1 653·3	28·6	709·7	12·3	445·3	7·7	498·3	8·6
1971	2 382·5	34·2	994·7	14·3	715·5	10·3	672·3	9·6
1972	2 849·7	34·5	1 189·8	14·4	777·2	9·4	882·7	10·7
1973	3 051·2	33·9	1 338·0	14·9	628·6	7·0	1 084·6	12·0
1974	2 538·3	30·6	1 029·2	12·4	532·0	6·4	977·1	11·8
1975	2 943·0	33·0	1 030·9	11·6	577·5	6·5	1 334·6	15·0

Load Factors and Distances

	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)
<b>Inclusive Tours</b>								
1965	1 647·5	1 390·4	84·4	1 193·2	18 829	18 954	1 007	1 165
1966	2 873·9	2 432·8	84·7	2 129·6	29 699	30 572	1 029	1 142
1967	3 474·5	2 850·2	82·0	2 351·2	32 725	36 032	1 101	1 212
1968	4 394·5	3 684·8	83·9	2 727·9	34 600	44 177	1 277	1 351
1969	6 166·4	5 133·3	83·2	3 717·1	46 384	60 336	1 301	1 381
1970	8 352·6	6 781·9	81·2	4 902·5	55 548	74 437	1 340	1 383
1971	11 571·4	9 714·2	84·0	6 664·5	71 125	101 640	1 429	1 458
1972	13 773·0	11 573·8	84·0	7 757·4	79 782	115 377	1 446	1 492
1973	15 573·1	12 493·4	80·2	8 405·4	83 081	119 315	1 436	1 486
1974	11 819·6	9 389·6	79·5	6 233·0	61 515	89 247	1 451	1 506
1975	11 772·6	10 131·5	86·1	6 700·2	61 902	91 044	1 471	1 512
<b>Other Separate Fare and Advance Booking Charters</b>								
1965	872·4	733·5	84·1	262·8	6 742	8 660	1 284	2 791
1966	1 547·5	1 163·8	75·2	353·2	8 321	13 341	1 603	3 295
1967	1 496·1	1 096·8	73·3	361·5	8 016	13 109	1 635	3 034
1968	1 855·8	1 474·3	79·4	447·0	11 428	14 077	1 232	3 298
1969	2 745·6	2 242·6	81·7	663·6	12 722	18 906	1 486	3 379
1970	4 934·7	3 924·5	79·5	940·2	16 991	31 545	1 857	4 174
1971	6 377·6	5 220·5	81·9	1 283·3	20 470	40 070	1 957	4 068
1972	6 597·5	5 497·8	83·3	1 277·7	21 666	41 127	1 898	4 303
1973	6 082·0	4 899·2	80·6	1 230·8	19 807	33 923	1 713	3 981
1974	5 240·8	4 237·9	80·9	1 259·0	18 285	29 669	1 623	3 366
1975	5 672·2	4 458·0	78·6	1 349·4	18 895	31 264	1 655	3 304

# All Scheduled Services 1974

Table 1.5.1 (1974)

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
<b>Passenger Services</b>														
British Airways Overseas Division	131 818	40 163	184 330	2 487 117	28 282 812	16 249 721	57.5	73 657	3 654 245	2 019 722	96 549	453 952	1 469 228	55.3
British Airways European Division	85 402	119 460	168 123	7 926 602	9 543 487	5 722 495	60.0	41 965	969 671	531 051	11 478	23 792	495 773	54.8
British Airways Helicopters	200	3 278	1 072	71 084	5 456	4 336	79.5	200	415	345	1	11	333	83.2
British Airways Regional Division—														
Channel Islands Airways	7 207	19 504	21 823	865 975	527 486	317 319	60.2	2 734	48 061	27 663	237	851	26 574	57.6
Scottish Airways	5 007	20 518	18 421	603 080	325 564	190 478	58.5	3 377	28 839	16 885	190	638	16 058	58.6
Cambrian Airways	4 772	18 722	14 920	712 965	335 253	205 299	61.2	9 763	32 441	18 709	59	2 256	16 393	57.7
Northeast Airlines	3 979	10 007	11 016	577 115	371 454	239 573	64.5	1 428	33 903	20 698	—	572	20 125	61.0
British Caledonian Airways	33 008	31 447	55 273	1 291 021	3 858 413	1 983 936	51.4	15 005	443 420	224 308	3 729	44 189	176 390	50.6
Air Anglia	1 913	5 569	6 272	98 277	84 248	40 166	47.7	382	8 597	4 161	—	162	3 999	48.4
Alidair	8	16	22	121	370	124	33.6	1	50	11	—	1	10	22.4
Aurigny Air Services	1 255	21 366	7 081	187 512	15 688	10 980	70.0	514	1 501	904	3	23	878	60.2
British Air Ferries	1 517	7 382	6 889	163 966	57 277	29 875	52.2	19 620	10 314	6 913	—	4 194	2 719	67.0
British Island Airways	3 235	17 042	12 739	497 626	161 516	99 157	61.4	1 650	14 853	8 728	5	293	8 430	58.8
British Midland Airways	5 793	16 561	18 989	540 947	406 500	208 755	51.4	1 679	32 210	17 104	—	683	16 421	53.1
Brymon Airways	519	3 022	2 261	19 248	6 720	3 708	55.2	—	557	293	—	—	293	52.7
Dan-Air Services	3 569	14 397	12 936	294 553	193 831	84 111	43.4	35	15 777	6 866	—	10	6 856	43.5
Intra Airways	354	2 376	2 055	35 903	10 464	5 387	51.5	7	855	404	—	1	403	47.2
Loganair	419	5 665	2 557	22 657	4 226	1 429	33.8	—	380	129	—	—	129	34.1
<b>TOTAL Passenger Services</b>	<b>289 972</b>	<b>356 495</b>	<b>546 779</b>	<b>16 395 769</b>	<b>44 190 764</b>	<b>25 396 848</b>	<b>57.5</b>	<b>172 017</b>	<b>5 296 087</b>	<b>2 904 893</b>	<b>112 251</b>	<b>531 628</b>	<b>2 261 012</b>	<b>54.8</b>
<b>Cargo Services</b>														
British Airways Overseas Division	9 392	3 038	14 932					29 069	302 754	183 266	3 044	180 242	—	60.5
British Airways European Division	7 529	11 383	13 421					79 253	109 541	53 299	1 926	51 374	—	48.7
British Airways Regional Division—														
Cambrian Airways	36	136	116					510	250	134	—	134	—	53.5
British Caledonian Airways	979	495	1 378					3 451	24 246	17 570	823	16 747	—	72.5
Air Freight	383	1 778	1 981					4 236	1 316	903	—	903	—	68.6
Air-Bridge Carriers	293	817	1 055					4 974	2 899	1 927	—	1 927	—	66.5
British Air Ferries	8	19	38					84	54	23	—	23	—	41.5
British Island Airways	1 573	5 419	5 919					10 927	7 084	3 225	485	2 740	—	45.5
Intra Airways	104	596	527					1 343	346	234	—	234	—	67.5
<b>TOTAL Cargo Services</b>	<b>20 297</b>	<b>23 681</b>	<b>39 367</b>					<b>133 847</b>	<b>448 491</b>	<b>260 580</b>	<b>6 278</b>	<b>254 322</b>	<b>—</b>	<b>58.1</b>
<b>GRAND TOTAL</b>	<b>310 270</b>	<b>380 176</b>	<b>586 146</b>	<b>16 395 769</b>	<b>44 190 764</b>	<b>25 396 848</b>	<b>57.5</b>	<b>305 864</b>	<b>5 744 578</b>	<b>3 165 473</b>	<b>118 529</b>	<b>785 950</b>	<b>2 261 012</b>	<b>55.1</b>

All Scheduled Services 1975

- 9.3 1974/5  
+ 3.9 1975/6.

Table 1.5.1. (1975)

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used				As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)		
Passenger Services															
British Airways Overseas Division	131 766	39 188	180 051	2 804 457	31 616 994	18 873 561	59.7	73 463	4 068 208	2 255 652	111 236	442 069	1 702 349	55.4	
British Airways European Division	75 687	105 363	150 883	7 824 276	9 281 106	5 816 783	62.7	40 416	971 849	543 603	11 217	24 347	508 039	55.9	
British Airways Helicopters	207	3 391	1 149	80 969	6 273	4 939	78.7	138	457	391	2	7	383	85.5	
British Airways Regional Division—															
Channel Islands Airways	7 367	20 297	21 994	928 706	533 008	335 636	63.0	2 843	48 804	29 217	245	841	28 131	59.9	
Scottish Airways	4 608	17 407	16 525	543 833	319 962	193 782	60.6	2 823	30 024	17 330	170	628	16 530	57.7	
Cambrian Airways	3 733	15 722	11 961	632 379	275 211	171 961	62.5	4 600	25 067	14 788	50	973	13 765	59.0	
Northeast Airlines	3 856	9 657	10 769	547 980	354 223	229 453	64.8	1 080	32 038	19 495	—	449	19 046	60.8	
British Caledonian Airways	21 783	25 314	38 817	1 007 909	2 569 341	1 403 424	54.6	12 615	297 913	157 708	5 214	25 893	126 600	52.9	
Air Anglia	3 792	10 701	12 343	175 578	167 705	80 116	47.8	346	16 852	8 237	—	226	8 011	48.9	
Air-Bridge Carriers	50	269	189	13 315	3 773	2 490	66.0	—	322	196	—	—	196	61.1	
Aurigny Air Services	1 335	22 705	8 284	211 035	17 731	12 048	67.9	690	1 719	995	3	31	960	57.9	
British Air Ferries	1 411	6 907	5 977	136 565	52 670	26 130	49.6	13 840	8 338	5 278	—	2 891	2 387	63.3	
British Island Airways	3 434	18 621	13 517	561 961	171 895	107 872	62.8	1 727	15 815	9 507	26	307	9 174	60.1	
British Midland Airways	4 667	13 825	15 380	481 265	335 447	186 022	55.5	1 459	26 468	15 120	—	608	14 512	57.1	
Brymon Airways	798	4 541	3 506	27 739	9 751	5 166	53.0	—	877	421	—	—	421	48.0	
Dan-Air Services	3 355	12 005	11 606	305 205	193 524	97 705	50.5	—	15 728	7 972	—	—	7 972	50.7	
Intra Airways	219	1 567	1 192	31 100	7 577	4 540	59.9	27	662	351	—	3	349	53.1	
Loganair	626	4 912	3 485	21 021	6 366	3 159	49.6	—	577	288	—	—	288	49.8	
TOTAL Passenger Services	268 694	332 392	507 626	16 335 293	45 922 557	27 554 788	60.0	156 066	5 561 718	3 086 548	128 164	499 272	2 459 111	55.5	
CARGO SERVICES															
British Airways Overseas Division	9 530	2 946	9 438					25 236	314 109	178 066	2 092	175 995	—	56.7	
British Airways European Division	5 332	7 303	8 740					40 401	72 029	30 147	800	29 349	—	41.9	
British Airways Regional Division—															
Channel Islands Airways	6	31	30					38	17	7	—	7	—	40.2	
Cambrian Airways	39	150	121					467	276	123	—	123	—	44.5	
British Caledonian Airways	926	391	1 264					3 340	24 260	15 753	718	15 034	—	64.9	
Air Anglia	144	306	493					321	682	114	—	114	—	16.6	
Air Freight	317	1 485	1 599					3 336	1 077	698	—	698	—	64.8	
Air-Bridge Carriers	279	938	1 563					5 578	3 103	2 039	—	2 039	—	65.7	
British Island Airways	1 234	4 109	4 425					8 566	5 670	2 569	334	2 235	—	45.3	
Dan-Air Services	10	61	45					391	110	64	—	64	—	58.5	
Intra Airways	176	1 195	965					2 511	647	401	—	401	—	62.0	
TOTAL Cargo Services	17 993	18 915	28 683					90 185	421 981	229 981	3 944	226 059	—	54.5	
GRAND TOTAL	286 687	351 307	536 309	16 335 293	45 922 557	27 554 788	60.0	246 251	5 983 698	3 316 530	132 108	725 331	2 459 111	55.4	

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# International Scheduled Services 1974

Table 1.5.2 (1974)

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
Passenger Services														
British Airways Overseas Division	131 808	40 089	184 288	2 485 855	28 282 274	16 249 542	57.5	73 657	3 654 186	2 019 706	96 549	453 952	1 469 212	55.3
British Airways European Division	73 654	94 144	140 816	5 963 701	8 169 766	4 792 239	58.7	36 711	833 784	449 837	10 903	22 008	416 920	54.0
British Airways Regional Division—														
Channel Islands Airways	2 147	3 949	5 334	147 365	166 875	78 849	47.3	1 089	15 996	7 254	8	530	6 715	45.4
Cambrian Airways	1 579	3 995	3 945	143 559	130 185	71 919	55.2	439	11 352	5 955	—	212	5 743	52.5
Northeast Airlines	1 267	2 349	3 109	109 268	124 518	65 148	52.3	410	10 963	5 670	—	203	5 466	51.7
British Caledonian Airways	27 203	20 405	42 701	765 325	3 358 580	1 718 572	51.2	11 183	394 580	200 216	3 646	42 250	154 320	50.7
Air Anglia	1 167	2 717	3 581	55 946	51 359	20 973	40.8	359	5 240	2 245	—	149	2 096	42.8
Alidair	8	16	22	121	370	124	33.6	1	50	11	—	1	10	22.4
Aurigny Air Services	875	18 897	5 228	161 118	10 243	6 915	67.5	474	984	573	3	16	553	58.2
British Air Ferries	1 517	7 382	6 889	163 966	57 277	29 875	52.2	19 620	10 314	6 913	—	4 194	2 719	67.0
British Island Airways	1 079	3 876	4 006	107 471	53 971	28 731	53.2	316	4 962	2 533	—	92	2 441	51.0
British Midland Airways	1 681	4 361	5 478	82 139	119 290	38 800	32.5	630	9 185	3 393	—	307	3 086	36.9
Brymon Airways	140	684	589	2 945	1 774	763	43.0	—	148	61	—	—	61	41.2
Dan-Air Services	1 564	4 867	5 430	116 951	79 578	35 436	44.5	1	6 477	2 892	—	1	2 891	44.6
Intra Airways	221	1 924	1 421	27 909	5 933	2 892	48.7	7	484	213	—	1	213	44.0
TOTAL Passenger Services	245 910	209 655	412 837	10 333 639	40 611 992	23 140 777	57.0	144 897	4 958 704	2 707 472	111 110	523 915	2 072 446	54.6
Cargo Services														
British Airways Overseas Division	9 392	3 038	14 932					29 069	302 754	183 266	3 044	180 242		60.5
British Airways European Division	6 213	8 161	10 238					54 346	85 635	41 943	985	40 958		49.0
British Caledonian Airways	860	287	1 136					2 791	23 413	16 986	239	16 747		72.6
Air Freight	383	1 778	1 981					4 236	1 316	903	—	903		68.6
British Air Ferries	8	19	38					84	54	23	—	23		41.5
British Island Airways	694	1 196	2 388					2 123	3 187	1 203	112	1 090		37.7
Intra Airways	1	15	6					40	4	3	—	3		79.6
TOTAL Cargo Services	17 550	14 494	30 719					92 688	416 363	244 326	4 380	239 965		58.7
GRAND TOTAL	263 460	224 149	443 557	10 333 639	40 611 992	23 140 777	57.0	237 585	5 375 067	2 951 797	115 490	763 881	2 072 446	54.9



# International Scheduled Services 1975

**Table 1.5.2 (1975)**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
Passenger Services														
British Airways Overseas Division	131 766	39 188	180 051	2 804 457	31 616 994	18 873 561	59.7	73 463	4 068 208	2 255 652	111 236	442 069	1 702 349	55.4
British Airways European Division	64 197	81 142	124 032	5 931 770	7 897 155	4 898 701	62.0	35 662	830 397	462 865	10 724	22 591	429 551	55.7
British Airways Regional Division—														
Channel Islands Airways	2 093	3 602	4 710	142 599	159 070	82 726	52.0	1 025	15 708	7 571	7	521	7 043	48.2
Cambrian Airways	1 190	3 439	3 137	125 055	95 625	55 241	57.8	350	8 343	4 589	—	168	4 421	55.0
Northeast Airlines	1 218	2 228	3 088	107 410	113 004	65 948	58.4	326	9 854	5 649	—	176	5 474	57.3
British Caledonian Airways	17 624	16 327	29 132	595 767	2 225 966	1 211 444	54.4	8 558	262 301	139 193	4 051	24 941	110 201	53.1
Air Anglia	2 503	5 262	7 650	103 653	109 298	47 071	43.1	346	11 051	4 933	—	226	4 707	44.6
Air-Bridge Carriers	50	269	189	13 315	3 773	2 490	66.0	—	322	196	—	—	196	61.1
Aurigny Air Services	938	20 125	6 348	185 763	12 348	8 048	65.2	643	1 182	668	3	24	641	56.5
British Air Ferries	1 411	6 907	5 977	136 565	52 670	26 130	49.6	13 840	8 338	5 278	—	2 891	2 387	63.3
British Island Airways	1 321	5 911	5 079	183 200	66 266	39 393	59.4	340	6 095	3 433	—	84	3 349	56.3
British Midland Airways	1 216	3 291	3 996	74 225	87 373	35 525	40.7	480	6 683	3 021	—	250	2 771	45.2
Brymon Airways	244	1 050	1 074	5 300	2 641	1 217	46.1	—	238	99	—	—	99	41.5
Dan-Air Services	1 587	3 940	5 138	136 338	89 676	48 267	53.8	—	7 255	3 937	—	—	3 937	54.3
Intra Airways	122	1 265	711	25 101	4 298	2 593	60.3	25	374	200	—	2	199	53.6
TOTAL Passenger Services	227 481	193 946	380 312	10 570 518	42 536 157	25 398 354	59.7	135 058	5 236 348	2 897 285	126 021	493 942	2 277 323	55.3
Cargo Services														
British Airways Overseas Division	9 530	2 946	9 438					25 236	314 109	178 066	2 092	175 995		56.7
British Airways European Division	4 748	5 998	7 501					30 750	61 087	25 212	711	24 503		41.3
British Airways Regional Division—														
Channel Islands Airways	6	31	30					37	17	7	—	7		40.2
British Caledonian Airways	872	292	1 155					3 077	23 885	15 473	439	15 034		64.8
Air Anglia	137	294	475					306	602	106	—	106		17.5
Air Freight	317	1 485	1 599					3 336	1 077	698	—	698		64.8
British Island Airways	523	1 005	1 751					1 627	2 404	848	29	839		36.1
Intra Airways	2	24	11					67	6	5	—	5		81.1
TOTAL Cargo Services	16 134	12 075	21 960					64 438	403 188	220 435	3 271	217 185		54.7
GRAND TOTAL	243 615	206 021	402 272	10 570 518	42 536 157	25 398 354	59.7	199 496	5 639 536	3 117 719	129 293	711 128	2 277 323	55.3

# Domestic Scheduled Services 1974

Table 1.5.3 (1974)

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used		Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			Passengers (000)	As percentage of available
						(000)	As percentage of available				Mail (000)	Freight (000)			
Passenger Services															
British Airways Overseas Division	10	74	42	1 262	539	180	33.4	—	58	16	—	—		16	27.7
British Airways European Division	11 748	25 316	27 307	1 962 901	1 373 720	930 256	67.7	5 255	135 888	81 214	575	1 784		78 853	59.8
British Airways Helicopters	200	3 278	1 072	71 084	5 456	4 336	79.5	200	415	345	1	11		333	83.2
British Airways Regional Division—															
Channef Islands Airways	5 060	15 555	16 489	718 610	360 611	238 470	66.1	1 644	32 065	20 408	229	320		19 859	63.6
Scottish Airways	5 007	20 518	18 421	603 080	325 564	190 478	58.5	3 377	28 839	16 885	190	638		16 058	58.6
Cambrian Airways	3 193	14 727	10 976	569 406	205 068	133 379	65.0	9 324	21 090	12 754	59	2 045		10 650	60.5
Northeast Airlines	2 712	7 658	7 907	467 847	246 936	174 425	70.6	1 018	22 940	15 028	—	369		14 659	65.5
British Caledonian Airways	5 805	11 042	12 572	525 696	499 833	265 364	53.1	3 822	48 840	24 092	82	1 940		22 070	49.3
Air Anglia	745	2 852	2 691	42 331	32 889	19 193	58.4	23	3 357	1 916	—	13		1 903	57.1
Aurigny Air Services	380	2 469	1 853	26 394	5 445	4 065	74.6	41	518	331	—	6		325	64.0
British Island Airways	2 156	13 166	8 733	390 155	107 545	70 426	65.5	1 334	9 890	6 195	5	201		5 989	62.6
British Midland Airways	4 111	12 200	13 511	458 808	287 210	169 955	59.2	1 050	23 025	13 711	—	377		13 334	59.5
Brymon Airways	379	2 338	1 672	16 303	4 947	2 944	59.5	—	408	232	—	—		232	56.8
Dan-Air Services	2 005	9 530	7 506	177 602	114 253	48 674	42.6	34	9 300	3 974	—	9		3 965	42.7
Intra Airways	133	452	633	7 994	4 531	2 495	55.1	—	371	191	—	—		191	51.3
Loganair	419	5 665	2 557	22 657	4 226	1 429	33.8	—	380	129	—	—		129	34.1
TOTAL Passenger Services	44 063	146 840	133 942	6 062 130	3 578 772	2 256 071	63.0	27 120	337 383	197 421	1 141	7 712		188 566	58.5
Cargo Services															
British Airways European Division	1 316	3 222	3 184					24 908	23 906	11 356	941	10 416		—	47.5
British Airways Cambrian Airways	36	136	116					510	250	134	—	134		—	53.5
British Caledonian Airways	119	208	242					660	834	584	584	—		—	70.1
Air-Bridge Carriers	293	817	1 055					4 974	2 899	1 927	—	1 927		—	66.5
British Island Airways	880	4 223	3 532					8 804	3 897	2 023	373	1 650		—	51.9
Intra Airways	103	581	521					1 303	343	231	—	231		—	67.4
TOTAL Cargo Services	2 747	9 187	8 650					41 159	32 128	16 254	1 898	14 357		—	50.6
GRAND TOTAL	46 810	156 027	142 589	6 062 130	3 578 772	2 256 071	63.0	68 279	369 511	213 676	3 039	22 069		188 566	57.8

Domestic Scheduled Services 1975

Table 1.5.3 (1975)

	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	11 490	24 221	26 850	1 892 506	1 383 950	918 082	66.3	4 753	141 452	80 738	493	1 756	78 487	57.1
British Airways Helicopters	207	3 391	1 149	80 969	6 273	4 939	78.7	138	457	391	2	7	383	85.5
British Airways Regional Division—														
Channel Islands Airways	5 274	16 695	17 284	786 107	373 938	252 910	67.6	1 818	33 097	21 646	238	320	21 088	65.4
Scottish Airways	4 608	17 407	16 525	543 833	319 962	193 782	60.6	2 823	30 024	17 330	170	628	16 530	57.7
Cambrian Airways	2 544	12 283	8 824	507 324	179 587	116 720	65.0	4 250	16 724	10 199	50	805	9 344	61.0
Northeast Airlines	2 638	7 429	7 681	440 570	241 220	163 506	67.8	753	22 183	13 846	—	273	13 572	62.4
British Caledonian Airways	4 159	8 987	9 685	412 142	343 375	191 980	55.9	4 057	35 612	18 515	1 163	952	16 400	52.0
Air Anglia	1 289	5 439	4 693	71 925	58 407	33 045	56.6	—	5 801	3 304	—	—	3 304	57.0
Aurigny Air Services	397	2 580	1 936	25 272	5 383	4 000	74.3	48	537	327	—	7	319	60.8
British Island Airways	2 113	12 710	8 438	378 761	105 629	68 480	64.8	1 387	9 720	6 074	26	223	5 825	62.5
British Midland Airways	3 451	10 534	11 384	407 040	248 074	150 497	60.7	979	19 785	12 099	—	358	11 741	61.2
Brymon Airways	553	3 491	2 433	22 439	7 110	3 950	55.6	—	639	322	—	—	322	50.4
Dan-Air Services	1 767	8 065	6 467	168 867	103 848	49 438	47.6	—	8 473	4 036	—	—	4 036	47.6
Intra Airways	97	302	481	5 999	3 279	1 947	59.4	2	288	151	—	1	150	52.3
Loganair	626	4 912	3 485	21 021	6 366	3 159	49.6	—	577	288	—	—	288	49.8
TOTAL Passenger Services	41 214	138 446	127 314	5 764 775	3 386 400	2 156 433	63.7	21 008	325 370	189 264	2 143	5 330	181 789	58.2
Cargo Services														
British Airways European Division	584	1 305	1 239					9 651	10 942	4 935	89	4 846	—	45.1
British Airways Cambrian Airways	39	150	121					467	276	123	—	123	—	44.5
British Caledonian Airways	54	99	109					263	375	279	279	—	—	74.5
Air Anglia	7	12	18					15	79	8	—	8	—	10.1
Air-Bridge Carriers	279	938	1 563					5 578	3 103	2 039	—	2 039	—	65.7
British Island Airways	711	3 104	2 674					6 938	3 266	1 702	305	1 397	—	52.1
Dan-Air Services	10	61	45					391	110	64	—	64	—	58.5
Intra Airways	174	1 171	954					2 444	641	396	—	396	—	61.8
TOTAL Cargo Services	1 859	6 840	6 723					25 748	18 793	9 546	673	8 873	—	50.8
GRAND TOTAL	43 073	145 286	134 037	5 764 775	3 386 400	2 156 433	63.7	46 755	344 163	198 810	2 816	14 203	181 789	57.8

# All Non-scheduled Services 1974

Table 1.6.1 (1974)

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Cargo (000)	Tonne-kilometres used	
												Passengers (000)	As percentage of available
British Airways Overseas Division	8 523	2 012	12 321	159 677	1 462 532	1 209 212	82.7	257	168 468	114 498	3 412	111 086	68.0
British Airways European Division	6 084	5 738	10 964	290 910	467 712	345 172	73.8	16 010	72 888	44 870	15 417	29 452	61.6
British Airtours	8 934	4 824	12 823	678 246	1 644 774	1 274 668	77.5	—	148 837	108 772	—	108 772	73.1
British Airways Helicopters	1 606	13 401	8 144	99 066	34 647	14 807	42.7	893	3 234	1 281	162	1 119	39.6
British Airways Regional Division—													
Channel Islands Airways	151	684	1 469	24 766	10 963	7 249	66.1	109	960	612	20	592	63.7
Scottish Airways	34	211	123	5 002	1 539	708	46.0	165	199	91	29	62	45.6
Cambrian Airways	2 586	4 007	5 020	146 921	215 196	157 751	73.3	127	18 856	12 651	31	12 620	67.1
Northeast Airlines	2 937	2 291	4 603	233 390	354 913	304 271	85.7	18	30 716	25 350	11	25 340	82.5
British Caledonian Airways	17 891	9 135	26 765	598 693	1 860 134	1 487 633	80.0	16 858	372 747	234 663	103 066	131 595	63.0
Air Anglia	726	2 281	2 464	24 037	15 179	8 555	56.4	14	1 603	864	9	856	53.9
Air Freight	141	256	679	—	—	—	—	326	438	296	296	—	67.6
Air-Bridge Carriers	190	347	642	—	—	—	—	1 069	1 687	652	652	—	38.7
Alidair	947	1 871	2 542	44 669	60 900	25 178	41.3	2 231	6 209	3 288	11 35	2 154	53.0
Aurigny Air Services	1	7	5	42	6	5	77.2	1	1	1	—	—	64.5
Beecham Imperial	361	713	913	1 960	2 760	1 224	44.4	—	256	112	—	112	43.7
Bristow Helicopters	3 466	28 239	19 338	185 663	58 823	31 529	53.6	3 534	5 614	2 987	577	2 410	53.2
Britannia Airways	25 596	17 779	41 301	1 891 562	3 334 961	2 694 989	80.8	302	283 944	231 834	262	231 572	81.6
British Air Ferries	297	372	1 180	670	275	221	80.3	1 128	2 022	1 107	1 087	20	54.8
British Executive Air Services	1 049	886	345	4 117	13 475	4 571	33.9	25	2 589	474	17	457	18.3
British Island Airways	1 343	4 006	4 978	87 298	53 797	28 195	52.4	181	6 136	3 038	641	2 397	49.5
British Midland Airways	3 625	3 111	6 623	193 229	539 177	317 071	58.8	673	48 689	25 938	1 069	24 869	53.3
Brymon Airways	9	59	42	381	82	56	68.8	—	7	5	—	5	71.9
Cabair	178	696	594	1 363	1 057	322	30.5	—	178	59	—	59	33.1
Cedar Management Services	45	68	91	255	364	192	52.9	—	30	17	—	17	56.0
†Court Line Aviation	9 849	7 121	16 742	816 322	1 610 683	1 250 394	77.6	66	139 875	107 448	24	107 424	76.8
Dan-Air Services	30 338	20 447	50 803	1 836 948	3 794 403	3 111 849	82.0	1 117	304 494	249 531	757	248 774	81.9
†Donaldson International Airway	1 252	440	1 624	15 829	58 716	53 231	90.7	2 828	38 548	26 264	21 043	5 221	68.1
Eagle Flying Services	37	106	123	252	201	93	46.2	—	15	7	—	7	44.5
Fairflight Charters	653	1 389	2 535	5 866	3 791	2 668	70.4	197	506	328	119	209	64.7
Galliford Aviation	30	83	84	251	207	102	49.3	—	25	10	—	10	40.0
Green Shield Stamp	116	203	223	876	1 157	648	56.0	—	116	65	—	65	56.0
Haywards Aviation	48	189	265	1 338	473	320	67.5	5	48	26	3	22	53.7
Humber Airways	94	323	438	1 116	655	346	52.7	4	64	30	1	28	46.2
IDS Aircraft	447	1 694	1 493	2 856	2 535	997	39.3	—	207	82	—	82	39.7
International Aviation Service	3 662	1 528	7 841	—	—	—	—	9 068	61 645	40 071	40 071	—	65.0
Intra Airways	49	452	293	13 532	1 654	1 461	88.3	18	135	110	6	104	81.4
Invicta International Airlines	3 176	2 144	6 151	75 487	97 844	69 318	70.8	11 086	51 471	34 896	28 073	6 823	67.8
Laker Airways	17 194	7 758	24 837	788 663	3 005 580	2 300 381	76.5	—	297 486	222 925	—	222 925	74.9
Loganair	720	8 151	3 327	33 254	6 147	3 076	50.0	79	585	295	18	277	50.4
Macedonian Aviation	142	351	689	4 643	3 868	1 830	47.3	64	465	170	34	136	36.7
MAM Aviation	405	531	807	1 622	3 643	1 297	35.6	—	323	121	—	121	37.3
McAlpine Aviation	2 583	5 743	5 038	14 879	20 107	7 634	38.0	3	1 520	606	—	606	39.9
Merlot International Airlines	352	554	705	1 233	2 552	934	36.6	—	221	83	—	83	37.4
Monarch Airlines	8 202	4 707	13 587	505 930	1 184 283	838 952	70.8	841	128 447	86 459	7 418	79 041	67.3
Moseley Aviation	86	263	312	1 159	515	414	80.3	—	53	42	—	42	80.3
Northern Air Taxis	667	1 295	2 319	4 933	4 019	2 614	65.0	7	352	214	3	211	60.8
Northern Executive Aviation	82	314	364	1 554	505	374	74.1	42	69	46	11	35	66.7
Peters Aviation	277	856	1 168	5 079	3 571	1 673	46.9	23	378	132	9	122	34.8
Rank Organisation	59	132	142	425	297	191	64.3	—	40	16	—	16	40.0
Ryburn Air	12	44	42	22	59	12	19.4	2	7	1	1	1	19.2
Thurston Aviation	261	1 057	970	1 838	1 112	396	35.6	62	164	50	16	34	30.5
Trader Airways	91	68	91	231	637	267	41.8	—	62	25	—	25	40.9
Tradewinds Airways	5 950	1 208	12 014	—	—	—	—	8 824	141 942	108 598	108 598	—	76.5
Trans-Meridian Air Cargo	7 144	2 668	14 315	—	—	—	—	23 420	192 643	110 572	110 572	—	57.4
Vernair Transport	78	260	301	712	543	313	57.7	2	49	28	1	27	57.5
TOTAL	180 773	175 073	333 610	8 808 767	19 943 027	15 565 359	78.0	101 694	2 538 261	1 802 707	444 671	1 358 033	71.0
Class 5A Licence Total	3 413	4 950	6 972	225 065	455 414	320 759	70.4	..	45 102	29 987	2 241	27 746	66.5
TOTAL Excludes 5A Licence	177 360	170 123	326 639	8 583 702	19 487 613	15 244 600	78.2	101 694	2 493 159	1 772 720	442 430	1 330 287	71.1

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

†Estimated.

1974/5 18.5  
1975/6 11.6%

# All Non-scheduled Services 1975

Table 1.6.1 (1975)

	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	5 769	1 420	8 175	163 147	1 152 492	943 334	81.9	1	138 926	88 289	96	88 193	63.6
British Airways European Division	4 799	4 567	9 218	211 732	418 212	290 320	69.4	14 930	74 891	42 477	17 381	25 096	56.7
British Airtours	12 931	6 150	18 673	882 998	2 325 309	1 774 821	76.3	—	213 827	151 846	—	151 846	71.0
British Airways Helicopters	2 195	17 606	9 472	132 614	46 570	17 913	38.5	1 084	4 461	1 595	158	1 437	35.7
British Airways Regional Division—													
Channel Islands Airways	391	471	837	19 988	26 836	20 063	74.8	—	2 381	1 722	1	1 721	72.3
Scottish Airways	52	179	175	4 937	3 441	1 841	53.5	26	304	168	6	163	55.4
Cambrian Airways	2 555	3 562	4 517	139 022	181 825	142 864	78.6	13	16 050	11 449	20	11 430	71.3
Northeast Airlines	3 056	2 625	5 227	263 025	373 281	313 710	84.0	—	32 267	25 909	13	25 896	80.3
British Caledonian Airways	20 503	9 717	31 268	605 685	1 729 434	1 408 331	81.4	28 615	478 760	311 951	188 606	123 345	65.2
Air Anglia	605	1 690	1 826	8 399	8 516	3 384	39.7	7	920	341	4	337	37.0
Air Freight	278	728	1 322	2 299	1 139	752	66.0	389	857	564	508	56	65.9
Air-Bridge Carriers	391	1 151	2 190	21 919	7 597	4 519	59.5	1 273	4 109	1 798	975	822	43.7
Alldair	1 405	3 663	4 071	64 075	53 860	28 851	53.6	3 325	8 932	3 856	1 428	2 428	43.2
Aurigny Air Services	6	56	30	520	63	54	85.7	—	6	4	—	4	71.2
Beecham Imperial	112	169	242	797	893	513	57.4	—	78	45	—	45	57.4
Bristow Helicopters	5 037	32 531	29 333	250 162	82 015	45 216	55.1	2 983	7 300	4 336	555	3 782	59.4
Britannia Airways	28 897	19 400	46 091	2 316 625	3 755 126	3 422 107	91.1	155	321 413	290 857	144	290 713	90.5
British Air Ferries	418	656	1 610	2 129	3 193	1 186	37.1	1 585	3 165	1 315	1 208	107	41.5
British Executive Air Services	373	2 883	1 779	16 640	4 443	2 058	46.3	231	828	228	29	199	27.5
British Island Airways	1 429	3 135	4 101	55 640	48 650	24 976	51.3	514	6 550	3 068	944	2 124	46.8
British Midland Airways	7 012	7 149	14 133	454 825	983 355	590 629	60.1	745	84 362	51 256	5 619	45 637	60.8
Brymon Airways	5	23	24	193	59	46	77.1	—	5	4	—	4	71.3
Dan-Air Services	36 699	26 151	62 476	2 273 572	4 437 316	3 677 987	82.9	2 447	358 591	296 100	1 854	294 246	82.6
Eagle Flying Services	6	12	15	43	30	19	63.3	—	2	1	—	1	50.0
Fairflight Charters	1 052	2 128	1 898	10 059	6 317	4 651	73.6	158	771	523	171	352	67.8
Green Shield Stamp	268	395	432	1 252	2 581	1 115	43.2	—	254	86	—	86	34.0
Haywards Aviation	1	7	6	36	9	8	91.6	—	1	1	—	1	52.4
IDS Aircraft	727	2 358	2 054	6 752	4 267	2 116	49.6	—	483	184	—	184	38.1
International Aviation Service	6 347	2 577	11 480	—	—	—	—	21 425	181 430	116 087	116 087	—	64.0
Intra Airways	123	819	711	22 856	3 828	2 719	71.0	129	374	244	40	204	65.2
Invicta International Airlines	3 974	3 097	7 388	178 344	354 240	209 551	59.2	5 135	63 059	38 395	16 951	21 445	60.9
Laker Airways	21 031	9 001	32 034	960 800	3 698 516	2 878 779	77.8	—	366 904	280 959	—	280 959	76.6
Loganair	725	8 090	3 200	26 431	5 700	2 423	42.5	—	517	218	—	218	42.2
MAM Aviation	505	537	755	1 539	4 535	1 404	31.0	—	454	141	—	141	31.1
Management Aviation	6	31	30	255	82	49	59.8	3	18	9	5	4	50.0
McAlpine Aviation	2 499	4 656	3 643	11 045	18 817	7 191	38.2	6	1 425	565	—	565	39.6
McDonald Aviation	94	285	405	1 202	1 059	481	45.4	30	132	52	14	38	39.1
Merlot International Airlines	281	464	500	973	2 125	634	29.8	—	170	53	—	53	31.0
Monarch Airlines	11 017	6 899	17 217	778 690	1 556 993	1 234 072	79.3	525	161 420	117 912	5 919	111 993	73.0
Moseley Aviation	112	337	346	1 673	640	505	78.9	—	65	47	—	47	72.3
Northern Air Taxis	194	336	647	1 331	1 152	768	66.7	—	118	61	—	61	51.7
Northern Executive Aviation	99	398	414	1 776	536	414	77.2	90	83	64	22	42	77.1
Peters Aviation	418	1 301	1 786	9 646	5 562	3 249	58.4	107	487	272	23	249	55.9
Ryburn Air	76	596	301	194	147	82	55.8	54	50	13	6	7	26.0
Thurston Aviation	416	1 687	1 484	2 715	2 237	697	31.2	113	458	130	70	60	28.4
Tradewinds Airways	6 313	1 880	12 830	—	—	—	—	13 309	160 376	101 434	101 434	—	63.2
Trans-Meridian Air Cargo	9 078	2 766	18 340	—	—	—	—	21 107	244 769	133 472	133 472	—	54.5
Vernair Transport	294	667	1 037	2 889	2 053	1 483	72.2	—	176	123	1	122	69.4
TOTAL	200 577	197 006	375 742	9 911 444	21 315 053	17 067 884	80.1	120 531	2 942 979	2 080 221	593 762	1 486 459	70.7
Class 5A Licence TOTAL	5 159	6 134	8 872	321 054	537 177	403 923	75.2	..	69 671	49 411	13 226	36 185	70.2
TOTAL Excludes 5A Licence	195 418	190 872	366 870	9 590 390	20 777 876	16 663 961	80.2	120 531	2 873 308	2 030 810	580 536	1 450 274	70.7

Note: No returns have been received from Cabair Ltd.

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

134,468 - 1976

# International Non-scheduled Services 1974

Table 1.6.2 (1974)

	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	8 523	2 012	12 321	159 677	1 462 532	1 209 212	82.7	257	168 468	114 498	3 412	111 086	68.0
British Airways European Division	6 026	5 605	10 815	287 751	465 064	343 557	73.9	15 313	72 102	44 477	15 161	29 316	61.7
British Airways Helicopters	1 555	13 021	7 836	97 636	33 597	14 588	43.4	877	3 135	1 260	159	1 101	40.2
British Airtours	8 933	4 823	12 821	678 246	1 644 765	1 274 668	77.5	—	148 836	108 772	—	108 772	73.1
British Airways Regional Division—													
Channel Islands Airways	133	603	1 408	23 126	10 288	6 889	67.0	9	853	562	1	562	65.9
Scottish Airways	12	113	50	4 164	854	424	49.6	3	71	38	—	37	53.3
Cambrian Airways	2 355	2 451	4 204	110 783	202 300	152 147	75.2	127	17 698	12 203	31	12 172	68.9
Northeast Airlines	2 899	2 231	4 535	230 642	353 004	303 134	85.9	—	30 464	25 204	4	25 200	82.7
British Caledonian Airways	17 886	9 117	26 750	597 338	1 859 696	1 487 372	80.0	16 851	372 708	234 637	103 062	131 573	63.0
Air Anglia	188	441	619	8 386	6 637	3 829	57.7	6	696	389	5	383	55.8
Air Freight	128	175	603	—	—	—	—	316	389	259	259	—	66.6
Air-Bridge Carriers	151	200	492	—	—	—	—	528	1 265	475	475	—	37.5
Alidair	548	811	1 366	31 498	36 367	20 663	56.8	418	3 457	2 063	312	1 751	59.7
Aurigny Air Services	1	5	3	42	6	5	77.2	—	1	—	—	—	60.2
Beecham Imperial	277	437	626	1 236	2 197	955	43.5	—	205	87	—	87	42.5
Bristow Helicopters	3 424	27 993	19 107	184 434	58 119	31 308	53.9	3 534	5 585	2 967	577	2 390	53.1
Britannia Airways	25 596	17 779	41 301	1 891 562	3 334 961	2 694 989	80.8	302	283 944	231 834	262	231 572	81.6
British Air Ferries	222	236	862	670	275	221	80.3	576	1 508	802	782	20	53.2
British Executive Air Services	1 049	886	345	4 117	13 475	4 571	33.9	25	2 589	474	17	457	18.3
British Island Airways	893	2 405	3 062	45 003	32 443	16 505	50.9	34	4 078	1 950	546	1 404	47.8
British Midland Airways	3 283	2 306	5 585	172 091	517 278	308 655	59.7	94	46 836	25 036	824	24 212	53.5
Brymon Airways	4	11	19	70	36	27	76.7	—	3	2	—	2	78.4
Cabair	84	271	280	604	498	150	30.1	—	84	29	—	29	34.5
Cedar Management Services	43	57	82	202	340	180	53.0	—	28	16	—	16	56.0
†Court Line Aviation	9 836	7 081	16 709	813 062	1 609 372	1 249 508	77.6	—	139 737	107 350	—	107 350	76.8
Dan-Air Services	30 202	20 099	50 381	1 830 720	3 791 212	3 110 006	82.0	152	303 682	248 896	272	248 624	82.0
†Donaldson International Airway	1 252	440	1 624	15 829	58 716	53 231	90.7	2 828	38 548	26 264	21 043	5 221	68.1
Eagle Flying Services	25	63	86	159	143	66	46.0	—	12	6	—	6	49.5
Fairflight Charters	481	911	1 841	3 624	2 428	1 704	70.2	162	369	234	100	134	63.4
Galliford Aviation	15	31	43	130	106	66	62.3	—	12	7	—	7	58.3
Green Shield Stamp	100	167	190	776	1 003	589	58.8	—	100	59	—	59	58.8
Haywards Aviation	12	29	57	194	83	56	67.1	5	12	8	3	4	64.8
Humber Airways	37	92	168	405	283	169	59.8	1	27	15	1	14	56.2
International Aviation Service	3 661	1 526	7 838	—	—	—	—	9 051	61 626	40 062	40 062	—	65.0
Intra Airways	35	285	192	8 816	1 192	1 083	90.9	15	96	80	3	76	82.8
Invicta International Airlines	3 164	2 121	6 123	74 308	97 243	68 937	70.9	10 945	51 300	34 782	27 988	6 794	67.8
Laker Airways	17 192	7 752	24 832	788 350	3 005 375	2 300 226	76.5	—	297 467	222 911	—	222 911	74.9
Loganair	4	10	18	88	55	38	68.8	—	5	4	—	4	71.7
Macedonian Aviation	75	131	359	1 707	1 934	931	48.1	27	244	92	23	69	37.9
MAM Aviation	360	389	672	1 138	3 239	1 105	34.1	—	287	103	—	103	35.9
McAlpine Aviation	1 805	2 500	3 021	6 809	14 309	5 335	37.3	—	1 075	424	—	424	39.5
Merlot International Airlines	317	463	624	1 137	2 304	819	35.5	—	200	73	—	73	36.7
Monarch Airlines	8 202	4 707	13 587	505 930	1 184 283	838 952	70.8	841	128 447	86 459	7 418	79 041	67.3
Moseley Aviation	42	71	148	412	246	218	88.5	—	26	22	—	22	84.2
Northern Air Taxis	32	57	115	149	219	89	40.5	1	19	8	—	8	40.3
Northern Executive Aviation	27	64	121	262	136	103	75.7	9	23	14	5	9	60.9
Peters Aviation	85	189	346	1 318	1 088	560	51.5	5	125	43	3	40	34.7
Rank Organisation	59	130	141	414	294	189	64.1	—	40	16	—	16	39.8
Ryburn Air	4	6	14	17	20	10	49.6	—	2	1	—	1	30.7
Thurston Aviation	135	463	506	802	570	202	35.4	30	74	21	9	12	28.4
Trader Airways	85	50	74	174	593	249	42.0	—	58	24	—	24	40.8
Tradewinds Airways	5 950	1 208	12 014	—	—	—	—	8 824	141 942	108 598	108 598	—	76.5
Trans-Meridian Air Cargo	7 143	2 667	14 313	—	—	—	—	23 420	192 628	110 558	110 558	—	57.4
Vernair Transport	24	42	92	163	171	97	56.6	—	15	9	—	8	56.3
TOTAL	174 576	147 733	311 338	8 586 171	19 811 350	15 508 586	78.3	95 600	2 523 197	1 795 172	441 975	1 353 195	71.1
Class 5A Licence TOTAL	2 645	1 696	4 031	145 170	417 143	300 556	72.0	..	41 419	28 123	2 133	25 990	67.9
TOTAL Excludes 5A Licence	171 931	146 037	307 307	8 441 001	19 394 207	15 208 030	78.4	95 600	2 481 778	1 767 049	439 842	1 327 205	71.2

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

†Estimated.

# International Non-scheduled Services 1975

Table 1.6.2 (1975)

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	5 766	1 414	8 166	162 669	1 152 162	943 139	81.9	2	138 882	88 271	96	88 175	63.6
British Airways European Division	4 746	4 435	9 097	203 660	413 161	287 084	69.5	14 872	74 354	42 175	17 360	24 816	56.7
British Airtours	12 931	6 150	18 673	882 998	2 325 309	1 774 821	76.3	—	213 827	151 846	—	151 846	71.0
British Airways Helicopters	2 159	17 392	9 319	131 695	45 794	17 719	38.7	1 076	4 383	1 570	153	1 417	35.8
British Airways Regional Division—													
Channel Islands Airways	361	349	723	16 640	24 630	18 998	77.1	—	2 198	1 628	1	1 627	74.1
Scottish Airways	2	6	6	149	105	57	54.8	—	9	5	—	5	51.2
Cambrian Airways	1 966	1 853	3 454	88 441	163 584	132 807	81.2	13	14 389	10 639	11	10 628	73.9
Northeast Airlines	2 981	2 469	5 048	253 656	365 548	309 700	84.7	—	31 642	25 569	6	25 563	80.8
British Caledonian Airways	20 495	9 688	31 244	604 165	1 728 531	1 407 807	81.4	28 615	478 677	311 907	188 606	123 300	65.2
Air Anglia	223	486	780	5 514	5 727	2 496	43.6	5	631	251	3	248	39.8
Air Freight	229	557	1 091	146	156	102	65.4	343	738	492	484	8	66.7
Air-Bridge Carriers	304	798	1 822	21 035	7 001	4 228	60.4	601	3 211	1 462	664	798	45.5
Alldair	712	1 546	1 946	49 175	41 820	23 776	56.9	285	4 416	2 320	320	2 000	52.5
Aurigny Air Services	6	54	28	518	60	53	89.1	—	6	4	—	4	73.1
Beecham Imperial	83	109	177	508	666	360	54.0	—	58	32	—	32	54.4
Bristow Helicopters	5 037	32 531	29 333	250 162	82 015	45 216	55.1	2 983	7 300	4 336	555	3 782	59.4
Britannia Airways	28 897	19 400	46 091	2 316 625	3 755 126	3 422 107	91.1	155	321 413	290 857	144	290 713	90.5
British Air Ferries	412	638	1 584	1 949	3 089	1 142	37.0	1 556	3 126	1 299	1 196	103	41.6
British Executive Air Services	373	2 883	1 779	16 640	4 443	2 058	46.3	231	828	228	29	199	27.5
British Island Airways	847	2 361	2 980	44 459	28 342	15 180	53.6	33	3 883	1 940	652	1 289	50.0
British Midland Airways	5 797	4 581	10 491	372 385	898 510	550 459	61.3	14	77 624	47 719	5 213	42 506	61.5
Brymon Airways	4	19	19	161	52	39	74.0	—	5	3	—	3	68.8
Dan-Air Services	36 066	24 424	60 313	2 251 022	4 419 620	3 670 818	83.1	1 386	355 691	294 848	1 267	293 581	82.9
Eagle Flying Services	1	4	4	11	9	4	44.4	—	1	—	—	—	41.0
Fairflight Charters	782	1 564	1 390	6 250	3 884	2 828	72.8	154	582	383	167	216	65.8
Green Shield Stamp	233	297	371	1 046	2 245	1 001	44.6	—	220	77	—	77	35.2
Haywards Aviation	1	3	3	—	2	2	100.0	—	1	—	—	—	35.8
I D S Aircraft	334	671	750	1 785	1 915	930	48.6	—	279	81	—	81	29.0
International Aviation Service	6 347	2 577	11 480	—	—	—	—	21 425	181 430	116 087	116 087	—	64.0
Intra Airways	91	582	479	16 744	2 754	2 127	77.2	121	280	193	35	158	69.1
Invicta International Airlines	3 969	3 083	7 373	176 916	353 437	209 062	59.2	5 135	62 985	38 352	16 951	21 402	60.9
Laker Airways	21 031	8 999	32 030	960 632	3 698 470	2 878 736	77.8	—	366 900	280 955	—	280 955	76.6
MAM Aviation	448	449	672	1 192	4 032	1 180	29.3	—	403	119	—	119	29.5
McAlpine Aviation	1 975	2 662	2 644	7 869	15 194	6 110	40.2	—	1 151	479	—	479	41.6
McDonald Aviation	52	99	220	430	507	239	47.1	19	74	29	10	18	38.6
Merlot International Airlines	248	392	444	821	1 875	558	29.8	—	149	47	—	47	31.3
Monarch Airlines	11 017	6 899	17 217	778 690	1 556 993	1 234 072	79.3	525	161 420	117 912	5 919	111 993	73.0
Moseley Aviation	66	142	194	732	351	282	80.3	—	36	26	—	26	72.2
Northern Air Taxis	2	5	10	—	—	—	—	—	2	—	—	—	55.0
Northern Executive Aviation	21	45	69	178	97	74	76.3	8	18	12	3	9	66.7
Peters Aviation	112	217	425	1 599	1 388	925	66.6	9	120	77	5	73	64.6
Ryburn Air	9	18	32	49	48	24	50.0	—	6	2	—	2	33.3
Thurston Aviation	216	784	757	1 311	1 145	336	29.3	52	220	71	44	27	32.3
Tradewinds Airways	6 313	1 880	12 830	—	—	—	—	13 309	160 376	101 434	101 434	—	63.2
Trans-Meridian Air Cargo	9 078	2 766	18 340	—	—	—	—	21 107	244 769	133 472	133 472	—	54.5
Vernair Transport	14	20	48	66	93	41	44.0	—	8	4	1	3	48.6
TOTAL	192 754	168 301	351 946	9 630 693	21 109 889	16 968 695	80.4	114 047	2 918 718	2 069 212	590 885	1 478 327	70.9
Class 5A Licence TOTAL	3 867	2 818	6 231	225 937	480 943	372 591	77.5	..	64 187	46 574	13 042	33 532	72.6
TOTAL Excludes 5A Licence	188 887	165 483	345 715	9 404 756	20 628 946	16 596 104	80.5	114 047	2 854 531	2 022 638	577 843	1 444 795	70.9

Note: No returns have been received from Cabair Ltd.

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

# Domestic Non-scheduled Services 1974

Table 1.6.3 (1974)

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	Percentage of available
British Airways European Division	58	133	149	3 159	2 649	1 615	61.0	696	786	393	257	136	49.9
British Airways	—	1	1	—	10	1	6.3	—	1	—	—	—	6.1
British Airtours Helicopters	50	380	308	1 430	1 051	219	20.8	16	99	21	3	18	21.6
British Airways Regional Division—													
Channel Islands Airways	18	81	61	1 640	676	360	53.2	99	107	50	20	30	46.7
Scottish Airways	21	98	73	838	685	284	41.5	162	128	53	29	24	41.4
Cambrian Airways	230	1 556	817	36 138	12 896	5 604	43.5	—	1 158	448	—	448	38.7
Northeast Airlines	38	60	69	2 748	1 909	1 136	59.5	18	252	146	7	140	58.0
British Caledonian Airways	5	18	15	1 355	438	261	59.7	6	39	27	4	23	68.1
Air Anglia	538	1 840	1 845	15 651	8 542	4 725	55.3	8	907	476	3	472	52.5
Air Freight	13	81	76	—	—	—	—	10	49	37	37	—	76.4
Air-Bridge Carriers	39	147	150	—	—	—	—	541	422	178	178	—	42.1
Alidair	399	1 060	1 176	13 171	24 533	4 515	18.4	1 813	2 752	1 226	823	402	44.5
Aurigny Air Services	—	2	2	—	—	—	—	1	—	—	—	—	72.7
Beecham Imperial	84	276	287	724	563	269	47.7	—	51	25	—	25	48.3
Bristow Helicopters	42	246	231	1 229	704	221	31.4	—	29	20	—	20	69.0
British Air Ferries	76	136	318	—	—	—	—	551	514	305	305	—	59.3
British Island Airways	451	1 601	1 917	42 295	21 354	11 690	54.7	147	2 058	1 088	95	993	52.9
British Midland Airways	342	805	1 037	21 138	21 899	8 416	38.4	579	1 854	902	245	657	48.6
Brymon Airways	5	48	22	311	46	29	62.7	—	4	3	—	3	67.2
Cabair	94	425	314	759	559	172	30.8	—	94	30	—	30	31.9
Cedar Management Services	3	11	9	53	23	12	51.9	—	2	1	—	1	56.1
†Court Line Aviation	13	40	34	3 260	1 311	886	67.6	66	138	98	24	74	70.7
Dan-Air Services	136	348	422	6 228	3 191	1 843	57.8	964	813	635	485	150	78.1
Eagle Flying Services	11	43	37	93	58	27	46.7	—	3	1	—	1	27.5
Fairflight Charters	172	478	695	2 242	1 363	964	70.7	35	137	93	18	75	68.1
Galliford Aviation	15	52	41	121	101	36	35.6	—	13	3	—	3	23.1
Green Shield Stamp	15	36	33	100	155	58	37.6	—	16	6	—	6	37.6
Haywards Aviation	36	160	208	1 144	390	264	67.6	—	36	18	—	18	50.1
Humber Airways	56	231	270	711	372	176	47.3	2	38	15	—	15	39.1
IDS Aircraft	447	1 694	1 493	2 856	2 535	997	39.3	—	207	82	—	82	39.7
International Aviation Service	1	2	3	—	—	—	—	17	19	10	10	—	49.4
Intra Airways	14	167	101	4 716	463	377	81.6	2	38	30	2	27	78.0
Invicta International Airlines	11	23	29	1 179	600	381	63.4	140	171	113	84	29	66.3
Laker Airways	2	6	5	313	205	155	75.5	—	18	14	—	14	76.3
Loganair	716	8 141	3 309	33 166	6 092	3 038	49.9	79	581	291	18	273	50.2
Macedonian Aviation	67	220	329	2 936	1 934	899	46.5	36	221	78	11	67	35.3
MAM Aviation	45	142	135	484	405	191	47.3	—	36	18	—	18	48.6
McAlpine Aviation	777	3 243	2 018	8 070	5 798	2 299	39.7	3	445	182	—	182	41.0
Merlot International Airlines	35	91	81	96	248	115	46.4	—	21	9	—	9	43.5
Moseley Aviation	44	192	164	747	269	195	72.8	—	26	20	—	20	76.4
Northern Air Taxis	635	1 238	2 204	4 784	3 799	2 525	66.5	5	333	206	3	203	62.0
Northern Executive Aviation	55	250	243	1 292	369	271	73.4	32	46	32	6	26	69.6
Peters Aviation	192	667	822	3 761	2 483	1 113	44.8	17	254	88	6	82	34.8
Rank Organisation	—	2	1	11	2	2	91.7	—	—	—	—	—	64.3
Ryburn Air	8	38	28	5	39	2	4.1	2	5	1	1	—	13.4
Thurston Aviation	126	594	464	1 036	542	194	35.8	32	90	29	7	22	32.2
Trader Airways	6	18	17	57	44	18	39.8	—	4	2	—	2	42.1
Trans-Meridian Air Cargo	1	1	2	—	—	—	—	—	16	14	—	—	90.0
Vernair Transport	53	218	209	549	371	216	58.2	2	34	20	—	19	58.0
<b>TOTAL</b>	<b>6 197</b>	<b>27 340</b>	<b>22 272</b>	<b>222 596</b>	<b>131 678</b>	<b>56 773</b>	<b>43.1</b>	<b>6 094</b>	<b>15 064</b>	<b>7 535</b>	<b>2 696</b>	<b>4 838</b>	<b>50.0</b>
<b>Class 5A Licence Total</b>	<b>768</b>	<b>3 254</b>	<b>2 941</b>	<b>79 895</b>	<b>38 271</b>	<b>20 203</b>	<b>52.8</b>	<b>..</b>	<b>3 683</b>	<b>1 864</b>	<b>108</b>	<b>1 756</b>	<b>50.6</b>
<b>Total Excludes 5A Licence</b>	<b>5 429</b>	<b>24 086</b>	<b>19 332</b>	<b>142 701</b>	<b>93 407</b>	<b>36 570</b>	<b>39.2</b>	<b>6 094</b>	<b>11 381</b>	<b>5 671</b>	<b>2 588</b>	<b>3 082</b>	<b>49.8</b>

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

†Estimated.



# Domestic Non-scheduled Services 1975

Table 1.6.3 (1975)

	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	3	6	9	478	330	196	59.3	—	44	18	—	18	39.7
British Airways European Division	54	132	121	8 072	5 051	3 236	64.1	58	537	302	22	280	56.2
British Airways Helicopters	36	214	153	919	777	195	25.1	8	78	24	4	20	31.1
British Airways Regional Division—													
Channel Islands Airways	30	122	113	3 348	2 206	1 065	48.3	—	183	93	—	93	51.1
Scottish Airways	50	173	170	4 788	3 336	1 783	53.5	26	295	164	6	158	55.5
Cambrian Airways	590	1 709	1 062	50 581	18 241	10 057	55.1	—	1 661	811	9	802	48.8
Northeast Airlines	75	156	178	9 369	7 732	4 010	51.9	—	625	340	7	333	54.4
British Caledonian Airways	8	29	24	1 520	903	524	58.1	—	83	45	—	45	53.9
Air Anglia	382	1 204	1 047	2 885	2 789	889	31.9	2	289	89	1	89	31.0
Air Freight	49	171	231	2 153	983	650	66.1	45	118	73	24	49	61.9
Air-Bridge Carriers	87	353	367	884	596	291	48.8	672	899	335	311	24	37.3
Alidair	694	2 117	2 126	14 900	12 041	5 075	42.2	3 039	4 515	1 536	1 108	428	34.0
Aurigny Air Services	—	2	2	2	3	—	11.2	—	—	—	—	—	30.6
Beecham Imperial	28	60	65	289	227	153	67.3	—	20	13	—	13	66.2
British Air Ferries	6	18	26	180	104	44	42.8	29	40	16	12	4	39.8
British Island Airways	582	774	1 121	11 181	20 308	9 796	48.2	481	2 667	1 128	293	836	42.3
British Midland Airways	1 214	2 568	3 642	82 440	84 845	40 169	47.3	731	6 738	3 537	406	3 131	52.5
Brymon Airways	1	4	5	32	7	7	100.0	—	1	1	—	1	87.5
Dan-Air Services	633	1 727	2 163	22 550	17 696	7 169	40.5	1 060	2 900	1 252	588	665	43.2
Eagle Flying Services	5	8	11	32	21	15	71.4	—	1	1	—	1	100.0
Fairflight Charters	270	564	509	3 809	2 433	1 823	74.9	3	189	140	4	136	74.1
Green Shield Stamp	36	98	61	206	337	114	33.8	—	34	9	—	9	26.5
Haywards Aviation	1	4	3	36	7	6	89.2	—	1	1	—	1	69.2
IDS Aircraft	393	1 687	1 304	4 967	2 352	1 186	50.4	—	204	103	—	103	50.6
Intra Airways	32	237	232	6 112	1 074	592	55.1	7	95	51	5	46	53.8
Invicta International Airlines	6	14	15	1 428	803	488	60.8	—	74	43	—	43	57.9
Laker Airways	1	2	4	168	46	44	94.4	—	4	4	—	4	95.0
Loganair	725	8 090	3 200	26 431	5 700	2 423	42.5	—	517	218	—	218	42.2
MAM Aviation	57	88	83	347	503	224	44.5	—	51	22	—	22	43.1
Management Aviation	6	31	30	255	82	49	59.8	3	18	9	5	4	50.0
McAlpine Aviation	524	1 994	999	3 176	3 624	1 081	29.8	6	275	86	—	86	31.4
McDonald Aviation	43	186	186	772	553	243	43.9	11	58	23	4	20	39.6
Merlot International Airlines	33	72	56	152	250	76	30.5	—	21	6	—	6	29.1
Moseley Aviation	46	195	153	941	289	223	77.2	—	29	21	—	21	72.4
Northern Air Taxis	192	331	637	1 331	1 152	768	66.7	—	116	61	—	61	52.6
Northern Executive Aviation	78	353	345	1 598	439	340	77.4	82	65	52	19	33	80.0
Peters Aviation	307	1 084	1 362	8 047	4 174	2 324	55.7	98	367	195	18	176	53.0
Ryburn Air	68	578	270	145	99	58	58.6	54	44	11	6	5	25.0
Thurston Aviation	200	903	727	1 404	1 092	361	33.1	60	238	59	26	33	24.8
Vernair Transport	280	647	989	2 823	1 961	1 442	73.5	—	168	119	—	118	70.5
TOTAL	7 822	28 705	23 797	280 751	205 164	99 189	48.4	6 484	24 261	11 009	2 877	8 132	45.4
Class 5A Licence Total	1 292	3 316	2 641	95 117	56 234	31 332	55.7	..	5 484	2 837	184	2 653	51.7
Total Excludes 5A Licence	6 530	25 389	21 156	185 634	148 930	67 857	45.6	6 484	18 777	8 172	2 693	5 479	43.5

Note: No returns have been received from Cabair Ltd.  
 \*Does not include cargo carried under Class 5 Licences.

## Class 2 Licence Operations 1974

Table 1.7 (1974)

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
<b>International Services</b>											
British Airways Overseas Division	3 366	746	4 480	82 412	—	574 612	474 873	82.6	64 298	42 886	66.7
British Airtours	333	81	421	6 756	—	62 994	50 097	79.5	5 733	4 428	77.2
British Caledonian Airways	1 773	421	2 287	42 027	—	333 284	266 678	80.0	45 738	24 006	52.5
British Midland Airways	642	139	861	18 511	—	121 387	108 088	89.0	9 634	8 476	88.0
Dan-Air Services	1 517	411	2 023	39 631	—	286 656	258 420	90.1	22 913	20 531	89.6
Laker Airways	4 271	921	5 503	179 690	—	1 350 455	1 009 026	74.7	137 313	99 924	72.8
Monarch Airlines	323	119	435	5 845	—	54 866	35 037	63.9	5 325	3 180	59.7
<b>TOTAL</b>	<b>12 224</b>	<b>2 838</b>	<b>16 010</b>	<b>374 872</b>	<b>—</b>	<b>2 784 255</b>	<b>2 202 220</b>	<b>79.1</b>	<b>290 954</b>	<b>203 430</b>	<b>69.9</b>

## Class 3 Licence Operations 1974 showing other IT Charter Passengers

Table 1.8 (1974)

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat-km Used (000)	Percentage of available	Available (000)	Tonne-km Used (000)	Percentage of available	Number of IT passengers uplifted	
											Class 2	Class 4
<b>International Services</b>												
British Airways Overseas Division	139	35	172	1 545	23 887	15 215	63.7	2 753	1 375	49.9	—	3 468
British Airways European Division	3 347	2 812	5 306	247 552	363 514	292 121	80.4	32 470	24 845	76.5	—	—
British Airtours	6 244	3 512	9 062	523 421	1 177 489	910 991	77.4	107 213	77 825	72.6	—	640
British Airways Regional Division—												
Channel Islands Airways	82	84	1 206	4 288	6 738	4 785	71.0	564	398	70.6	—	—
Cambrian Airways	2 222	2 172	3 814	100 832	193 105	146 036	75.6	16 827	11 685	69.4	—	1 609
Northeast Airlines	2 844	2 168	4 415	226 233	347 573	298 913	86.0	29 966	24 825	82.8	—	144
British Caledonian Airways	5 681	4 986	10 059	392 514	625 425	474 721	75.9	56 376	40 874	72.5	—	1 473
Alidair	205	276	556	15 954	15 954	12 637	79.2	1 432	1 066	74.5	—	—
Britannia Airways	23 862	15 521	37 694	1 652 202	3 102 131	2 500 599	80.6	263 835	215 055	81.5	—	—
British Air Ferries	1	3	5	177	72	64	89.4	8	6	77.8	—	—
British Midland Airways	27	27	70	1 565	1 986	1 640	82.6	163	128	78.9	—	—
*Court Line Aviation	9 245	6 503	15 665	757 180	1 494 406	1 158 106	77.5	129 694	99 438	76.7	—	148
Dan-Air Services	21 572	14 873	36 393	1 421 141	2 611 167	2 139 733	81.9	209 029	171 194	81.9	—	6 048
Invicta International Airlines	505	505	1 077	48 973	73 698	51 950	70.5	7 363	5 187	70.4	—	125
Laker Airways	8 450	4 423	12 197	409 944	982 074	760 046	77.4	93 871	71 981	76.7	—	8 628
Monarch Airlines	4 749	3 148	7 730	418 658	795 896	629 000	79.0	77 265	59 934	77.6	—	1 435
<b>TOTAL International Services</b>	<b>89 174</b>	<b>61 048</b>	<b>145 418</b>	<b>6 222 179</b>	<b>11 815 116</b>	<b>9 396 558</b>	<b>79.5</b>	<b>1 028 827</b>	<b>805 814</b>	<b>78.3</b>	<b>—</b>	<b>23 718</b>
<b>Domestic Services</b>												
British Airways Cambrian Airways	58	420	242	7 027	3 193	1 046	32.8	296	84	28.2	—	—
British Caledonian Airways	1	2	2	79	54	44	82.6	5	4	80.1	—	—
British Midland Airways	10	29	31	1 848	717	623	86.9	60	50	82.9	—	—
*Court Line Aviation	4	16	10	1 856	564	374	66.3	50	32	64.0	—	—
<b>TOTAL Domestic Services</b>	<b>72</b>	<b>467</b>	<b>284</b>	<b>10 810</b>	<b>4 527</b>	<b>2 087</b>	<b>46.1</b>	<b>411</b>	<b>169</b>	<b>41.2</b>	<b>—</b>	<b>—</b>
<b>GRAND TOTAL</b>	<b>89 247</b>	<b>61 515</b>	<b>145 702</b>	<b>6 232 989</b>	<b>11 819 643</b>	<b>9 398 646</b>	<b>79.5</b>	<b>1 029 238</b>	<b>805 983</b>	<b>78.3</b>	<b>—</b>	<b>23 718</b>

\* Estimated

Class 2 Licence Operations 1975

Table 1.7 (1975)

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Available (000)	Tonne—km		Percentage of available
				ABC	Other	Available (000)	Used (000)	Percentage of available		Available (000)	Used (000)	
British Airways Overseas Division	2 772	526	3 871	89 899	—	630 226	501 309	79.5	79 242	46 055	58.1	
British Airtours	509	117	653	6 741	—	96 252	61 136	63.5	8 759	5 420	61.9	
British Caledonian Airways	2 102	488	2 743	47 541	—	394 867	327 333	82.9	50 006	28 919	57.8	
British Midland Airways	59	17	74	1 237	—	11 014	8 950	81.3	889	699	78.6	
Dan-Air Services	1 505	395	1 933	41 998	—	284 066	236 285	83.2	22 709	18 905	83.2	
Laker Airways	6 518	1 382	8 291	223 436	5 290	1 840 476	1 332 102	72.4	187 743	133 210	71.0	
TOTAL	13 466	2 925	17 565	410 852	5 290	3 256 900	2 467 115	75.8	349 348	233 208	66.8	

Class 3 Licence Operations 1975  
showing other IT Charter Passengers

Table 1.8 (1975)

	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	121	39	207	9 635	24 257	21 463	88.5	3 140	1 916	61.0	—	—
British Airways European Division	1 848	1 467	3 110	143 811	204 439	171 801	84.0	19 158	14 657	76.5	—	—
British Airtours	7 314	4 410	11 154	685 931	1 383 219	1 131 287	81.8	125 804	96 486	76.7	—	1 166
British Airways Regional Division—												
Channel Islands Airways	242	259	506	13 498	18 719	13 866	74.1	1 693	1 197	70.7	—	—
Scottish Airways	1	4	5	149	100	53	52.6	8	4	51.8	—	—
Cambrian Airways	1 907	1 735	3 300	84 450	159 477	130 132	81.6	13 991	10 413	74.4	—	—
Northeast Airlines	2 866	2 313	4 815	241 046	352 900	300 037	85.0	30 546	24 763	81.1	—	—
British Caledonian Airways	5 375	4 735	9 611	413 706	588 639	494 093	83.9	53 238	42 519	79.9	—	5 781
Alidair	85	219	263	10 212	6 398	4 352	68.0	579	367	63.3	—	—
Britannia Airways	26 855	17 204	42 456	2 084 975	3 492 212	3 206 688	91.8	298 862	272 445	91.2	—	11 986
British Midland Airways	2	2	4	115	110	87	78.8	9	7	71.7	—	—
Dan-Air Services	25 970	17 985	43 811	1 740 822	3 064 790	2 579 667	84.2	245 212	206 378	84.2	—	3 004
Invicta International Airlines	865	866	1 752	78 506	132 051	84 191	63.8	12 908	8 228	63.8	—	—
Laker Airways	9 602	5 104	15 318	505 529	1 110 834	939 775	84.6	105 430	88 763	84.2	—	—
Monarch Airlines	7 981	5 513	12 579	685 708	1 233 766	1 053 566	85.4	120 283	95 635	79.5	—	3 703
TOTAL International Services	91 034	61 855	148 891	6 698 093	11 771 911	10 131 056	86.1	1 030 862	863 778	83.8	—	25 640
Domestic Services												
British Caledonian Airways	3	10	8	513	304	146	47.9	28	13	45.0	—	—
Dan-Air Services	7	37	29	1 555	353	303	86.0	29	25	85.9	—	—
TOTAL Domestic Services	10	47	37	2 068	656	449	68.4	57	37	65.8	—	—
GRAND TOTAL	91 044	61 902	148 928	6 700 161	11 772 567	10 131 505	86.1	1 030 919	863 815	83.8	—	25 640

## All Class 4 Licence Operations 1974

Table 1.9.1 (1974)

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km Used (000)	Percentage of available	Available (000)	Tonne—km Used (000)	Percentage of available
				IT	Other						
British Airways Overseas Division	3 405	842	5 417	3 468	51 538	609 777	547 449	89·8	68 906	51 186	74·3
British Airways European Division	26	23	52	—	898	2 182	1 249	57·3	214	109	50·7
British Airtours	1 297	651	1 823	640	82 405	236 606	190 799	80·6	21 470	16 565	77·2
British Airways Regional Division—											
Channel Islands Airways	4	14	13	—	570	296	172	58·0	25	14	56·2
Scottish Airways	2	7	8	—	196	155	74	48·0	12	6	49·5
Cambrian Airways	19	36	56	1 609	572	1 401	1 227	87·6	119	98	82·6
Northeast Airlines	33	38	74	144	2 674	3 218	2 698	83·8	268	224	83·4
British Caledonian Airways	2 039	1 169	3 063	1 473	100 069	321 444	274 962	85·5	41 555	24 544	59·1
Alidair	39	86	115	—	5 429	3 064	2 492	81·3	275	211	76·5
Britannia Airways	639	515	1 053	—	55 610	83 089	68 796	82·8	7 068	5 847	82·7
British Air Ferries	1	3	4	—	173	63	54	86·3	7	5	75·3
British Island Airways	18	67	72	—	2 590	884	705	79·7	81	60	74·0
British Midland Airways	115	167	317	—	10 640	8 338	7 332	87·9	683	567	83·0
*Court Line Aviation	500	512	888	148	46 307	92 051	72 331	78·6	7 984	6 203	77·7
Dan-Air Services	6 290	4 270	10 899	6 048	324 010	776 531	628 988	81·0	62 073	50 286	81·0
*Donaldson International Airway	97	27	120	—	2 293	18 291	16 880	92·3	2 613	1 779	68·1
Intra Airway	46	418	269	—	13 240	1 596	1 425	89·3	125	102	81·8
Invicta International Airlines	110	209	266	125	22 004	15 883	12 520	78·8	1 522	1 174	77·2
Laker Airways	2 452	1 776	4 411	8 628	111 457	253 860	184 812	72·8	23 375	16 677	71·3
Loganair	147	4 514	714	—	21 414	1 182	739	62·5	106	67	62·8
Macedonian Aviation	1	2	7	—	60	42	40	93·8	4	3	66·7
Monarch Airlines	165	101	277	1 435	6 222	26 557	19 953	75·1	2 579	1 810	70·2
TOTAL	17 445	15 447	29 917	23 718	860 371	2 456 509	2 035 696	82·9	241 064	177 534	73·6

\*Estimated.

## International Class 4 Licence Operations 1974

Table 1.9.2 (1974)

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat-km Used (000)	Percentage of available	Tonne-km		
				IT	Other				Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	3 405	842	5 417	3 468	51 538	609 777	547 449	89.8	68 906	51 186	74.3
British Airways European Division	26	23	52	—	898	2 182	1 249	57.3	214	109	50.7
British Airtours	1 297	651	1 823	640	82 405	236 606	190 799	80.6	21 470	16 565	77.2
British Airways Regional Division—											
Channel Islands Airways	3	10	11	—	334	239	143	59.9	20	12	58.1
Scottish Airways	2	7	8	—	196	155	74	48.0	12	6	49.5
Cambrian Airways	17	28	48	1 609	—	1 247	1 076	86.3	106	86	81.3
Northeast Airlines	31	32	67	144	2 261	3 035	2 527	83.3	253	210	82.9
British Caledonian Airways	2 038	1 167	3 061	1 473	99 854	321 385	274 906	85.5	41 550	24 539	59.1
Alidair	31	63	91	—	3 751	2 430	1 907	78.5	218	161	73.9
Britannia Airways	639	515	1 053	—	55 610	83 089	68 796	82.8	7 068	5 847	82.7
British Air Ferries	1	3	4	—	173	63	54	86.3	7	5	75.3
British Island Airways	6	17	26	—	781	314	290	92.5	29	25	86.0
British Midland Airways	93	113	252	—	7 060	6 733	5 900	87.6	548	456	83.2
*Court Line Aviation	498	507	883	148	45 904	91 823	72 178	78.6	7 965	6 190	77.7
Dan-Air Services	6 286	4 257	10 884	6 048	322 773	776 187	628 670	81.0	62 046	50 261	81.0
*Donaldson International Airway	97	27	120	—	2 293	18 291	16 880	92.3	2 613	1 779	68.1
Intra Airways	34	278	186	—	8 816	1 192	1 083	90.9	93	76	82.3
Invicta International Airlines	106	199	257	125	20 842	15 371	12 150	79.0	1 481	1 146	77.4
Laker Airways	2 452	1 776	4 411	8 628	111 457	253 860	184 812	72.8	23 375	16 677	71.3
Macedonian Aviation	1	2	7	—	60	42	40	93.8	4	3	66.7
Monarch Airlines	165	101	277	1 435	6 222	26 557	19 953	75.1	2 579	1 810	70.2
TOTAL	17 229	10 618	28 937	23 718	823 228	2 450 575	2 030 937	82.9	240 556	177 147	73.6

\*Estimated.

## All Class 4 Licence Operations 1975

Table 1.9.1 (1975)

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km Used (000)	Percentage of available	Available (000)	Tonne—km Used (000)	Percentage of available
				IT	Other						
British Airways Overseas Division	1 919	485	2 672	—	36 303	346 284	324 556	93.7	36 537	30 146	82.5
British Airways European Division	80	144	171	—	8 023	9 026	5 269	58.4	918	457	49.7
British Airtours	792	277	1 084	1 166	28 541	149 618	120 344	80.4	13 616	10 600	77.8
British Airways Regional Division—											
Channel Islands Airways	2	14	9	—	279	152	68	44.4	14	6	40.3
Northeast Airlines	61	76	122	—	6 459	6 628	5 651	85.3	585	469	80.2
British Caledonian Airways	2 690	1 247	4 705	5 781	95 912	455 297	377 495	82.9	55 674	33 191	59.6
Alidair	28	69	76	—	3 130	1 767	1 082	61.2	161	92	57.1
Britannia Airways	1 137	739	1 816	11 986	66 617	148 576	121 684	81.9	12 629	10 300	81.6
British Air Ferries	2	8	10	—	455	138	117	85.3	14	11	79.3
British Island Airways	15	47	58	—	2 166	765	694	90.7	70	59	84.1
British Midland Airways	111	149	355	—	9 832	8 092	7 432	91.8	656	579	88.3
Dan-Air Services	7 549	4 967	12 511	3 004	426 844	961 082	774 025	80.5	76 896	61 847	80.4
Intra Airways	67	644	387	—	20 909	2 373	2 079	87.6	202	152	75.6
Invicta International Airlines	260	280	520	—	34 421	40 026	32 588	81.5	3 875	3 163	81.7
Laker Airways	2 423	1 796	5 113	—	119 291	221 504	170 015	76.8	20 002	15 516	77.6
Loganair	169	4 640	702	—	17 507	1 350	882	65.3	123	80	65.5
Monarch Airlines	493	388	831	3 703	30 932	62 587	46 899	74.9	6 137	4 254	69.3
TOTAL	17 798	15 970	31 142	25 640	907 621	2 415 264	1 990 880	82.4	228 108	170 923	74.9

## International Class 4 Licence 1975 Operations

Table 1.9.2 (1975)

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other		Used (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	1 918	481	2 665	—	35 927	346 071	324 414	93.7		36 508	30 133	82.5
British Airways European Division	80	144	171	—	8 023	9 026	5 269	58.4		918	457	49.7
British Airtours	792	277	1 084	1 166	28 541	149 618	120 344	80.4		13 616	10 600	77.8
British Airways Regional Division—												
Channel Islands Airways	1	6	3	—	66	52	25	48.5		5	2	47.2
Northeast Airlines	58	68	113	—	6 071	6 447	5 494	85.2		571	456	80.0
British Caledonian Airways	2 690	1 247	4 705	5 781	95 912	455 297	377 495	82.9		55 674	33 191	59.6
Alidair	28	69	76	—	3 130	1 767	1 082	61.2		161	92	57.1
Britannia Airways	1 137	739	1 816	11 986	66 617	148 576	121 684	81.9		12 629	10 300	81.6
British Air Ferries	2	8	10	—	455	138	117	85.3		14	11	79.3
British Island Airways	8	24	31	—	1 150	388	369	95.2		36	32	88.4
British Midland Airways	108	139	346	—	9 189	7 886	7 246	91.9		639	565	88.4
Dan-Air Services	7 547	4 959	12 503	3 004	426 456	960 980	773 925	80.5		76 887	61 839	80.4
Intra Airways	60	497	336	—	16 148	2 161	1 884	87.2		183	139	75.7
Invicta International Airlines	254	266	505	—	32 993	39 223	32 100	81.9		3 801	3 120	82.1
Laker Airways	2 423	1 796	5 113	—	119 291	221 504	170 015	76.8		20 002	15 516	77.6
Monarch Airlines	493	388	831	3 703	30 932	62 587	46 899	74.9		6 137	4 254	69.3
TOTAL	17 599	11 108	30 308	25 640	880 901	2 411 718	1 988 362	82.4		227 779	170 706	74.9

## Domestic Class 4 Licence Operations 1974

**Table 1.9.3 (1974)**

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km Used (000)	Percentage of available	Available (000)	Tonne—km Used (000)	Percentage of available
British Airways Regional Division—				IT	Other						
Channel Islands Airways	1	4	3	—	236	58	29	50·0	5	2	48·3
Cambrian Airways	2	8	8	—	572	154	151	98·2	13	12	92·6
Northeast Airlines	3	6	8	—	413	183	171	93·2	15	14	92·9
British Caledonian Airways	1	2	2	—	215	59	56	94·3	5	5	90·7
Alidair	8	23	24	—	1 678	634	585	92·2	57	49	86·7
British Island Airways	11	50	46	—	1 809	570	415	72·7	53	35	67·4
British Midland Airways	22	54	65	—	3 580	1 605	1 432	89·2	134	110	82·2
*Court Line Aviation	2	5	5	—	403	228	153	66·8	19	13	65·2
Dan-Air Services	4	13	15	—	1 237	344	318	92·5	28	26	92·6
Intra Airways	12	140	82	—	4 424	405	341	84·4	32	25	80·5
Invicta International Airlines	4	10	10	—	1 162	512	371	72·4	41	28	68·7
Loganair	147	4 514	714	—	21 414	1 182	739	62·5	106	67	62·8
TOTAL	216	4 829	979	—	37 143	5 935	4 759	80·2	508	387	76·2

\*Estimated.

## All Class 6 Licence Operations 1974

**Table 1.10.1 (1974)**

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km		Percentage of available
					Available (000)	Used (000)	
British Airways Overseas Division	83	24	100	172	2 814	2 333	82.9
British Airways European Division	85	181	228	1 047	1 173	531	45.2
British Airways Regional Division—							
Cambrian Airways	12	49	42	127	83	29	35.0
Northeast Airlines	1	4	4	18	9	6	62.1
British Caledonian Airways	4 833	1 323	6 415	16 694	147 843	99 738	67.5
Air Freight	118	152	536	305	357	238	66.8
Air-Bridge Carriers	180	326	611	1 070	1 584	612	38.7
Britannia Airways	42	53	67	302	313	262	83.7
British Air Ferries	18	27	73	95	122	67	54.9
British Island Airways	8	21	27	60	35	25	71.1
British Midland Airways	6	10	18	44	44	29	66.5
*Court Line Aviation	2	6	6	67	26	24	95.0
*Donaldson International Airway	180	63	248	491	5 759	3 888	67.5
International Aviation Service	1 414	524	2 948	2 635	23 803	18 883	79.3
Intra Airways	1	6	5	19	3	3	87.4
Invicta International Airlines	518	281	1 043	3 243	9 011	7 375	81.8
Monarch Airlines	39	17	81	160	629	375	59.6
Tradewinds Airways	2 991	702	6 383	8 824	79 638	48 479	60.9
Trans-Meridian Air Cargo	2 477	814	4 843	7 841	67 428	45 494	67.5
<b>TOTAL</b>	<b>13 007</b>	<b>4 583</b>	<b>23 677</b>	<b>43 214</b>	<b>340 671</b>	<b>228 390</b>	<b>67.0</b>

\*Estimated.

## Domestic Class 4 Licence Operations 1975

Table 1.9.3 (1975)

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km		Percentage of available	Tonne—km		
				IT	Other		Used (000)			Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	2	4	7	—	376	213	142	66.6	29	13	44.6	
British Airways Regional Division—												
Channel Islands Airways	2	8	6	—	213	101	43	42.3	9	4	37.1	
Northeast Airlines	2	8	9	—	388	181	156	86.4	15	13	87.8	
British Island Airways	8	23	28	—	1 016	377	325	86.2	35	28	79.7	
British Midland Airways	3	10	9	—	643	206	186	90.4	17	15	85.3	
Dan-Air Services	2	8	8	—	388	103	99	96.8	8	8	96.7	
Intra Airways	6	147	51	—	4 761	212	195	91.9	18	14	75.0	
Invicta International Airlines	6	14	15	—	1 428	803	488	60.8	74	43	57.9	
Loganair	169	4 640	702	—	17 507	1 350	882	65.3	123	80	65.5	
TOTAL	198	4 862	834	—	26 720	3 547	2 518	71.0	329	217	66.0	

## All Class 6 Licence Operations 1975

Table 1.10.1 (1975)

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		
					Available (000)	Used (000)	Percentage of available
British Airways European Division	112	212	227	1 285	1 812	1 003	55.3
British Airways Cambrian Airways	3	5	10	10	24	8	33.4
British Caledonian Airways	7 309	2 135	9 880	28 551	243 477	161 485	66.3
Air Freight	50	102	284	177	146	78	53.6
Air-Bridge Carriers	78	194	297	694	654	274	41.9
Alidair	490	1 508	1 471	2 877	3 096	1 026	33.1
Britannia Airways	27	31	49	155	203	144	70.8
British Air Ferries	112	170	459	389	875	308	35.2
Dan-Air Services	483	970	1 504	2 363	3 278	1 768	53.9
International Aviation Service	2 402	934	4 049	9 439	74 371	59 415	79.9
Intra Airways	2	18	9	47	6	4	76.9
Invicta International Airlines	520	364	1 054	2 616	8 127	4 724	58.1
Tradewinds Airways	4 206	1 341	8 450	10 849	111 222	69 719	62.7
Trans-Meridian Air Cargo	4 731	1 569	9 795	10 909	129 226	79 547	61.6
TOTAL	20 522	9 553	37 536	70 361	576 517	379 501	65.8

## International Class 6 Licence Operations 1974

Table 1.10.2 (1974)

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways Overseas Division	83	24	100	172	2 814	2 333	82.9
British Airways European Division	85	181	228	1 047	1 173	531	45.2
British Airways Regional Division— Cambrian Airways	12	49	42	127	83	29	35.0
British Caledonian Airways	4 831	1 321	6 413	16 687	147 834	99 734	67.5
Air Freight	116	148	530	295	352	234	66.4
Air-Bridge Carriers	143	191	470	528	1 186	446	37.6
Britannia Airways	42	53	67	302	313	262	83.7
British Air Ferries	18	27	73	95	122	67	54.9
British Island Airways	4	7	13	19	20	12	59.1
British Midland Airways	3	3	7	17	19	16	83.5
*Donaldson International Airways	180	63	248	491	5 759	3 888	67.5
International Aviation Service	1 414	524	2 948	2 635	23 802	18 883	79.3
Intra Airways	1	4	3	16	2	2	93.9
Invicta International Airlines	518	281	1 043	3 243	9 011	7 375	81.8
Monarch Airlines	39	17	81	160	629	375	59.6
Tradewinds Airways	2 991	702	6 383	8 824	79 638	48 479	60.9
Trans-Meridian Air Cargo	2 476	813	4 841	7 841	67 412	45 480	67.5
TOTAL	12 956	4 408	23 491	42 500	340 169	228 144	67.1

\* Estimated

## Domestic Class 6 Licence Operations 1974

Table 1.10.3 (1974)

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways Regional Division— Northeast Airlines	1	4	4	18	9	6	62.1
British Caledonian Airways	1	2	3	7	8	4	49.3
Air Freight	2	4	6	10	5	4	90.1
Air-Bridge Carriers	37	135	141	542	398	167	41.9
British Island Airways	3	14	13	41	15	13	87.7
British Midland Airways	4	7	10	27	25	14	54.0
*Court Line Aviation	2	6	6	67	26	24	95.0
Intra Airways	—	2	1	3	1	—	62.3
Trans-Meridian Air Cargo	1	1	2	—	16	14	90.0
TOTAL	51	175	185	714	502	246	49.0

\* Estimated



## International Class 6 Licence Operations 1975

Table 1.10.2 (1975)

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	112	212	227	1 285	1 812	1 003	55.3
British Airways Regional Division— Cambrian Airways	3	5	10	10	24	8	33.4
British Caledonian Airways	7 309	2 135	9 880	28 551	243 477	161 485	66.3
Air Freight	47	97	274	169	138	73	52.8
Air-Bridge Carriers	50	76	173	185	377	146	38.7
Alidair	54	114	132	232	296	103	34.8
Britannia Airways	27	31	49	155	203	144	70.8
British Air Ferries	111	167	455	379	868	305	35.1
Dan-Air Services	222	501	684	1 315	1 941	1 188	61.2
International Aviation Service	2 402	934	4 049	9 439	74 371	59 415	79.9
Intra Airways	2	18	9	47	6	4	76.9
Invicta International Airlines	520	364	1 054	2 616	8 127	4 724	58.1
Tradewinds Airways	4 206	1 341	8 450	10 849	111 222	69 719	62.7
Trans-Meridian Air Cargo	4 731	1 569	9 795	10 909	129 226	79 547	61.6
TOTAL	19 794	7 564	35 241	66 140	572 089	377 863	66.0

## Domestic Class 6 Licence Operations 1975

Table 1.10.3 (1975)

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Air Freight	2	5	11	8	8	5	67.9
Air-Bridge Carriers	28	118	123	509	277	128	46.2
Alidair	436	1 394	1 338	2 645	2 800	923	33.0
British Air Ferries	1	3	4	10	7	3	51.9
Dan-Air Services	261	469	819	1 048	1 337	580	43.4
TOTAL	728	1 989	2 296	4 221	4 428	1 639	37.0

# All Class 7 Licence Operations 1974

Table 1.11.1 (1974)

	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	318	76	551	7 512	66 377	54 905	82.7	45	8 374	5 447	312	5 135	65.0
British Airways European Division	647	616	1 303	12 011	27 353	12 175	44.5	3 040	8 949	4 939	3 852	1 087	55.2
British Airtours	53	42	84	5 026	9 622	6 653	69.1	—	873	571	—	571	65.4
British Airways Helicopters	1 606	13 401	8 144	99 066	34 647	14 807	42.7	894	3 234	1 281	162	1 119	39.6
British Airways Regional Division—													
Channel Islands Airways	15	57	49	1 358	756	390	51.6	50	88	41	9	33	47.2
Scottish Airways	16	53	54	861	810	349	43.1	45	87	41	8	33	46.8
Cambrian Airways	90	166	262	6 843	6 566	4 402	67.0	—	559	352	—	352	63.0
Northeast Airlines	17	28	46	1 182	1 348	913	67.8	—	112	79	—	79	70.7
British Caledonian Airways	726	479	1 128	14 504	94 453	61 474	65.1	51	11 987	5 805	308	5 497	48.4
Air Anglia	726	2 281	2 464	24 037	15 179	8 555	56.4	15	1 603	864	9	856	53.9
Alidair	582	1 348	1 693	16 542	37 559	7 578	20.2	2 232	4 068	1 767	1 128	639	43.4
Aurigny Air Services	1	7	5	42	6	5	77.2	2	1	1	—	—	64.5
Beecham Imperial	233	416	543	1 206	1 842	843	45.8	—	161	76	—	76	46.8
Bristow Helicopters	3 466	28 239	19 338	185 663	58 823	31 529	53.6	3 534	5 614	2 987	577	2 410	53.2
Britannia Airways	6	4	10	369	830	575	69.3	—	71	49	—	49	68.9
British Air Ferries	277	339	1 098	308	123	97	78.3	1 033	1 886	1 030	1 021	9	54.6
British Executive Air Services	1 049	886	345	4 117	13 475	4 571	33.9	26	2 589	474	17	457	18.3
British Island Airways	38	117	146	1 940	866	683	78.8	121	172	94	36	58	55.0
British Midland Airways	204	497	639	13 304	12 016	6 241	51.9	451	1 117	776	286	490	69.5
Cabair	178	696	594	1 363	1 057	322	30.5	—	178	59	—	59	33.1
Cedar Management Services	45	68	91	255	364	192	52.9	—	30	17	—	17	56.0
*Court Line Aviation	20	27	40	2 607	3 908	1 634	41.8	—	341	138	—	138	40.4
Dan-Air Services	469	596	1 002	18 975	43 204	29 194	67.6	1 117	4 342	3 096	757	2 339	71.3
*Donaldson International Airway	878	318	1 221	9 360	24 849	22 051	88.7	2 337	27 481	18 727	16 827	1 900	68.1
Eagle Flying Services	37	106	123	252	201	93	46.2	—	15	7	—	7	44.5
Fairflight Charters	653	1 379	2 528	5 850	3 782	2 661	70.3	197	506	327	119	208	64.7
Galliford Aviation	30	83	84	251	207	102	49.3	—	25	10	—	10	40.0
Green Shield Stamp	116	203	223	876	1 157	648	56.0	—	116	65	—	65	56.0
Haywards Aviation	47	182	259	1 270	464	312	67.2	6	47	25	3	22	53.1
Humber Airways	90	309	417	1 021	625	323	51.7	4	62	28	1	27	45.5
I D S Aircraft	447	1 694	1 493	2 856	2 535	997	39.3	—	207	82	—	82	39.7
International Aviation Service	2 248	1 004	4 893	—	—	—	—	6 433	37 843	21 188	21 188	—	56.0
Invicta International Airlines	1 670	1 003	3 278	317	1 141	379	33.2	7 843	29 522	18 358	18 323	35	62.2
Laker Airways	125	61	180	3 864	21 193	15 535	73.3	—	2 163	1 525	—	1 525	70.5
Loganair	286	1 846	1 254	7 537	3 241	1 613	49.8	79	323	163	18	145	50.6
Macedonian Aviation	141	348	681	4 547	3 826	1 790	46.8	65	460	167	34	133	36.4
MAM Aviation	358	455	707	1 503	3 224	1 145	35.5	—	291	110	—	110	37.7
McAlpine Aviation	2 583	5 743	5 038	14 879	20 107	7 634	38.0	4	1 520	606	—	606	39.9
Merlot International Airlines	352	554	705	1 233	2 552	934	36.6	—	221	83	—	83	37.4
Monarch Airlines	81	27	154	1 755	9 823	4 982	50.7	13	1 175	548	94	454	46.6
Moseley Aviation	66	209	240	945	404	326	80.7	—	41	33	—	33	81.5
Northern Air Taxis	387	736	1 367	2 681	2 304	1 445	62.7	7	213	120	3	117	56.4
Northern Executive Aviation	82	314	364	1 554	505	374	74.1	43	69	46	11	35	66.7
Peters Aviation	273	839	1 148	5 010	3 507	1 657	47.3	23	372	131	9	121	35.1
Rank Organisation	59	132	142	425	297	191	64.3	—	40	16	—	16	40.0
Ryburn Air	12	44	42	22	59	12	19.4	3	7	1	1	1	19.2
Thurston Aviation	261	1 057	970	1 838	1 112	396	35.6	62	164	50	16	34	30.5
Trans-Meridian Air Cargo	4 352	1 750	8 867	—	—	—	—	15 579	116 560	59 953	59 953	—	51.4
Vernair Transport	74	248	288	675	521	301	57.7	2	46	26	1	26	57.2
<b>TOTAL</b>	<b>26 489</b>	<b>71 083</b>	<b>76 294</b>	<b>489 612</b>	<b>538 819</b>	<b>313 987</b>	<b>58.3</b>	<b>45 355</b>	<b>275 922</b>	<b>152 378</b>	<b>125 083</b>	<b>27 294</b>	<b>55.2</b>

\*Estimated

# All Class 7 Licence Operations 1975

Table 1.11.1 (1975)

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	542	161	829	13 338	88 049	65 217	74.1	2	11 801	6 577	20	6 558	55.7
British Airways European Division	607	688	1 194	18 328	30 807	14 575	47.3	2 858	8 066	4 537	3 252	1 285	56.2
British Airtours	70	28	95	2 411	13 321	10 784	81.0	—	1 212	913	—	913	75.3
British Airways Helicopters	1 731	13 991	9 240	108 591	36 764	14 680	39.9	1 051	3 505	1 287	152	1 135	36.7
British Airways Regional Division—													
Channel Islands Airways	32	99	102	2 469	2 247	1 088	48.4	—	187	97	—	97	51.7
Scottish Airways	35	124	120	3 565	2 305	1 330	57.7	26	206	122	6	116	59.0
Cambrian Airways	46	93	122	3 350	3 331	2 376	71.3	4	306	192	2	190	62.6
Northeast Airlines	15	25	37	1 622	1 464	1 077	73.5	—	123	90	—	90	72.6
British Caledonian Airways	319	214	507	10 462	40 818	24 101	59.0	21	5 325	2 443	342	2 101	45.9
Air Anglia	522	1 457	1 583	7 602	7 370	3 063	41.6	5	803	308	2	306	38.3
Air-Bridge Carriers	112	170	378	4	4	3	74.7	408	983	279	278	—	28.3
Alidair	416	1 021	1 257	22 987	21 357	9 621	45.0	438	2 694	1 025	215	810	38.0
Aurigny Air Services	6	56	30	520	63	54	85.7	1	6	4	—	4	71.2
Beecham Imperial	91	144	203	662	729	392	53.7	—	64	34	—	34	54.0
Bristow Helicopters	5 037	32 531	29 333	250 162	82 015	45 216	55.1	2 983	7 300	4 336	555	3 782	59.4
Britannia Airways	6	6	11	737	752	711	94.7	—	64	61	—	61	94.4
British Air Ferries	226	388	863	956	1 165	578	49.6	1 093	1 692	779	727	52	46.0
British Executive Air Services	373	2 883	1 779	16 640	4 443	2 058	46.3	232	828	228	29	199	27.5
British Island Airways	50	134	187	3 998	1 927	1 343	69.7	63	228	140	25	115	61.3
British Midland Airways	85	164	248	5 423	5 776	3 615	62.6	49	516	304	23	282	58.9
Dan-Air Services	407	906	1 181	22 022	30 099	16 978	56.4	82	2 500	1 398	33	1 365	55.9
Eagle Flying Services	6	12	15	43	30	19	63.3	—	2	1	—	1	50.0
Fairflight Charters	402	919	1 475	4 315	2 300	1 738	75.6	121	283	193	64	129	68.2
Green Shield Stamp	242	351	384	1 080	2 317	988	42.6	—	227	76	—	76	33.5
Haywards Aviation	1	7	6	36	9	8	91.6	—	1	1	—	1	52.4
I D S Aircraft	617	2 072	1 768	5 933	3 628	1 810	49.9	—	428	158	—	158	36.9
International Aviation Service	1 459	640	2 797	—	—	—	—	5 016	34 843	23 389	23 389	—	67.1
Intra Airways	30	89	174	1 233	827	385	46.5	36	83	48	17	31	57.1
Invicta International Airlines	874	613	1 780	4 507	5 221	4 312	82.6	2 520	14 212	8 159	7 732	427	57.4
Laker Airways	43	44	86	2 495	4 720	2 351	49.8	—	448	220	—	220	49.1
Loganair	218	1 624	981	6 013	2 467	953	38.6	—	224	82	—	82	36.6
MAM Aviation	431	454	645	1 329	3 873	1 225	31.6	—	387	124	—	124	32.0
McAlpine Aviation	2 077	4 038	3 572	9 490	15 955	5 993	37.6	6	1 214	476	—	476	39.2
McDonald Aviation	82	241	352	1 020	874	403	46.1	27	114	45	12	32	39.2
Merlot International Airlines	256	419	440	884	1 935	568	29.4	—	155	47	—	47	30.0
Monarch Airlines	120	43	201	1 860	14 874	6 293	42.3	14	1 845	621	50	571	33.7
Moseley Aviation	72	247	240	1 185	454	348	76.7	—	44	31	—	31	70.5
Northern Air Taxis	194	336	647	1 331	1 152	768	66.7	1	118	61	—	61	51.7
Northern Executive Aviation	91	365	377	1 650	491	382	77.8	83	76	60	21	39	78.9
Peters Aviation	354	1 133	1 516	8 467	4 748	2 755	58.0	103	419	229	19	210	54.6
Ryburn Air	65	493	256	155	126	71	56.3	45	43	11	5	6	25.6
Thurston Aviation	375	1 539	1 349	2 525	1 883	580	30.8	99	222	69	24	45	31.1
Tradewinds Airways	573	157	1 135	—	—	—	—	1 236	14 470	6 672	6 672	—	46.1
Trans-Meridian Air Cargo	2 269	625	4 451	—	—	—	—	5 606	60 408	27 227	27 227	—	45.1
Vernair Transport	212	491	741	2 097	1 475	1 077	73.1	1	127	90	1	89	70.7
TOTAL	21 792	72 235	74 686	553 497	444 165	251 886	56.7	24 227	178 805	93 238	70 892	22 346	52.1

Note: No returns have been received from Cabair Ltd.

# International Class 7 Licence Operations 1974

Table 1.11.2 (1974)

	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	318	76	551	7 512	66 377	54 905	82.7	45	8 374	5 447	312	5 135	65.0
British Airways European Division	615	536	1 213	11 553	26 999	11 997	44.4	2 366	8 427	4 672	3 601	1 072	55.4
British Airtours	52	41	83	5 026	9 612	6 652	69.2	—	872	571	—	571	65.5
British Airways Helicopters	1 555	13 021	7 836	97 636	33 597	14 588	43.4	877	3 135	1 260	159	1 101	40.2
British Airways Regional Division—													
Channel Islands Airways	2	4	7	108	164	62	37.6	—	14	5	—	5	34.4
Scottish Airways	3	6	12	170	188	87	46.4	—	18	11	—	11	58.4
Cambrian Airways	80	130	229	5 716	5 804	4 048	69.8	—	493	324	—	324	65.7
Northeast Airlines	11	13	27	682	967	689	71.2	—	81	61	—	61	75.0
British Caledonian Airways	724	475	1 124	14 209	94 300	61 373	65.1	51	11 973	5 796	308	5 488	48.4
Air Anglia	188	441	619	8 386	6 637	3 829	57.7	6	696	389	5	383	55.8
Alidair	236	424	656	9 981	16 501	5 327	32.3	419	1 651	761	312	449	46.1
Aurigny Air Services	1	5	3	42	6	5	77.2	—	1	—	—	—	60.2
Beecham Imperial	194	304	430	823	1 548	691	44.6	—	136	62	—	62	45.7
Bristow Helicopters	3 424	27 993	19 107	184 434	58 119	31 308	53.9	3 534	5 585	2 967	577	2 390	53.1
Britannia Airways	6	4	10	369	830	575	69.3	—	71	49	—	49	68.9
British Air Ferries	202	203	781	308	123	97	78.3	482	1 372	725	716	9	52.8
British Executive Air Services	1 049	886	345	4 117	13 475	4 571	33.9	26	2 589	474	17	457	18.3
British Island Airways	17	44	67	1 482	662	559	84.4	15	72	53	5	48	73.6
British Midland Airways	94	165	274	6 218	6 313	3 890	61.6	77	595	451	145	306	75.8
Cabair	84	271	280	604	498	150	30.1	—	84	29	—	29	34.5
Cedar Management Services	43	57	82	202	340	180	53.0	—	28	16	—	16	56.0
*Court Line Aviation	17	18	31	1 822	3 588	1 365	38.0	—	315	116	—	116	36.8
Dan-Air Services	338	261	595	13 984	40 357	27 669	68.6	152	3 557	2 487	272	2 215	69.9
*Donaldson International Airway	878	318	1 221	9 360	24 849	22 051	88.7	2 337	27 481	18 727	16 827	1 900	68.1
Eagle Flying Services	25	63	86	159	143	66	46.0	—	12	6	—	6	49.5
Fairflight Charters	481	911	1 841	3 624	2 428	1 704	70.2	162	369	234	100	134	63.4
Galliford Aviation	15	31	43	130	106	66	62.3	—	12	7	—	7	58.3
Green Shield Stamp	100	167	190	776	1 003	589	58.8	—	100	59	—	59	58.8
Haywards Aviation	11	27	55	172	80	52	65.7	6	11	7	3	4	63.9
Humber Airways	35	87	155	372	260	152	58.6	1	25	14	1	12	55.7
International Aviation Service	2 247	1 002	4 890	—	—	—	—	6 416	37 824	21 178	21 178	—	56.0
Invicta International Airlines	1 662	990	3 259	300	1 052	369	35.0	7 703	29 391	18 273	18 239	34	62.2
Laker Airways	123	55	175	3 551	20 988	15 381	73.3	—	2 144	1 511	—	1 511	70.5
Loganair	4	10	18	88	55	38	68.8	—	5	4	—	4	71.7
Macedonian Aviation	73	129	353	1 647	1 892	891	47.1	28	239	90	23	66	37.4
MAM Aviation	317	329	586	1 050	2 850	961	33.7	—	257	92	—	92	36.0
McAlpine Aviation	1 805	2 500	3 021	6 809	14 309	5 335	37.3	—	1 075	424	—	424	39.5
Merlot International Airlines	317	463	624	1 137	2 304	819	35.5	—	200	73	—	73	36.7
Monarch Airlines	81	27	154	1 755	9 823	4 982	50.7	13	1 175	548	94	454	46.6
Moseley Aviation	32	58	115	305	194	174	89.7	—	20	18	—	18	85.8
Northern Air Taxis	23	38	79	73	153	52	33.6	2	14	5	—	5	34.8
Northern Executive Aviation	27	64	121	262	136	103	75.7	10	23	14	5	9	60.9
Peters Aviation	82	178	330	1 249	1 039	544	52.4	6	120	42	3	39	35.4
Rank Organisation	59	130	141	414	294	189	64.1	—	40	16	—	16	39.8
Ryburn Air	4	6	14	17	20	10	49.6	—	2	1	—	1	30.7
Thurston Aviation	135	463	506	802	570	202	35.4	30	74	21	9	12	28.4
Trans-Meridian Air Cargo	4 352	1 750	8 867	—	—	—	—	15 579	116 560	59 953	59 953	—	51.4
Vernair Transport	24	42	92	163	171	97	56.6	1	15	9	—	8	56.3
TOTAL	22 167	55 216	61 296	409 599	471 723	289 444	61.4	40 344	267 326	148 047	122 864	25 183	55.4

\*Estimated.

# International Class 7 Licence Operations 1975

Table 1.11.2 (1975)

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	541	159	827	13 236	87 932	65 163	74.1	2	11 786	6 573	20	6 553	55.8
British Airways European Division	592	648	1 155	16 563	29 406	13 932	47.4	2 800	7 890	4 463	3 230	1 232	56.6
British Airtours	70	28	95	2 411	13 321	10 784	81.0	—	1 212	913	—	913	75.3
British Airways Helicopters	1 705	13 822	9 092	107 995	36 193	14 560	40.2	1 043	3 447	1 269	148	1 121	36.8
British Airways Regional Division—													
Channel Islands Airways	10	20	26	565	674	345	51.2	—	56	30	—	30	53.3
Scottish Airways	—	2	1	—	5	5	100.0	—	1	—	—	—	45.5
Cambrian Airways	41	69	104	2 832	2 912	2 136	73.3	4	270	173	2	171	63.8
Northeast Airlines	11	14	25	931	1 169	827	70.7	—	99	69	—	69	69.6
British Caledonian Airways	318	212	505	10 417	40 761	24 078	59.1	21	5 320	2 441	342	2 099	45.9
Air Anglia	192	418	679	5 066	4 948	2 287	46.2	2	552	229	1	228	41.6
Air-Bridge Carriers	92	99	302	3	3	2	66.7	248	768	213	213	—	27.7
Alidair	186	380	556	10 253	11 911	5 258	44.1	47	1 166	474	34	440	40.7
Aurigny Air Services	6	54	28	518	60	53	89.1	1	6	4	—	4	73.1
Beecham Imperial	63	88	140	385	505	240	47.5	—	44	21	—	21	48.4
Bristow Helicopters	5 037	32 531	29 333	250 162	82 015	45 216	55.1	2 983	7 300	4 336	555	3 782	59.4
Britannia Airways	6	6	11	737	752	711	94.7	—	64	61	—	61	94.4
British Air Ferries	220	373	841	776	1 065	533	50.1	1 074	1 659	767	718	49	46.2
British Executive Air Services	373	2 883	1 779	16 640	4 443	2 058	46.3	232	828	228	29	199	27.5
British Island Airways	32	82	117	2 989	1 543	1 070	69.3	16	145	101	10	91	69.7
British Midland Airways	49	55	125	2 524	4 151	2 714	65.4	8	377	217	6	211	57.6
Dan-Air Services	202	220	428	9 037	20 334	13 051	64.2	70	1 691	1 072	28	1 045	63.4
Eagle Flying Services	1	4	4	11	9	4	44.4	—	1	—	—	—	41.0
Fairflight Charters	282	649	1 044	2 497	1 226	918	74.9	118	200	130	62	68	65.0
Green Shield Stamp	212	273	334	919	2 038	888	43.6	—	199	68	—	68	34.3
Haywards Aviation	1	3	3	—	2	2	100.0	—	1	—	—	—	35.8
I D S Aircraft	255	520	570	1 398	1 463	723	49.4	—	240	63	—	63	26.3
International Aviation Service	1 459	640	2 797	—	—	—	—	5 016	34 843	23 389	23 389	—	67.1
Intra Airways	14	37	68	432	350	150	43.0	31	41	27	14	13	65.5
Invicta International Airlines	874	613	1 780	4 507	5 221	4 312	82.6	2 520	14 212	8 159	7 732	427	57.4
Laker Airways	42	42	82	2 327	4 674	2 308	49.4	—	444	216	—	216	48.7
MAM Aviation	382	382	572	1 036	3 436	1 026	29.9	—	343	104	—	104	30.3
McAlpine Aviation	1 628	2 252	2 590	6 581	12 784	5 016	39.2	—	972	398	—	398	40.9
McDonald Aviation	46	88	196	353	423	201	47.5	18	66	25	9	16	38.4
Merlot International Airlines	223	347	385	732	1 685	492	29.2	—	134	40	—	40	30.1
Monarch Airlines	120	43	201	1 860	14 874	6 293	42.3	14	1 845	621	50	571	33.7
Moseley Aviation	38	96	124	473	233	184	79.0	—	23	16	—	16	69.6
Northern Air Taxis	2	5	10	—	—	—	—	1	2	—	—	—	30.0
Northern Executive Aviation	17	27	47	130	77	60	77.9	2	14	10	2	8	71.4
Peters Aviation	71	153	272	1 069	893	592	66.3	6	81	49	3	46	60.8
Ryburn Air	8	16	28	45	42	22	52.4	—	6	2	—	2	33.3
Thurston Aviation	198	705	691	1 225	1 072	312	29.1	44	123	37	13	24	30.1
Tradewinds Airways	573	157	1 135	—	—	—	—	1 236	14 470	6 672	6 672	—	46.1
Trans-Meridian Air Cargo	2 269	625	4 451	—	—	—	—	5 606	60 408	27 227	27 227	—	45.1
Vernair Transport	9	12	32	42	61	29	48.2	1	6	3	1	3	56.5
<b>TOTAL</b>	<b>18 471</b>	<b>59 852</b>	<b>63 584</b>	<b>479 677</b>	<b>394 661</b>	<b>228 557</b>	<b>58.0</b>	<b>23 160</b>	<b>173 353</b>	<b>90 911</b>	<b>70 509</b>	<b>20 402</b>	<b>52.4</b>

Note: No returns have been received from Cabair Ltd.

# Domestic Class 7 Licence Operations 1974

Table 1.11.3 (1974)

	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	32	80	90	458	354	178	50.3	674	523	267	252	15	51.0
British Airtours	—	1	1	—	10	1	6.3	—	1	—	—	—	6.1
British Airways Helicopters	50	380	308	1 430	1 051	219	20.8	16	99	21	3	18	21.6
British Airways Regional Division—													
Channel Islands Airways	12	53	42	1 250	592	329	55.5	50	74	37	9	28	49.6
Scottish Airways	13	47	42	691	622	262	42.1	45	69	30	8	22	43.8
Cambrian Airways	11	36	33	1 127	762	353	46.3	—	66	28	—	28	43.2
Northeast Airlines	7	15	20	500	380	225	59.1	—	31	19	—	19	59.6
British Caledonian Airways	2	4	4	295	153	101	65.9	—	14	9	—	9	63.4
Air Anglia	538	1 840	1 845	15 651	8 542	4 725	55.3	8	907	476	3	472	52.5
Alidair	346	924	1 036	6 561	21 058	2 251	10.7	1 813	2 417	1 006	816	190	41.6
Aurigny Air Services	—	2	2	—	—	—	—	2	—	—	—	—	72.7
Beecham Imperial	39	112	112	383	294	152	51.7	—	26	14	—	14	52.7
Bristow Helicopters	42	246	231	1 229	704	221	31.4	—	29	20	—	20	69.0
British Air Ferries	76	136	318	—	—	—	—	552	514	305	305	—	59.3
British Island Airways	22	73	79	458	205	124	60.6	106	99	41	31	11	41.5
British Midland Airways	110	332	365	7086	5 703	2 351	41.2	374	521	325	141	184	62.3
Cabair	94	425	314	759	559	172	30.8	—	94	30	—	30	31.9
Cedar Management Services	3	11	9	53	23	12	51.9	—	1	1	—	1	56.1
*Court Line Aviation	3	9	9	785	320	268	84.0	—	27	22	—	22	82.6
Dan-Air Services	132	335	407	4 991	2 847	1 525	53.6	965	785	609	485	124	77.6
Eagle Flying Services	11	43	37	93	58	27	46.7	—	3	1	—	1	27.5
Fairflight Charters	171	468	688	2 226	1 354	956	70.6	35	136	93	18	74	68.0
Galliford Aviation	15	52	41	121	101	36	35.6	—	13	3	—	3	23.1
Green Shield Stamp	15	36	33	100	155	58	37.6	—	16	6	—	6	37.6
Haywards Aviation	36	155	204	1 098	385	260	67.6	—	36	18	—	18	49.7
Humber Airways	56	222	262	649	365	171	46.8	3	37	14	—	14	38.7
I D S Aircraft	447	1 694	1 493	2 856	2 535	997	39.3	—	207	82	—	82	39.7
International Aviation Service	1	2	3	—	—	—	—	17	19	10	10	—	49.4
Invicta International Airlines	8	13	19	17	88	10	11.6	141	130	85	84	1	65.5
Laker Airways	2	6	5	313	205	155	75.5	—	18	14	—	14	76.3
Loganair	282	1 836	1 236	7 449	3 187	1 576	49.4	79	318	160	18	141	50.3
Macedonian Aviation	67	219	328	2 900	1 934	899	46.5	37	221	78	11	67	35.3
MAM Aviation	42	126	121	453	374	183	49.1	—	34	17	—	17	50.5
McAlpine Aviation	777	3 243	2 018	8 070	5 798	2 299	39.7	4	445	182	—	182	41.0
Merlot International Airlines	35	91	81	96	248	115	46.4	—	21	9	—	9	43.5
Moseley Aviation	34	151	125	640	210	152	72.4	—	20	16	—	15	77.2
Northern Air Taxis	364	698	1 287	2 608	2 150	1 393	64.8	5	200	116	3	113	57.8
Northern Executive Aviation	55	250	243	1 292	369	271	73.4	33	46	32	6	26	69.6
Peters Aviation	191	661	818	3 761	2 468	1 113	45.1	18	252	88	6	82	35.0
Rank Organisation	—	2	1	11	2	2	91.7	—	—	—	—	—	64.3
Ryburn Air	8	38	28	5	39	2	4.1	3	5	1	1	—	13.4
Thurston Aviation	126	594	464	1 036	542	194	35.8	32	90	29	7	22	32.2
Vernair Transport	50	206	196	512	350	204	58.3	1	31	18	—	18	57.5
TOTAL	4 323	15 867	14 998	80 013	67 096	24 543	36.6	5 011	8 596	4 331	2 219	2 112	50.4

\*Estimated

# Domestic Class 7 Licence Operations 1975

Table 1.11.3 (1975)

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	Percentage of available
British Airways Overseas Division	1	2	2	102	117	54	45.9	—	15	5	—	5	30.5
British Airways European Division	15	40	39	1 765	1 402	642	45.8	58	176	74	22	52	42.1
British Airways Helicopters	26	169	148	596	572	121	21.1	8	58	17	4	13	29.8
British Airways Regional Division—													
Channel Islands Airways	23	79	76	1 904	1 574	744	47.3	—	131	67	—	67	51.0
Scottish Airways	35	122	119	3 565	2 301	1 325	57.6	26	206	122	6	116	59.1
Cambrian Airways	6	24	19	518	419	240	57.3	—	36	19	—	19	53.5
Northeast Airlines	4	11	13	691	295	250	84.7	—	25	21	—	21	84.9
British Caledonian Airways	1	2	2	45	57	23	39.6	—	5	2	—	2	38.7
Air Anglia	330	1 039	904	2 536	2 422	776	32.0	3	252	78	1	78	31.1
Air-Bridge Carriers	20	71	76	1	1	1	100.0	160	216	66	66	—	30.4
Alidair	230	641	701	12 734	9 446	4 363	46.2	392	1 528	550	181	370	36.0
Aurigny Air Services	—	2	2	2	3	—	11.2	—	—	—	—	—	30.6
Beecham Imperial	28	56	63	277	224	152	67.7	—	20	13	—	13	66.5
British Air Ferries	5	15	22	180	100	44	44.4	19	33	12	9	4	37.4
British Island Airways	18	52	69	1 009	384	273	71.2	46	83	39	15	24	46.6
British Midland Airways	36	109	123	2 899	1 625	901	55.4	41	139	87	17	70	62.5
Dan-Air Services	205	686	753	12 985	9 765	3 927	40.2	13	809	325	5	320	40.2
Eagle Flying Services	5	8	11	32	21	15	71.4	—	1	1	—	1	100.0
Fairflight Charters	120	270	431	1 818	1 074	820	76.4	3	83	63	2	61	75.9
Green Shield Stamp	30	78	50	161	279	100	35.7	—	28	8	—	8	27.9
Haywards Aviation	1	4	3	36	7	6	89.2	—	1	1	—	1	69.2
I D S Aircraft	362	1 552	1 198	4 535	2 165	1 087	50.2	—	188	95	—	95	50.6
Intra Airways	15	52	106	801	478	235	49.1	5	43	21	3	18	49.1
Laker Airways	1	2	4	168	46	44	94.4	—	4	4	—	4	95.0
Loganair	218	1 624	981	6 013	2 467	953	38.6	—	224	82	—	82	36.6
MAM Aviation	49	72	72	293	437	199	45.5	—	44	20	—	20	45.5
McAlpine Aviation	449	1 786	982	2 909	3 172	977	30.8	6	243	78	—	78	32.2
McDonald Aviation	36	153	156	667	451	202	44.7	10	48	19	3	16	40.3
Merlot International Airlines	33	72	56	152	250	76	30.5	—	21	6	—	6	29.1
Moseley Aviation	34	151	116	712	221	164	74.2	—	21	15	—	15	71.4
Northern Air Taxis	192	331	637	1 331	1 152	768	66.7	—	116	61	—	61	52.6
Northern Executive Aviation	74	338	330	1 520	414	322	77.8	80	62	50	19	31	80.6
Peters Aviation	283	980	1 243	7 398	3 855	2 163	56.1	97	338	179	16	163	53.1
Ryburn Air	58	477	228	110	84	49	58.3	45	38	9	5	4	23.7
Thurstion Aviation	177	834	657	1 300	811	268	33.0	56	99	32	11	21	32.3
Vernair Transport	202	479	709	2 055	1 414	1 048	74.1	—	121	87	—	86	71.3
TOTAL	3 322	12 383	11 102	73 820	49 504	23 329	47.2	1 067	5 452	2 327	383	1 944	42.7

NOTE: No returns have been received from Cabair Ltd.

# All Exempt Operations 1974

Table 1.12.1 (1974)

	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	989	185	1 285	9 202	160 416	101 212	63.1	40	17 764	9 541	411	9 130	53.7
British Airways European Division	1 767	1 886	3 704	17 337	50 188	24 840	49.5	11 923	27 525	13 198	11 034	2 164	47.9
British Airways Regional Division—													
Channel Islands Airways	46	524	194	18 481	2 969	1 805	60.8	59	261	149	10	140	57.1
Scottish Airways	16	151	61	3 945	574	285	49.6	120	99	44	21	23	44.2
Cambrian Airways	—	9	10	438	—	—	—	—	—	—	—	—	—
Northeast Airlines	1	2	4	81	109	60	55.5	—	9	5	—	5	57.8
British Caledonian Airways	2 471	563	3 304	37 811	441 912	383 691	86.8	113	61 306	35 068	538	34 530	57.2
Air Freight	5	9	44	—	—	—	—	21	14	10	10	—	71.2
Beecham Imperial	129	297	371	754	919	382	41.5	—	94	36	—	36	38.3
Britannia Airways	991	1 631	2 366	177 425	128 785	107 201	83.2	—	10 948	9 112	—	9 112	83.2
British Island Airways	—	16	14	757	17	16	94.5	—	2	1	—	1	87.5
British Midland Airways	177	330	513	6 957	12 503	3 409	27.3	179	1 004	356	90	266	35.5
Brymon Airways	8	32	35	179	73	49	67.7	1	6	4	—	4	67.1
*Court Line Aviation	1	3	5	312	142	113	79.9	—	13	10	—	10	80.6
Fairflight Charters	1	10	7	16	9	8	86.7	—	1	1	—	1	87.0
Haywards Aviation	1	7	6	68	9	7	82.8	—	1	1	—	1	87.4
Humber Airways	3	14	21	95	31	22	73.3	—	3	2	—	2	62.5
Invicta International Airlines	4	6	9	712	604	491	81.3	—	60	42	—	42	69.1
Laker Airways	1 413	352	1 848	28 274	254 650	197 541	77.6	—	26 421	19 487	—	19 487	73.8
Loganair	229	1 455	1 072	1 884	914	298	32.6	—	83	27	—	27	32.2
Macedonian Aviation	—	1	1	36	—	—	—	—	—	—	—	—	—
MAM Aviation	47	76	99	119	419	152	36.3	—	33	11	—	11	33.7
Monarch Airlines	943	323	1 958	2 648	26 394	15 246	57.8	668	11 500	6 488	5 075	1 413	56.4
Moseley Aviation	20	54	72	214	111	87	78.7	—	12	9	—	9	76.1
Northern Air Taxis	280	559	952	2 252	1 715	1 169	68.1	—	139	94	—	94	67.7
Peters Aviation	3	11	14	—	44	—	—	—	5	—	—	—	—
Trader Airways	91	68	91	231	637	267	41.8	—	62	25	—	25	40.9
Vernair Transport	3	12	13	37	22	12	56.7	1	3	2	—	2	62.1

TOTAL 9 639 8 586 18 071 310 265 1 084 165 838 363 77.3 13 126 157 365 93 722 17 189 76 533 59.6

\*Estimated.



# All Exempt Operations 1975

Table 1.12.1 (1975)

	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	114	34	154	1 277	15 054	6 065	40.3	—	2 138	601	—	601	28.1
British Airways European Division	1 809	1 776	4 043	20 981	52 958	25 487	48.1	10 788	32 655	14 782	12 461	2 322	45.3
British Airtours	29	12	52	980	5 574	4 957	88.9	—	507	416	—	416	82.0
British Airways Helicopters	464	3 615	232	24023	9 806	3 233	33.0	34	956	308	6	302	32.2
British Airways Regional Division—													
Channel Islands Airways	1	7	7	481	51	50	97.9	—	4	4	—	4	94.2
Scottish Airways	16	51	51	1 223	1 035	458	44.3	—	89	42	—	42	47.3
Cambrian Airways	1	3	4	109	76	18	24.0	—	6	2	—	2	22.8
Northeast Airlines	6	10	14	690	588	505	85.9	—	50	42	—	42	83.1
British Caledonian Airways	1 032	287	1 453	17 459	184 739	138 951	75.2	44	22 684	12 566	172	12 395	55.4
Air Anglia	77	211	222	743	1 102	305	27.7	3	112	32	2	31	28.6
Air Freight	97	256	419	2 275	1 127	745	66.1	213	249	145	89	56	58.3
Air-Bridge Carriers	46	75	941	44	275	136	49.5	173	345	193	183	10	56.0
Alidair	71	125	184	2 682	4 225	1 611	38.1	10	404	151	14	137	37.4
Beecham Imperial	21	25	39	135	164	121	73.8	—	14	10	—	10	72.6
Britannia Airways	864	1 414	1 742	151 772	112 262	92 092	82.0	—	9 542	7 828	—	7 828	82.0
British Air Ferries	67	74	235	335	951	202	21.2	103	507	167	149	18	33.0
British Island Airways	190	358	623	881	1 277	99	7.7	452	874	261	253	8	29.9
British Midland Airways	1 029	1 841	2 939	60 065	75 016	33 443	44.6	696	5 925	3 001	393	2 609	50.7
Brymon Airways	5	23	24	193	59	46	77.1	—	5	4	—	4	71.3
Dan-Air Services	289	639	826	14 606	22 734	12 241	53.8	2	1 835	986	1	984	53.7
Fairflight Charters	650	1 209	423	5 744	4 017	2 913	72.5	37	488	330	107	223	67.6
Green Shield Stamp	26	44	48	172	265	127	48.0	—	27	10	—	10	38.4
I D S Aircraft	110	286	286	819	639	306	47.9	—	55	26	—	26	47.3
International Aviation Service	2 452	991	4 583	—	—	—	—	6 970	70 793	32 382	32 382	—	45.7
Intra Airways	25	66	140	714	628	255	40.6	46	82	39	17	21	46.7
Laker Airways	1 707	385	2 151	30 955	281 096	217 883	77.5	—	29 292	21 587	—	21 587	73.7
Loganair	318	1 679	1 418	1 937	1 603	428	26.7	—	145	41	—	41	28.3
MAM Aviation	74	83	110	210	662	179	27.0	—	67	17	—	17	25.4
Management Aviation	6	31	30	255	82	49	59.8	4	18	9	5	4	50.0
McAlpine Aviation	422	618	71	1 555	2 862	1 198	41.9	—	211	89	—	89	42.2
McDonald Aviation	12	44	53	182	185	78	42.4	3	19	7	1	6	38.0
Merlot International Airlines	25	45	60	89	190	66	34.6	—	15	6	—	6	41.6
Monarch Airlines	937	344	1 486	700	15 614	8 010	51.3	512	9 194	5 510	4 779	731	59.9
Moseley Aviation	40	90	106	488	186	157	84.4	—	21	16	—	16	76.2
Northern Executive Aviation	8	33	37	126	45	32	71.1	8	7	4	1	3	57.1
Peters Aviation	53	110	214	818	654	419	64.1	5	53	36	3	34	68.6
Ryburn Air	11	103	45	39	21	11	50.7	11	7	2	1	1	29.2
Thurston Aviation	41	148	135	190	354	117	33.1	14	236	61	46	15	25.8
Tradewinds Airways	408	125	924	—	—	—	—	1 225	10 815	5 279	5 279	—	48.8
Trans-Meridian Air Cargo	1 953	534	3 857	—	—	—	—	4 593	51 672	24 632	24 632	—	47.7
Vernair Transport	83	176	296	792	579	405	70.0	—	50	33	—	33	66.3
TOTAL	15 588	17 980	30 676	346 739	798 754	553 397	69.3	25 944	252 169	131 658	80 975	50 683	52.2

Note: No returns have been received from Cabair Ltd.

# International Exempt Operations 1974

Table 1.12.2 (1974)

	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	989	185	1 285	9 202	160 416	101 212	63.1	40	17 764	9 541	411	9 130	53.7
British Airways European Division	1 766	1 871	3 690	16 672	50 188	24 840	49.5	11 901	27 516	13 194	11 030	2 164	48.0
British Airways Regional Division—													
Channel Islands Airways	42	502	180	18 327	2 943	1 803	61.3	10	239	140	1	139	58.6
Scottish Airways	7	100	30	3 798	511	262	51.3	3	41	21	—	21	52.2
Northeast Airlines	1	2	4	81	109	60	55.5	—	9	5	—	5	57.8
British Caledonian Airways	2 470	555	3 298	37 045	441 833	383 631	86.8	113	61 299	35 063	538	34 525	57.2
Air Freight	5	9	44	—	—	—	—	21	14	10	10	—	71.2
Beecham Imperial	84	133	196	413	649	264	40.7	—	70	25	—	25	36.3
Britannia Airways	991	1 631	2 366	177 425	128 785	107 201	83.2	—	10 948	9 112	—	9 112	83.2
British Midland Airways	—	1	1	56	—	—	—	—	—	—	—	—	—
Brymon Airways	4	11	19	70	36	27	76.7	1	3	2	—	2	78.4
*Court Line Aviation	1	3	5	312	142	113	79.9	—	13	10	—	10	80.6
Haywards Aviation	—	2	2	22	3	3	100.0	—	—	—	—	—	100.0
Humber Airways	3	5	13	33	23	17	73.3	—	2	1	—	1	62.5
Invicta International Airlines	4	6	9	712	604	491	81.3	—	60	42	—	42	69.1
Laker Airways	1 413	352	1 848	28 274	254 650	197 541	77.6	—	26 421	19 487	—	19 487	73.8
MAM Aviation	43	60	86	88	388	144	37.1	—	30	11	—	11	34.8
Monarch Airlines	943	323	1 958	2 648	26 394	15 246	57.8	668	11 500	6 488	5 075	1 413	56.4
Moseley Aviation	9	13	33	107	52	44	84.0	—	6	5	—	5	78.5
Northern Air Taxis	9	19	36	76	66	37	56.4	—	6	3	—	3	53.7
Peters Aviation	2	5	9	—	29	—	—	—	3	—	—	—	—
Trader Airways	85	50	74	174	593	249	42.0	—	58	24	—	24	40.8
<b>TOTAL</b>	<b>8 872</b>	<b>5 838</b>	<b>15 187</b>	<b>295 535</b>	<b>1 068 415</b>	<b>833 185</b>	<b>78.0</b>	<b>12 757</b>	<b>156 000</b>	<b>93 184</b>	<b>17 065</b>	<b>76 119</b>	<b>59.7</b>

\*Estimated

# International Exempt Operations 1975

Table 1.12.2 (1975)

	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	114	34	154	1 277	15 054	6 065	40.3	—	2 138	601	—	601	28.1
British Airways European Division	1 802	1 759	4 027	20 060	52 096	24 970	47.9	10 788	32 570	14 741	12 461	2 280	45.3
British Airtours	29	12	52	980	5 574	4 957	88.9	—	507	416	—	416	82.0
British Airways Helicopters	454	3 570	227	23 700	9 601	3 159	32.9	33	936	301	6	295	32.2
British Airways Regional Division—													
Northeast Airlines	4	4	8	386	374	370	99.0	—	32	31	—	31	97.4
British Caledonian Airways	1 030	277	1 445	16 896	184 430	138 756	75.2	44	22 655	12 549	172	12 378	55.4
Air Anglia	29	64	96	435	771	204	26.5	3	79	22	2	20	27.7
Air Freight	52	106	213	146	156	102	65.4	175	147	86	78	8	58.2
Air-Bridge Carriers	45	67	916	44	275	136	49.5	169	332	193	182	10	58.1
Alidair	47	57	110	1 107	2 729	1 060	38.8	7	246	102	10	92	41.5
Beecham Imperial	20	21	38	123	162	120	74.4	—	14	10	—	10	73.1
Britannia Airways	864	1 414	1 742	151 772	112 262	92 092	82.0	—	9 542	7 828	—	7 828	82.0
British Air Ferries	67	74	235	335	951	202	21.2	103	507	167	149	18	33.0
British Island Airways	8	17	23	283	277	92	33.3	17	35	17	9	8	48.7
British Midland Airways	2	3	6	108	75	58	77.2	6	14	12	7	5	86.1
Brymon Airways	4	19	19	161	52	39	74.0	—	5	3	—	3	68.8
Dan-Air Services	135	128	283	7 499	15 357	9 476	61.7	2	1 233	760	1	759	61.7
Fairflight Charters	500	915	346	3 753	2 658	1 910	71.9	37	382	253	105	148	66.2
Green Shield Stamp	21	24	37	127	207	113	54.5	—	21	9	—	9	43.5
I D S Aircraft	79	151	181	387	452	207	45.8	—	39	18	—	18	46.2
International Aviation Service	2 452	991	4 583	—	—	—	—	6 970	70 793	32 382	32 382	—	45.7
Intra Airways	15	30	67	164	244	92	37.9	43	50	23	16	7	46.8
Laker Airways	1 707	385	2 151	30 955	281 096	217 883	77.5	—	29 292	21 587	—	21 587	73.7
MAM Aviation	66	67	99	156	596	154	25.8	—	60	15	—	15	25.0
McAlpine Aviation	347	410	54	1 288	2 410	1 094	45.4	—	179	81	—	81	45.3
McDonald Aviation	6	11	24	77	83	37	44.9	2	8	3	1	3	39.9
Merlot International Airlines	25	45	60	89	190	66	34.6	—	15	6	—	6	41.6
Monarch Airlines	937	344	1 486	700	15 614	8 010	51.3	512	9 194	5 510	4 779	731	59.9
Moseley Aviation	28	46	69	259	118	98	83.1	—	13	10	—	10	76.9
Northern Executive Aviation	4	18	22	48	20	14	70.0	6	4	2	1	1	50.0
Peters Aviation	41	64	153	530	495	333	67.2	3	39	28	2	26	72.3
Ryburn Air	1	2	4	4	6	2	40.0	—	1	—	—	—	33.3
Thurston Aviation	18	79	66	86	73	24	32.9	9	97	34	31	3	35.1
Tradewinds Airways	408	125	924	—	—	—	—	1 225	10 815	5 279	5 279	—	48.8
Trans-Meridian Air Cargo	1 953	534	3 857	—	—	—	—	4 593	51 672	24 632	24 632	—	47.7
Vernair Transport	5	8	17	24	32	12	36.0	—	3	1	—	1	32.3
TOTAL	13 316	11 875	23 791	263 959	704 489	511 906	72.7	24 747	243 666	127 712	80 304	47 408	52.4

Note: No returns have been received from Cabair Ltd.

# Domestic Exempt Operations 1974

Table 1.12.3 (1974)

	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	1	15	13	665	—	—	—	22	9	4	4	—	44.7
British Airways Regional Division—													
Channel Islands Airways	4	22	14	154	26	2	8.5	50	22	9	9	—	40.3
Scottish Airways	9	51	31	147	64	22	35.3	117	59	23	21	2	38.6
Cambrian Airways	—	9	10	438	—	—	—	—	—	—	—	—	—
British Caledonian Airways	1	8	6	766	78	61	77.4	—	7	5	—	5	74.6
Beecham Imperial	45	164	175	341	270	117	43.5	—	25	11	—	11	43.8
British Island Airways	—	16	14	757	17	16	94.5	—	2	1	—	1	87.5
British Midland Airways	177	329	512	6 901	12 503	3 409	27.3	179	1 004	356	90	266	35.5
Brymon Airways	4	21	15	109	37	22	59.1	—	3	2	—	2	55.9
Fairflight Charters	1	10	7	16	9	8	86.7	—	1	1	—	1	87.0
Haywards Aviation	1	5	4	46	6	4	72.7	—	1	—	—	—	80.0
Humber Airways	1	9	8	62	7	5	73.2	—	1	—	—	—	62.5
Loganair	229	1 455	1 072	1 884	914	298	32.6	—	83	27	—	27	32.2
Macedonian Aviation	—	1	1	36	—	—	—	—	—	—	—	—	—
MAM Aviation	3	16	14	31	31	8	25.4	—	2	1	—	1	20.9
Moseley Aviation	10	41	39	107	59	44	74.1	—	6	5	—	5	73.8
Northern Air Taxis	271	540	917	2 176	1 649	1 131	68.6	—	133	91	—	91	68.3
Peters Aviation	1	6	4	—	15	—	—	—	2	—	—	—	—
Trader Airways	6	18	17	57	44	18	39.8	—	4	2	—	2	42.1
Vernair Transport	3	12	13	37	22	12	56.7	1	3	2	—	2	62.1
TOTAL	767	2 748	2 885	14 730	15 750	5 178	32.9	369	1 365	538	124	414	39.4

# Domestic Exempt Operations 1975

Table 1.12.3 (1975)

	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	7	17	16	921	861	516	59.9	—	85	42	—	42	49.2
British Airways Helicopters	10	45	5	323	205	74	36.1	1	20	7	—	7	35.0
British Airways Regional Division—													
Channel Islands Airways	1	7	7	481	51	50	97.9	—	4	4	—	4	94.2
Scottish Airways	16	51	51	1 223	1 035	458	44.3	—	89	42	—	42	47.3
Cambrian Airways	1	3	4	109	76	18	24.0	—	6	2	—	2	22.8
Northeast Airlines	2	6	6	304	214	134	62.9	—	19	11	—	11	59.2
British Caledonian Airways	3	10	8	563	309	195	63.2	—	29	17	—	17	57.3
Air Anglia	47	147	126	308	331	101	30.6	—	33	10	—	10	30.6
Air Freight	45	150	206	2 129	971	643	66.2	38	102	60	11	48	58.6
Air-Bridge Carriers	1	8	25	—	—	—	—	3	14	1	1	—	6.3
Alidair	24	68	74	1 575	1 496	551	36.8	3	158	49	4	45	31.0
Beecham Imperial	—	4	1	12	3	1	37.5	—	—	—	—	—	42.9
British Island Airways	182	341	600	598	1 000	7	0.7	435	839	244	244	1	29.1
British Midland Airways	1 027	1 838	2 933	59 957	74 941	33 385	44.5	690	5 912	2 990	386	2 604	50.6
Brymon Airways	1	4	5	32	7	7	100.0	—	1	1	—	1	87.5
Dan-Air Services	154	511	543	7 107	7 377	2 765	37.5	—	602	226	—	226	37.5
Fairflight Charters	150	294	78	1 991	1 359	1 003	73.8	1	106	77	2	75	72.6
Green Shield Stamp	6	20	11	45	58	14	24.7	—	6	1	—	1	20.0
IDS Aircraft	31	135	106	432	187	99	52.9	—	16	8	—	8	50.0
Intra Airways	11	36	73	550	384	162	42.3	3	33	15	1	14	46.6
Loganair	318	1 679	1 418	1 937	1 603	428	26.7	—	145	41	—	41	28.3
MAM Aviation	8	16	11	54	66	25	37.9	—	7	2	—	2	28.6
Management Aviation	6	31	30	255	82	49	59.8	3	18	9	5	4	50.0
McAlpine Aviation	75	208	17	267	452	104	23.0	—	32	8	—	8	25.0
McDonald Aviation	7	33	29	105	102	41	40.3	2	10	4	1	3	36.4
Moseley Aviation	12	44	37	229	68	59	86.8	—	8	6	—	6	75.0
Northern Executive Aviation	4	15	15	78	25	18	72.0	2	3	2	—	2	66.7
Peters Aviation	12	46	61	288	159	86	54.2	2	14	8	1	7	58.5
Ryburn Air	10	101	41	35	15	8	54.8	11	6	2	1	1	28.7
Thurston Aviation	23	69	69	104	281	93	33.1	5	139	27	15	12	19.4
Vernair Transport	78	168	280	768	547	394	72.0	—	47	32	—	32	68.3
<b>TOTAL</b>	<b>2 272</b>	<b>6 105</b>	<b>6 885</b>	<b>82 780</b>	<b>94 265</b>	<b>41 491</b>	<b>44.0</b>	<b>1 197</b>	<b>8 503</b>	<b>3 946</b>	<b>671</b>	<b>3 275</b>	<b>46.4</b>

NOTE: No returns have been received from Cabair Ltd.

## Class 5 Operations for UK Operators 1974

Table 1.13.1 (1974)

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways Overseas Division	13	10	19	655	1 816	822	45.3	..	228	72	—	2	70	31.6
British Airways European Division	208	213	361	12 657	23 828	14 540	61.0	..	2 496	1 220	—	1	1 219	48.9
British Airtours	564	272	807	40 191	120 996	90 649	74.9	..	10 256	7 235	—	—	7 235	70.5
British Airways Regional Division—														
Channel Islands Airways	4	5	8	69	205	97	47.3	..	23	10	—	2	8	43.5
Cambrian Airways	185	1 153	594	29 479	10 898	5 013	46.0	..	969	401	—	2	399	41.4
Northeast Airlines	40	51	60	3 076	2 665	1 686	63.3	..	352	212	—	5	207	60.2
British Caledonian Airways	172	107	276	7 942	22 796	17 912	78.6	..	2 118	1 643	—	85	1 558	77.6
Air Freight	11	77	70	—	—	—	—	..	44	33	—	33	—	75.0
Air -Bridge Carriers	2	12	9	—	—	—	—	..	24	11	—	11	—	45.8
Alidair	120	160	177	6 671	4 277	2 428	56.8	..	430	244	—	7	237	56.7
Britannia Airways	54	50	99	5 368	19 592	17 333	88.5	..	1 663	1 469	—	—	1 469	88.3
British Island Airways	414	1 448	1 764	39 271	20 562	11 135	54.2	..	1 890	997	—	51	946	52.8
British Midland Airways	181	176	336	6 504	24 800	13 263	53.5	..	1 967	995	—	4	991	50.6
Brymon Airways	1	27	7	202	9	7	77.8	..	1	1	—	—	1	100.0
*Court Line Aviation	31	38	57	3 253	3 457	2 561	74.1	..	290	213	—	—	213	73.4
Dan-Air Services	318	204	312	19 053	45 395	34 315	75.6	..	3 622	2 734	—	—	2 734	75.5
*Donaldson International Airway	5	2	7	239	908	570	62.8	..	129	48	—	—	48	37.2
Intra Airways	2	28	20	292	58	36	62.1	..	7	5	—	3	2	71.4
Invicta International Airlines	44	42	83	3 270	5 293	3 783	71.5	..	685	522	—	155	367	76.2
Laker Airways	241	104	338	19 868	66 163	57 509	86.9	..	6 621	5 740	—	—	5 740	86.7
Loganair	58	336	288	2 419	809	426	52.7	..	73	38	—	—	38	52.1
Monarch Airlines	735	423	1 257	24 517	80 867	46 658	57.7	..	10 817	6 014	—	1 751	4 263	55.6
Peters Aviation	1	6	7	69	20	16	80.0	..	2	1	—	—	1	50.0
Trans-Meridian Air Cargo	9	6	17	—	—	—	—	..	395	129	—	129	—	32.7
<b>TOTAL</b>	<b>3 413</b>	<b>4 950</b>	<b>6 972</b>	<b>225 065</b>	<b>455 414</b>	<b>320 759</b>	<b>70.4</b>	<b>..</b>	<b>45 102</b>	<b>29 987</b>	<b>—</b>	<b>2 241</b>	<b>27 746</b>	<b>66.5</b>

\* Estimated

## Class 5 Operations for Non-UK Operators 1974

Table 1.13.2 (1974)

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways Overseas Division	210	94	298	3 345	25 647	14 736	57.5	..	3 331	1 658	26	328	1 304	49.8
British Airways European Division	5	7	10	455	647	246	38.0	..	61	29	—	—	29	47.5
British Airtours	443	266	624	19 807	37 068	25 480	68.7	..	3 293	2 148	—	—	2 148	65.2
British Airways Regional Division—														
Cambrian Airways	—	2	2	121	33	27	81.8	..	3	2	—	—	2	66.7
British Caledonian Airways	197	85	232	2 274	17 431	8 150	46.8	..	5 819	2 983	3	2 394	586	51.3
Air Freight	7	18	29	—	—	—	—	..	23	15	—	15	—	65.2
Air -Bridge Carriers	8	9	22	—	—	—	—	..	79	29	—	29	—	36.7
Alidair	1	1	2	73	46	43	93.5	..	4	1	—	—	1	25.0
Britannia Airways	2	5	12	588	534	485	90.8	..	46	41	—	—	41	89.1
British Island Airways	863	2 335	2 951	42 657	31 419	15 612	49.7	..	3 953	1 857	5	524	1 328	47.0
British Midland Airways	2 262	1 736	3 840	133 895	357 426	176 470	49.4	..	34 019	14 561	—	659	13 902	42.8
*Court Line Aviation	46	16	71	4 659	16 155	15 275	94.6	..	1 478	1 390	—	—	1 390	94.0
Dan-Air Services	172	93	175	8 090	31 450	21 199	67.4	..	2 515	1 690	—	—	1 690	67.2
*Donaldson International Airway	92	30	27	3 937	14 668	13 731	93.6	..	2 566	1 822	—	328	1 494	71.0
Invicta International Airlines	325	98	395	—	—	—	—	..	3 308	2 238	—	2 238	—	67.7
Laker Airways	242	121	361	26 938	77 185	75 912	98.4	..	7 722	7 591	—	—	7 591	98.3
Monarch Airlines	1 167	549	1 695	44 850	189 881	88 075	46.4	..	19 157	8 110	—	123	7 987	42.3
Tradewinds Airways	2 959	506	5 631	—	—	—	—	..	62 304	60 119	—	60 119	—	96.5
Trans-Meridian Air Cargo	306	98	588	—	—	—	—	..	8 261	4 996	—	4 996	—	60.5
<b>TOTAL</b>	<b>9 307</b>	<b>6 069</b>	<b>16 963</b>	<b>291 689</b>	<b>799 590</b>	<b>455 441</b>	<b>57.0</b>	<b>..</b>	<b>157 942</b>	<b>111 280</b>	<b>34</b>	<b>71 753</b>	<b>39 493</b>	<b>70.5</b>

\* Estimated

## Class 5 Operations for UK Operators 1975

Table 1.13.1 (1975)

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers £ (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways Overseas Division	223	150	341	11 629	37 569	19 311	51.4	..	4 800	2 442	—	13	2 429	50.9
British Airways European Division	66	116	130	8 132	7 086	4 969	70.1	..	698	448	—	—	448	64.2
British Airtours	1 451	482	2 006	77 073	235 181	204 110	86.8	..	21 410	17 678	—	—	17 678	82.6
British Airways Regional Division—														
Channel Islands Airways	9	38	34	1 198	657	364	55.4	..	56	30	—	—	30	53.6
Cambrian Airways	597	1 726	1 081	51 113	18 941	10 338	54.6	..	1 722	835	—	10	825	48.5
Northeast Airlines	103	197	231	12 797	11 104	5 966	53.7	..	918	506	—	12	494	55.1
British Caledonian Airways	457	198	634	7 310	18 360	11 809	64.3	..	13 792	10 130	—	8 956	1 174	73.4
Air Anglia	6	22	21	54	44	16	36.4	..	5	1	—	—	1	20.0
Air Freight	1	16	15	—	—	—	—	..	9	8	—	8	—	88.9
Air-Bridge Carriers	139	659	515	21 871	7 319	4 380	59.8	..	1 955	971	—	159	812	49.7
Alidair	96	345	266	15 295	6 361	4 200	66.0	..	578	344	—	—	344	59.5
Britannia Airways	8	6	17	538	1 325	932	70.3	..	112	79	—	—	79	70.5
British Air Ferries	5	6	15	258	245	196	80.0	..	24	17	—	—	17	70.8
British Island Airways	378	371	440	9 096	18 756	9 358	49.9	..	1 729	831	—	34	797	48.1
British Midland Airways	393	784	960	26 851	33 452	22 276	66.6	..	2 944	1 815	—	38	1 777	61.7
Dan-Air Services	414	224	570	20 015	60 693	47 296	77.9	..	5 055	3 917	—	52	3 865	77.5
International Aviation Service	15	4	20	—	—	—	—	..	622	187	—	187	—	30.1
Intra Airways	—	2	2	—	—	—	—	..	1	1	—	1	—	100.0
Invicta International Airlines	299	287	537	30 361	47 726	35 112	73.6	..	4 572	3 313	—	15	3 298	72.5
Laker Airways	32	26	85	2 470	4 712	2 939	62.4	..	471	293	—	—	293	62.2
Loganair	20	147	99	974	280	160	57.1	..	25	15	—	—	15	60.0
Monarch Airlines	286	223	516	23 658	27 206	20 116	73.9	..	4 242	2 893	—	1 090	1 803	68.2
Peters Aviation	11	58	57	361	160	75	46.9	..	15	7	—	1	6	46.7
Tradewinds Airways	92	25	175	—	—	—	—	..	2 348	1 350	—	1 350	—	57.5
Trans-Meridian Air Cargo	58	22	110	—	—	—	—	..	1 568	1 300	—	1 300	—	82.9
TOTAL	5 159	6 134	8 872	321 054	537 177	403 923	75.2	..	69 671	49 411	—	13 226	36 185	70.2

## Class 5 Operations for Non-UK Operators 1975

Table 1.13.2 (1975)

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways Overseas Division	78	25	101	1 066	11 053	5 413	49.0	..	1 269	551	7	56	488	43.4
British Airways European Division	277	164	344	12 457	113 896	68 219	59.9	..	11 584	6 594	139	527	5 928	56.9
British Airtours	2 765	824	3 629	80 155	442 144	242 204	54.8	..	42 518	20 332	—	—	20 332	47.8
British Airways Regional Division—														
Channel Islands Airways	105	54	179	2 063	5 009	4 626	92.4	..	426	388	—	1	387	91.1
Northeast Airlines	5	4	7	411	597	475	79.6	..	44	40	—	1	39	90.9
British Caledonian Airways	1 216	403	1 727	6 986	46 350	34 345	74.1	..	34 536	20 686	—	17 658	3 028	59.9
Air Freight	130	354	604	—	—	—	—	..	453	333	—	333	—	73.5
Air-Bridge Carriers	16	53	59	—	—	—	—	..	172	81	—	81	—	47.1
Alidair	220	376	555	9 769	12 709	7 959	62.6	..	1 419	852	13	162	677	60.0
British Air Ferries	7	10	28	—	16	—	—	..	53	32	—	32	—	60.4
British Island Airways	796	2 225	2 793	39 499	25 925	13 482	52.0	..	3 648	1 777	10	622	1 145	48.7
British Midland Airways	5 333	4 192	9 553	351 302	849 896	514 825	60.6	..	73 423	44 851	—	5 166	39 685	61.1
Dan-Air Services	76	28	113	2 706	13 500	11 193	82.9	..	1 078	877	—	—	877	81.4
International Aviation Service	19	8	31	—	—	—	—	..	801	714	—	714	—	89.1
Invicta International Airlines	1 157	687	1 745	30 549	129 217	53 347	41.3	..	19 365	10 808	—	4 480	6 328	55.8
Laker Airways	706	264	991	71 334	235 174	213 715	90.9	..	23 518	21 370	—	—	21 370	90.9
Monarch Airlines	1 201	388	1 604	32 129	202 945	99 189	48.9	..	19 720	8 999	—	1	8 998	45.6
Tradewinds Airways	1 034	232	2 148	—	—	—	—	..	21 520	18 414	—	18 414	—	85.6
Trans-Meridian Air Cargo	67	16	126	—	—	—	—	..	1 895	766	—	766	—	40.4
TOTAL	15 208	10 307	26 338	640 426	2 088 431	1 268 992	60.8	..	257 442	158 465	169	49 014	109 282	61.6

# Aircraft Type and Utilisation All Airlines 1974

Table 1.14.1 (1974)

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1974	Daily utilisation per aircraft (hrs) year 1974
Aviation Traders Carvair	1 822	7 395	378	6 910	1 197	164 636	30 096	6 ✓	3.5
Aviation Traders Merchantman	8 289	—	12 272	—	16 332	92	122	10 ✓	4.5
AW650 Argosy	452	—	1 110	—	1 608	—	—	2 ✓	2.2
BAC 111-200	7 062	13 219	17	15 094	16	513 332	288 522	7 ✓	5.9
BAC 111-300/400	23 008	21 518	2	40 638	5	1 247 884	1 506 020	17 ✓	6.9
BAC 111-500	40 709	68 306	317	84 732	377	3 805 661	2 570 495	*24 ✓	*6.7
BAC Britannia-300	5 440	730	1 773	2 634	9 030	55 843	72 338	5 ✓	5.8
BAC Vanguard 952	2 966	733	1 314	1 391	4 450	73 862	67 870	5 ✓	2.9
BAC Vanguard V951/953	529	827	59	1 164	188	71 009	41 598	—	2.0
BAC VC10 Standard	17 009	6 347	81	22 829	275	226 169	1 096 706	6 ✓	7.2
BAC VC10 Super	41 960	13 143	34	56 839	147	521 996	3 545 244	15 ✓	10.3
BAC Viscount-700	186	1 407	—	708	—	30 959	4 187	2 ✓	1.0
BAC Viscount-700D/800/810	21 847	71 642	674	72 199	739	2 640 630	863 755	48 ✓	4.2
Beagle 206	667	1 281	14	2 289	30	4 933	2 614	4 ✓	1.6
Beechcraft 18/Super H18	17	75	—	82	—	214	50	1 ✓	0.2
Beechcraft B55 Baron	66	219	—	208	—	117	133	1 ✓	0.2
Beechcraft B80 Queen-Air ✓	78	260	—	301	—	712	313	1 ✓	0.8
Beechcraft B90 King Air ✓	38	111	—	107	—	324	122	3 ✓	0.1
Bell 212 Twin	1 272	4 625	—	1 773	—	20 120	5 771	6 ✓	1.6
Boeing 707-120/120B	3 431	1 269	—	4 500	—	139 893	431 039	2 ✓	7.5
Boeing 707-320/320B	1 252	83	357	313	1 311	15 829	53 231	— ✓	..
Boeing 707-320C/336	62 249	12 792	5 093	62 528	21 542	818 184	4 687 381	24 ✓	11.8
Boeing 707-420	28 760	10 958	5	41 655	23	1 072 925	3 660 432	18 ✓	6.5
Boeing 720/720B	6 625	3 664	153	9 434	614	450 877	767 072	6 ✓	6.4
Boeing 727-100	6 650	4 096	6	10 104	15	469 549	788 265	5 ✓	7.7
Boeing 737-200	25 596	17 705	74	41 199	102	1 891 562	2 694 989	14 ✓	8.9
Boeing 747	46 416	11 526	3	68 359	18	1 269 330	8 935 946	17 ✓	12.4
Britten-Norman Islander	1 851	21 606	289	9 160	351	95 343	7 048	*14 ✓	*1.7
Britten-Norman Trislander	1 185	16 477	81	6 362	85	161 898	11 065	7 ✓	2.8
Canadair CL 44	13 048	—	3 861	—	26 240	—	—	11 ✓	5.8
Cessna 340	44	174	—	199	—	171	61	1 ✓	0.6
Cessna 401/421	15	38	—	44	—	65	32	2 ✓	0.2
DC10	4 831	1 307	—	6 365	—	300 915	1 269 378	3 ✓	7.1
DC3 Dakota/Pionair	1 351	3 262	3 133	3 249	3 718	63 917	12 028	10 ✓	1.6
DH 104 Dove	453	697	350	1 083	786	4 517	1 712	5 ✓	1.3
DH 106 Comet 4B/C	12 652	9 603	125	22 230	173	861 862	1 196 644	13 ✓	4.4
DH 114 Heron	376	1 033	73	1 441	142	6 526	2 298	5 ✓	0.9
DHC 6 Twin-Otter	190	1 058	—	728	—	10 028	2 107	1 ✓	3.2
Fokker Friendship 100/600	2 020	5 790	2	6 567	5	105 081	43 149	4 ✓	5.7
HP Herald 100/200	6 782	22 314	5 892	19 146	6 669	641 233	146 408	16 ✓	4.9
HS 121 Trident 1C	17 128	28 052	—	35 887	—	1 910 078	1 128 848	19 ✓	5.0
HS 121 Trident 1E	4 394	5 397	—	7 637	—	492 013	424 145	4 ✓	5.2
HS 121 Trident 2E	22 059	13 207	6	34 176	16	745 134	1 298 100	15 ✓	6.2
HS 121 Trident 3B	30 613	38 649	—	59 241	—	3 311 063	2 603 573	26 ✓	6.2
HS 125	3 490	5 787	—	6 153	—	15 034	10 701	*17 ✓	*0.9
HS 748	3 453	14 066	63	12 735	115	292 155	81 456	7 ✓	5.0
Lockheed L1011 Tristar	1 591	875	9	2 517	21	232 850	477 837	3 ✓	..
PA23 Aztec/Apache	475	1 836	99	1 693	121	3 260	898	7 ✓	0.7
PA31 Navajo	1 383	4 894	68	4 353	117	14 224	4 277	*11 ✓	*1.3
Short SC7 Skyvan	364	2 817	—	1 934	—	30 808	3 857	— ✓	3.2
Sikorsky 58T	51	206	—	216	—	930	228	1 ✓	0.8
Sikorsky S61N	4 178	22 884	—	21 445	—	245 025	44 252	21 ✓	3.1
Westland Wessex	819	18 089	—	5 466	—	93 855	4 992	7 ✓	2.1
TOTAL	489 193	514 049	37 787	818 017	96 578	25 144 627	40 889 403	*479	*5.2

\*Excludes airlines for which details not available.



# Aircraft Type and Utilisation All Airlines 1975

Table 1.14.1 (1975)

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1975	Daily utilisation-per aircraft (hrs) year 1975
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	1 375	4 781	472	4 811	1 061	83 560	16 625	5 ✓	3.4
Aviation Traders Merchantman	6 071	18	8 013	58	11 880	922	827	6 ✓	4.6
AW650 Argosy	552	27	1 505	75	3 222	48	139	4 ✓	4.2
BAC 111-200	7 287	15 029	24	17 532	28	604 917	337 184	9 ✓	5.8
BAC 111-300/400	24 620	23 224	2	46 255	2	1 384 563	1 659 467	16 ✓	7.8
BAC 111-500	34 787	56 723	104	72 051	114	3 604 722	2 450 763	38 ✓	6.4
BAC Britannia-300	3 515	105	1 500	759	6 273	902	9 217	2 ✓	4.8
BAC Vanguard 952	2 295	981	994	1 909	2 905	93 466	86 380	— ✓	3.6
BAC VC10 Standard	2 782	1 033	—	3 792	—	42 251	201 406	5 ✓	3.4
BAC VC10 Super	42 978	13 678	—	57 704	—	616 501	3 748 286	15 ✓	10.6
BAC Viscount-700	1 317	3 400	799	2 681	874	97 208	25 150	5 ✓	2.6
BAC Viscount-700D/800/810	20 098	66 715	1 259	66 639	1 163	2 526 141	827 805	39 ✓	4.2
Beagle 206	194	331	5	637	10	1 331	768	— ✓	1.2
Beechcraft 18/Super H18	10	42	—	48	—	72	17	— ✓	0.7
Beechcraft B55 Baron	3	4	—	7	—	12	9	— ✓	—
Beechcraft B80 Queen-Air	294	665	2	1 034	3	2 889	1 483	4 ✓	2.1
Beechcraft B90 King Air	3	8	—	8	—	31	10	— ✓	—
Bell 206 Jetranger	19	268	2	131	4	624	33	—	0.5
Bell 212 Twin	665	7 229	41	3 514	75	40 675	4 258	6 ✓	1.6
Boeing 707-120/120B	5 192	1 594	—	6 995	—	168 171	645 458	2 ✓	9.8
Boeing 707-320C/336	60 682	13 805	5 771	60 086	22 350	886 615	4 397 572	28 ✓	8.7
Boeing 707-420	27 009	11 069	—	38 710	—	1 227 122	3 502 965	15 ✓	6.8
Boeing 720/720B	8 717	5 287	12	13 030	13	654 565	1 073 519	3 ✓	6.9
Boeing 727-100	8 986	5 380	21	13 646	79	612 608	1 054 137	5 ✓	7.5
Boeing 737-200	28 897	19 369	31	46 042	49	2 316 625	3 422 107	14 ✓	9.5
Boeing 747	56 046	13 779	—	74 130	—	1 593 495	11 808 128	17 ✓	12.2
Britten-Norman Islander	1 795	17 171	244	8 730	256	62 859	6 576	13 ✓	1.9
Britten-Norman Trislander	1 465	21 367	—	8 619	—	208 411	13 341	9 ✓	2.8
Canadair CL 44	15 144	—	4 574	—	30 786	—	—	13 ✓	6.9
Cessna 340	66	46	531	53	213	112	36	1 ✓	0.7
Cessna 401/421	90	283	—	253	—	470	182	2 ✓	0.4
Cessna 500 Citation	261	488	—	515	—	1 357	742	2 ✓	0.9
DC10	9 498	1 968	—	12 097	—	440 032	2 088 501	5 ✓	8.2
DC3 Dakota/Pionair	1 417	2 825	3 548	2 750	4 147	60 096	10 144	13 ✓	1.5
DC8-54/55F Jet Trader	2 605	—	892	—	3 609	—	—	2 ✓	7.1
DH 104 Dove	525	580	554	428	649	4 054	1 506	3 ✓	1.0
DH 106 Comet 4B/C	10 395	7 006	3	17 779	3	695 928	1 050 785	10 ✓	4.4
DH 114 Heron	640	1 684	126	2 173	141	12 518	4 632	6 ✓	1.0
DHC 6 Twin-Otter	288	1 591	—	1 108	—	16 450	3 110	1 ✓	3.2
Fokker Friendship 100/600	3 247	8 859	—	10 371	—	145 323	66 179	5 ✓	6.4
HP Herald 100/200	6 697	23 183	4 837	18 588	5 553	668 453	148 381	18 ✓	4.0
HS 121 Trident 1C	7 945	13 602	—	16 546	—	872 303	496 087	11 ✓	3.8
HS 121 Trident 1E	4 387	5 446	—	8 081	—	485 913	417 034	3 ✓	6.0
HS 121 Trident 2E	19 899	16 501	—	33 018	—	1 031 007	1 298 737	15 ✓	6.0
HS 121 Trident 3B	29 703	36 645	—	58 650	—	3 211 990	2 588 174	26 ✓	6.2
HS 125	3 409	5 229	—	4 834	—	13 984	10 343	20 ✓	0.8
HS 748	3 644	11 808	952	11 633	1 411	242 424	78 939	10 ✓	4.6
Lockheed L1011 Tristar	3 719	3 901	—	6 984	—	699 044	676 419	6 ✓	3.4
PA23 Aztec/Apache	449	1 517	225	1 220	180	2 865	890	8 ✓	0.7
PA31 Navajo	1 240	4 026	220	3 548	210	12 446	3 562	10 ✓	1.1
Riley Dove	253	411	60	329	79	2 877	1 532	1 ✓	1.4
Sikorsky 58T	710	4 803	15	4 065	15	26 605	3 883	9 ✓	1.6
Sikorsky S61N	5 741	32 271	—	29 355	—	346 606	57 828	30 ✓	3.0
Westland Wessex	682	11 813	—	4 604	—	66 130	4 172	5 ✓	3.0
TOTAL	480 309	499 568	37 338	798 614	97 357	25 890 293	44 305 430	*496	*5.1

\*Excluding airlines for which details not available.

# Aircraft Type and Utilisation—Individual Airlines 1974

Table 1.14.2 (1974)

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1974	Daily utilisation per aircraft (hrs) Year 1974
		Passenger	Cargo	Passenger	Cargo				
<b>British Airways Overseas Division</b>									
BAC VC10 Standard	12 579	4 881	71	16 905	246	167 738	822 722	6	6.6
BAC VC10 Super	41 960	13 143	34	56 839	147	521 996	3 545 244	15	10.3
Boeing 707-320C/336	28 593	5 039	3 047	25 622	13 295	267 754	1 738 693	11	9.7
Boeing 707-420	19 773	6 134	5	28 739	23	392 289	2 375 994	9	8.3
Boeing 747	46 416	11 526	3	68 359	18	1 269 330	8 935 946	17	12.4
TOTAL	149 321	40 723	3 160	196 464	13 729	2 619 107	17 418 599	58	9.9
<b>British Airways European Division</b>									
BAC 111-500	19 175	42 823	36	44 134	37	2 188 303	957 715	18	6.7
HS 121 Trident 2E	22 060	13 207	6	34 176	16	745 134	1 298 100	15	6.2
BAC Vanguard V951/953	529	827	59	1 164	188	71 009	41 597	—	2.8
Aviation Traders Merchantman	8 289	—	12 272	—	16 332	92	122	10	4.5
HS 121 Trident 1C	17 129	28 052	—	35 887	—	1 910 078	1 128 849	19	5.0
HS 121 Trident 3B	30 614	38 649	—	59 241	—	3 311 063	2 603 573	26	6.2
Lockheed L1011 Tristar	—	—	—	—	—	—	—	3	—
TOTAL	97 796	123 558	12 373	174 602	16 573	8 225 679	6 029 956	91	5.8
<b>British Airtours</b>									
Boeing 707-420	8 988	4 825	—	12 917	—	680 636	1 284 438	9	4.5
<b>British Airways Helicopters</b>									
Sikorsky S61N	1 699	14 403	—	8 531	—	161 751	18 626	10	2.7
Bell 212 Twin	107	2 276	—	686	—	8 399	517	1	1.9
TOTAL	1 806	16 679	—	9 217	—	170 150	19 143	11	2.6
<b>British Airways Regional Division—</b>									
<b>Channel Islands Airways</b>									
BAC Viscount-700D/800/810	5 436	16 519	48	18 151	53	732 611	241 498	12	4.2
BAC 111-300/400	2 698	4 198	—	5 684	—	196 197	135 102	3	7.3
TOTAL	8 134	20 717	48	23 835	53	928 808	376 600	15	4.6
<b>Scottish Airways</b>									
Short SC7 Skyvan	364	2 817	—	1 934	—	30 808	3 857	—	3.2
BAC Viscount-700D/800/810	4 006	16 518	60	14 399	52	516 430	149 486	7	5.7
TOTAL	4 370	19 335	60	16 333	52	547 238	153 343	7	5.2
<b>Cambrian Airways</b>									
BAC Viscount-700	186	1 407	—	708	—	30 959	4 187	2	1.0
BAC Viscount-700D/800/810	3 288	14 752	185	11 543	157	512 073	123 429	8	4.0
BAC 111-300/400	3 827	6 417	—	7 478	—	311 060	229 733	4	5.3
TOTAL	7 301	22 576	185	19 729	157	854 092	357 349	14	3.9
<b>Northeast Airlines</b>									
BAC Viscount-700D/800/810	2 458	6 830	4	7 864	4	312 489	113 213	6	3.6
HS 121 Trident 1E	4 394	5 397	—	7 637	—	492 013	424 146	4	5.2
TOTAL	6 852	12 227	4	15 501	4	804 502	537 359	10	4.2

Table 1.14.2 (1974) cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1974	Daily utilisation per aircraft (hrs) Year 1974
<b>British Caledonian Airways</b>									
BAC 111-200	7 063	13 219	17	15 094	16	513 332	288 522	7	5.9
BAC 111-500	13 311	19 290	257	26 484	306	1 035 597	843 961	6	6.6
BAC VC10 Standard	4 430	1 466	10	5 924	29	58 431	273 984	—	9.8
Boeing 707-320C/336	27 068	5 160	1 656	27 857	7 697	282 354	2 065 101	9	11.5
TOTAL	51 872	39 135	1 940	75 359	8 048	1 889 714	3 471 569	22	8.1
<b>Air Anglia</b>									
DC3 Dakota/Pionair	190	626	2	780	3	11 481	3 619	2	1.1
Fokker Friendship 100/600	2 020	5 790	2	6 567	5	105 081	43 149	4	5.7
PA31 Navajo	385	1 311	—	1 212	—	3 363	995	3	1.5
TOTAL	2 596	7 727	4	8 559	8	119 925	47 762	9	3.2
<b>Air-Bridge Carriers</b>									
AW650 Argosy	452	—	1 110	—	1 608	—	—	2	2.2
BAC Viscount-700D/800/810	24	—	51	—	71	—	—	1	1.6
TOTAL	475	—	1 161	—	1 679	—	—	3	2.2
<b>Air Freight</b>									
DC3 Dakota/Pionair	523	—	2 034	—	2 660	—	—	4	1.8
<b>Alidair</b>									
BAC Viscount-700D/800/810	955	1 642	245	2 267	298	44 790	25 302	2	3.5
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	856	14 659	1	4 870	1	150 921	8 913	4	3.6
Britten-Norman Islander	400	6 712	1	2 214	1	36 633	2 071	3	2.0
TOTAL	1 256	21 371	2	7 084	2	187 554	10 984	7	2.9
<b>Beecham Imperial</b>									
HS 125	329	583	—	756	—	1 811	1 175	2	1.0
Cessna 340	33	130	—	157	—	149	49	—	0.6
TOTAL	361	713	—	913	—	1 960	1 224	2	0.9
<b>Bristow Helicopters</b>									
Sikorsky S61N	2 480	8 481	—	12 914	—	83 284	25 626	11	3.4
Westland Wessex	819	18 089	—	5 466	—	93 855	4 992	7	2.1
Sikorsky 58T	51	206	—	216	—	930	228	1	1.5
Bell 212 Twin	117	1 463	—	742	—	7 604	683	1	2.0
TOTAL	3 466	28 239	—	19 338	—	185 663	31 529	20	2.8
<b>Britannia Airways</b>									
Boeing 737-200	25 596	17 705	74	41 199	102	1 891 562	2 694 989	14	8.9
<b>British Air Ferries</b>									
Aviation Traders Carvair	1 822	7 395	378	6 910	1 197	164 636	30 096	6	3.5
<b>British Executive Air Services</b>									
Bell 212 Twin	1 049	886	—	345	—	4 117	4 571	4	1.0

**Table 1.14.2 (1974) cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1974	Daily utilisation per aircraft (hrs) Year 1974
<b>British Island Airways</b>									
DC3 Dakota/Pionair	74	—	439	—	415	—	—	—	2.3
HP Herald 100/200	6 055	19 999	5 892	16 438	6 669	583 878	127 190	13	5.0
TOTAL	6 129	19 999	6 331	16 438	7 084	583 878	127 190	13	4.9
<b>British Midland Airways</b>									
HP Herald 100/200	727	2 315	—	2 708	—	57 355	19 218	3	3.2
BAC Viscount-700D/800/810	5 681	15 381	81	17 975	104	522 237	210 827	12	4.1
Boeing 707-320C/336	3 009	1 548	347	4 378	447	154 584	295 781	2	6.6
TOTAL	9 417	19 244	428	25 061	551	734 176	525 826	17	4.3
<b>Brymon Airways</b>									
Britten-Norman Islander	320	1 895	28	1 479	8	9 110	1 571	2	1.6
DHC 6 Twin-Otter	190	1 058	—	728	—	10 028	2 107	1	3.2
TOTAL	511	2 953	28	2 207	8	19 138	3 678	3	2.0
<b>Cabair</b>									
PA31 Navajo	178	696	—	594	—	1 363	322	—	..
<b>Cedar Management Services</b>									
HS 125	45	68	—	91	—	255	192	—	..
<b>†Court Line Aviation</b>									
BAC 111-500	8 222	6 193	24	14 114	34	581 761	768 818	—	..
Lockheed L1011 Tristar	1 591	875	9	2 517	21	232 850	477 837	—	..
TOTAL	9 813	7 068	33	16 631	55	814 611	1 246 655	—	..
<b>Dan-Air Services</b>									
HS 748	3 453	14 066	63	12 735	115	292 155	81 456	7	5.0
BAC 111-300/400	7 550	5 721	2	13 503	5	392 772	541 219	5	7.4
DH 106 Comet 4B/C	12 652	9 603	125	22 230	173	861 862	1 196 644	13	4.4
Boeing 727-100	6 650	4 096	6	10 104	15	469 549	788 265	5	7.7
Boeing 707-320C/336	3 579	1 045	43	4 671	103	113 492	587 805	2	6.5
TOTAL	33 884	34 531	239	63 243	411	2 129 830	3 195 389	32	5.5
<b>†Donaldson International Airway</b>									
Boeing 707-320/320B	1 252	83	357	313	1 311	15 829	53 231	—	..
<b>Eagle Flying Services</b>									
Beechcraft B55 Baron	18	54	—	62	—	117	43	1	0.1
Beechcraft B90 King Air	8	28	—	23	—	73	20	2	—
TOTAL	26	82	—	85	—	190	63	3	0.1
<b>Fairflight Charters</b>									
DH 114 Heron	99	177	73	273	142	1 447	625	—	1.7
DH 104 Dove	405	514	344	837	767	3 179	1 393	3	1.5
PA31 Navajo	150	248	33	439	78	1 240	651	1	2.0
TOTAL	653	939	450	1 549	987	5 866	2 668	4	1.6

Table 1.14.2 (1974) cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1974	Daily utilisation per aircraft (hrs) Year 1974
<b>Galliford Aviation</b>									
Beechcraft B90 King Air	30	83	—	84	—	251	102	1	0.4
<b>Green Shield Stamp</b>									
HS 125	116	203	—	223	—	876	648	1	1.0
<b>Haywards Aviation</b>									
DH 104 Dove	48	183	6	246	19	1 338	320	2	0.6
<b>Humber Airways</b>									
Britten-Norman Islander	94	296	27	405	33	1 116	346	—	..
<b>I D S Aircraft</b>									
PA23 Aztec/Apache	99	348	—	436	—	434	171	1	1.6
PA31 Navajo	300	1 181	—	911	—	2 422	737	2	2.0
Beechcraft B55 Baron	48	165	—	146	—	—	90	—	1.6
TOTAL	447	1 694	—	1 493	—	2 856	997	3	1.8
<b>International Aviation Service</b>									
BAC Britannia-300	3 662	—	1 528	—	7 841	—	—	3	6.6
<b>Intra Airways</b>									
Britten-Norman Islander	86	481	1	454	2	1 642	269	1	0.9
DC3 Dakota/Pionair	421	2 328	614	1 879	540	47 793	6 579	4	1.7
TOTAL	507	2 809	615	2 333	542	49 435	6 848	5	1.5
<b>Invicta International Airlines</b>									
BAC Vanguard 952	2 966	733	1 314	1 391	4 450	73 862	67 870	5	4.3
Boeing 720/720B	208	14	77	21	283	1 367	1 320	2	1.4
TOTAL	3 173	747	1 391	1 412	4 733	75 229	69 189	7	3.9
<b>Laker Airways</b>									
BAC 111-300/400	8 933	5 182	—	13 973	—	347 855	599 963	5	7.7
DC10	4 831	1 307	—	6 365	—	300 915	1 269 378	3	7.1
Boeing 707-120/120B	3 431	1 269	—	4 500	—	139 893	431 039	2	7.5
TOTAL	17 194	7 758	—	24 838	—	788 663	2 300 381	10	7.5
<b>Loganair</b>									
Beechcraft 18/Super H18	17	75	—	82	—	214	50	1	0.2
Britten-Norman Trislander	329	1 818	80	1 492	84	10 977	2 152	3	1.6
Britten-Norman Islander	793	11 843	—	4 226	—	44 720	2 303	6	1.9
TOTAL	1 139	13 736	80	5 800	84	55 911	4 505	10	1.7
<b>MAM Aviation</b>									
HS 125	405	531	—	807	—	1 622	1 297	1	2.3
<b>McAlpine Aviation</b>									
Cessna 401/421	15	38	—	44	—	65	32	2	0.2
HS 125	2 093	3 648	—	3 338	—	8 581	5 998	11	0.8
PA23 Aztec/Apache	254	1 087	—	945	—	2 026	554	3	0.8
PA31 Navajo	221	970	—	711	—	4 207	1 050	1	1.1
TOTAL	2 583	5 743	—	5 038	—	14 879	7 634	17	0.8

**Table 1.14.2 (1974) cont.**

	Aircraft-km (000)	Stage Flight Passenger	Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1974	Daily utilisation per aircraft (hrs) Year 1974
<b>Macedonian Aviation</b>									
DC3 Dakota/Pionair	142	307	44	589	100	4 643	1 830	—	1.2
<b>Merlot International Airlines</b>									
HS 125	352	554	—	705	—	1 233	934	2	0.7
<b>Monarch Airlines</b>									
BAC Britannia-300	1 778	730	245	2 634	1 189	55 843	72 338	2	4.6
Boeing 720/720B	6 417	3 650	76	9 413	331	449 510	765 753	4	7.1
TOTAL	8 195	4 380	321	12 047	1 520	505 353	838 091	6	6.1
<b>Moseley Aviation</b>									
PA31 Navajo	86	263	—	312	—	1 159	414	1	0.9
<b>Northern Air Taxis</b>									
Beagle 206	667	1 281	14	2 289	30	4 933	2 614	4	1.6
<b>Northern Executive Aviation</b>									
Britten-Norman Islander	82	236	78	254	110	1 554	374	1	1.1
<b>Peters Aviation</b>									
DH 114 Heron	277	856	—	1 168	—	5 079	1 673	5	0.8
<b>Rank Organisation</b>									
HS 125	59	132	—	142	—	425	191	—	..
<b>Ryburn Air</b>									
Cessna 340	12	44	—	42	—	22	12	1	1.1
<b>Thurston Aviation</b>									
Britten-Norman Islander	76	143	154	128	197	568	114	1	0.9
PA23 Aztec/Apache	122	401	99	312	121	800	173	3	0.4
PA31 Navajo	63	225	35	174	39	470	109	3	0.5
TOTAL	261	769	288	614	357	1 838	396	7	0.5
<b>Trader Airways</b>									
HS 125	91	68	—	91	—	231	267	—	..
<b>Tradewinds Airways</b>									
Canadair CL 44	5 950	—	1 208	—	12 014	—	—	4	6.6
<b>Trans-Meridian Air Cargo</b>									
Canadair CL 44	7 099	—	2 653	—	14 226	—	—	7	5.3
<b>Vernair Transport</b>									
Beechcraft B80 Queen-Air	78	260	—	301	—	712	313	1	0.8
GRAND TOTAL	489 193	514 049	37 787	818 017	96 578	25 144 627	40 889 403	*479	*5.2

\*Excluding airlines for which details not available.

†Estimated.

# Aircraft Type and Utilisation Individual Airlines 1975

Table 1.14.2 (1975)

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1975	Daily utilisation per aircraft (hrs) year 1975
<b>British Airways Overseas Division</b>									
DC10	3 750	429	—	4 602	—	67 433	590 514	2	10·6
BAC VC10 Standard	2 782	1 033	—	3 792	—	42 251	201 406	5	3·4
BAC VC10 Super	42 978	13 678	—	57 704	—	616 501	3 748 285	15	10·6
Boeing 707-320C/336	27 856	5 544	2 946	28 038	9 470	310 128	1 820 667	11	9·4
Boeing 707-420	14 078	4 919	—	20 037	—	344 124	1 728 144	6	8·2
Boeing 747	56 046	13 779	—	74 130	—	1 593 495	11 808 128	17	12·2
TOTAL	147 490	39 382	2 946	188 303	9 470	2 973 932	19 897 144	56	10·1
<b>British Airways European Division</b>									
BAC 111-500	16 803	37 190	1	38 902	—	2 190 372	961 408	18	5·9
HS 121 Trident 2E	19 899	16 502	—	33 019	—	1 031 122	1 298 765	15	6·0
Aviation Traders Merchantman	6 071	18	8 013	58	11 880	922	827	6	4·7
HS 121 Trident 1C	7 945	13 602	—	16 546	—	872 303	496 087	11	3·8
HS 121 Trident 3B	29 703	36 645	—	58 650	—	3 211 990	2 588 175	26	6·2
Lockheed L1011 Tristar	3 719	3 901	—	6 984	—	699 044	676 419	6	3·4
TOTAL	84 140	107 858	8 014	154 159	11 880	8 005 753	6 021 681	82	5·4
<b>British Airtours</b>									
Boeing 707-420	12 931	6 150	—	18 673	—	882 998	1 774 821	9	5·7
<b>British Airways Helicopters</b>									
Sikorsky S61N	2 206	17 760	—	9 635	—	199 131	21 922	12	2·5
Sikorsky 58T	60	407	—	215	—	1 844	264	2	0·7
Bell 212 Twin	135	2 830	—	770	—	12 608	667	1	2·1
TOTAL	2 402	2 0997	—	10 620	—	213 583	22 853	15	2·3
<b>British Airways Regional Division—</b>									
<b>Channel Islands Airways</b>									
BAC Viscount-700D/800/810	5 237	16 315	—	17 638	—	734 148	237 487	9	4·6
BAC 111-300/400	2 566	4 512	—	5 285	—	216 635	120 420	2	6·4
TOTAL	7 803	20 827	—	22 923	—	950 783	357 907	11	4·9
<b>Scottish Airways</b>									
HS 748	290	1 086	1	797	1	26 992	8 064	2	3·0
BAC Viscount-700D/800/810	2 745	13 864	11	11 026	8	383 748	98 117	7	4·3
BAC 111-300/400	1 271	1 936	—	1 991	—	108 166	70 750	1	7·2
TOTAL	4 306	16 886	12	13 814	9	518 906	176 931	10	4·5
<b>Cambrian Airways</b>									
BAC Viscount-700	516	2 298	—	1 288	—	61 283	8 192	2	1·8
BAC Viscount-700D/800/810	2 605	12 186	165	9 124	140	456 204	108 321	6	3·5
BAC 111-300/400	3 305	5 524	—	8 411	—	271 252	200 781	3	7·1
TOTAL	6 426	20 008	165	18 823	140	788 739	317 294	11	4·1
<b>Northeast Airlines</b>									
BAC Viscount-700D/800/810	2 413	6 713	—	7 709	—	312 872	112 653	5	3·7
HS 121 Trident 1E	4 387	5 446	—	8 081	—	485 913	417 034	3	6·0
TOTAL	6 800	12 159	—	15 790	—	798 785	529 687	8	4·6

**Table 1.14.2 (1975) cont.**

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1975	Daily utilisation per aircraft (hrs) year 1975
	Passenger	Cargo	Passenger	Cargo					
<b>British Caledonian Airways</b>									
BAC 111-200	5 901	13 219	—	14 774	—	507 483	254 031	7	5.8
BAC 111-500	9 912	12 941	99	18 935	109	797 705	718 984	12	6.6
Boeing 707-320C/336	27 051	5 378	2 812	23 509	12 809	280 835	1 819 938	10	10.5
TOTAL	42 864	31 538	2 911	57 218	12 918	1 586 023	2 792 953	29	7.9
<b>Air Anglia</b>									
DC3 Dakota/Pionair	317	393	257	739	434	4 187	2 184	—	1.9
AW650 Argosy	—	—	—	—	—	—	—	1	—
Herald 100/200	—	—	—	—	—	—	—	1	—
Fokker Friendship 100/600	3 247	8 859	—	10 371	—	145 323	66 179	5	6.4
PA31 Navajo	439	1 352	—	1 258	—	3 566	952	3	1.2
TOTAL	4 003	10 604	257	12 368	434	153 076	69 315	10	3.6
<b>Air Freight</b>									
DC3 Dakota/Pionair	595	165	2 048	247	2 674	2 299	752	7	1.3
<b>Air-Bridge Carriers</b>									
AW650 Argosy	552	27	1 505	75	3 222	48	139	3	4.4
BAC Viscount-700D/800/810	167	760	64	548	71	35 186	6 870	1	1.7
TOTAL	720	787	1 569	623	3 293	35 234	7 009	4	3.5
<b>Alidair</b>									
BAC Viscount-700	801	1 102	799	1 393	874	35 925	16 958	3	3.5
BAC Viscount-700D/800/810	602	742	1 012	878	930	27 987	11 844	1	3.9
TOTAL	1 404	1 844	1 811	2 271	1 804	63 912	28 802	4	3.7
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	1 099	19 385	—	6 857	—	195 474	10 989	6	3.5
Britten-Norman Islander	242	3 376	—	1 457	—	16 081	1 112	2	1.7
TOTAL	1 341	22 761	—	8 314	—	211 555	12 102	8	3.0
<b>Beecham Imperial</b>									
HS 125	112	169	—	242	—	797	513	2	0.5
<b>Bristow Helicopters</b>									
Sikorsky S61N	3 535	14 511	—	19 720	—	147 475	35 907	18	3.4
Westland Wessex	682	11 813	—	4 604	—	66 130	4 172	5	3.0
Sikorsky 58T	644	4 380	—	3 835	—	24 506	3 570	7	1.7
Bell 212 Twin	176	1 827	—	1 174	—	12 051	1 567	1	3.2
TOTAL	5 037	32 531	—	29 333	—	250 162	45 216	31	2.9
<b>Britannia Airways</b>									
Boeing 737-200	28 897	19 369	31	46 042	49	2 316 625	3 422 107	14	9.5
<b>British Air Ferries</b>									
HP Herald 100/200	453	2 307	3	1 707	8	55 134	10 692	3	3.2
Aviation Traders Carvair	1 375	4 781	472	4 811	1 061	83 560	16 625	5	3.4
TOTAL	1 828	7 088	475	6 518	1 069	138 694	27 316	8	3.4



Table 1.14.2 (1975) cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1975	Daily utilisation per aircraft (hrs) year 1975
<b>British Executive Air Services</b>									
Bell 206 Jetranger	19	268	2	131	4	624	33	—	0.5
Bell 212 Twin	354	2 572	41	1 570	75	16 016	2 024	4	1.1
TOTAL	373	2 840	43	1 701	79	16 640	2 058	4	1.0
<b>British Island Airways</b>									
HP Herald 100/200	5 741	19 294	4 834	15 172	5 545	573 948	123 714	12	4.4
<b>British Midland Airways</b>									
HP Herald 100/200	503	1 582	—	1 709	—	39 371	13 975	2	2.7
BAC Viscount-700D/800/810	6 328	16 135	7	19 716	14	577 908	254 216	10	4.8
Boeing 707-320C/336	2 746	1 982	—	4 622	—	187 170	283 499	5	3.5
TOTAL	9 577	19 699	7	26 047	14	804 449	551 690	17	4.3
<b>Brymon Airways</b>									
Britten-Norman Islander	409	2 319	—	1 921	—	9 529	1 661	2	2.3
DHC 6 Twin-Otter	288	1 591	—	1 108	—	16 450	3 110	1	3.2
TOTAL	697	3 910	—	3 029	—	25 979	4 771	3	2.6
<b>Dan-Air Services</b>									
HS 748	3 353	10 722	951	10 836	1 410	215 432	70 875	8	4.8
BAC 111-200	1 386	1 810	24	2 758	28	97 434	83 153	2	5.6
BAC 111-300/400	7 388	5 384	2	13 023	2	366 568	530 479	5	7.1
BAC 111-500	5 186	4 298	4	9 294	5	409 920	497 553	5	7.4
DH 106 Comet 4B/C	10 395	7 006	3	17 779	3	695 928	1 050 785	10	4.4
Boeing 727-100	8 985	5 379	21	13 645	79	612 493	1 054 109	5	7.5
Boeing 707-320C/336	3 029	901	13	3 917	71	108 482	473 468	2	6.0
TOTAL	39 722	35 500	1 018	71 252	1 598	2 506 257	3 760 423	37	5.8
<b>Eagle Flying Services</b>									
Beechcraft B55 Baron	3	4	—	7	—	12	9	—	..
Beechcraft B90 King Air	3	8	—	8	—	31	10	—	..
TOTAL	6	12	—	15	—	43	19	—	..
<b>Fairflight Charters</b>									
DH 114 Heron	128	167	57	90	33	1 670	902	1	0.7
DH 104 Dove	524	574	553	424	647	4 018	1 498	3	1.0
PA23 Aztec/Apache	31	64	—	13	—	192	90	1	0.2
Riley Dove	253	411	60	329	79	2 877	1 532	1	1.9
PA31 Navajo	116	230	12	266	19	1 302	629	1	1.0
TOTAL	1 052	1 446	682	1 122	778	10 059	4 651	7	1.0
<b>Green Shield Stamp</b>									
HS 125	268	395	—	432	—	1 252	1 115	1	1.2
<b>Haywards Aviation</b>									
DH 104 Dove	1	6	1	4	2	36	8	—	..
<b>I D S Aircraft</b>									
Cessna 500 Citation	261	488	—	515	—	1 357	742	2	0.9
PA23 Aztec/Apache	113	338	—	410	—	693	258	1	1.1
PA31 Navajo	352	1 532	—	1 130	—	4 702	1 116	2	1.6
TOTAL	727	2 358	—	2 055	—	6 752	2 116	5	1.2

**Table 1.14.2 (1975) cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1975	Daily utilisation per aircraft (hrs) year 1975
<b>International Aviation Service</b>									
BAC Britannia-300	2 436	—	1 190	—	5 236	—	—	2	5.7
DC8-54/55F Jet Trader	2 605	—	892	—	3 609	—	—	2	7.1
<b>TOTAL</b>	<b>5 041</b>	<b>—</b>	<b>2 082</b>	<b>—</b>	<b>8 845</b>	<b>—</b>	<b>—</b>	<b>4</b>	<b>6.2</b>
<b>Intra Airways</b>									
Britten-Norman Islander	13	70	1	65	1	346	51	—	0.9
DC3 Dakota/Pionair	505	2 267	1 243	1 764	1 039	53 610	7 208	6	1.6
<b>TOTAL</b>	<b>518</b>	<b>2 337</b>	<b>1 244</b>	<b>1 829</b>	<b>1 040</b>	<b>53 956</b>	<b>7 259</b>	<b>6</b>	<b>1.6</b>
<b>Invicta International Airlines</b>									
BAC Vanguard 952	2 295	981	994	1 909	2 905	93 466	86 380	—	3.6
Boeing 720/720B	1 665	1 097	12	2 529	13	83 502	121 482	—	5.1
<b>TOTAL</b>	<b>3 960</b>	<b>2 078</b>	<b>1 006</b>	<b>4 438</b>	<b>2 918</b>	<b>176 968</b>	<b>207 862</b>	<b>—</b>	<b>4.1</b>
<b>Laker Airways</b>									
BAC 111-300/400	10 091	5 868	—	17 545	—	420 030	735 335	5	9.7
DC10	5 748	1 539	—	7 495	—	372 599	1 497 987	3	7.1
Boeing 707-120/120B	5 192	1 594	—	6 995	—	168 171	645 458	2	9.8
<b>TOTAL</b>	<b>21 031</b>	<b>9 001</b>	<b>—</b>	<b>32 035</b>	<b>—</b>	<b>960 800</b>	<b>2 878 779</b>	<b>10</b>	<b>9.0</b>
<b>Loganair</b>									
Beechcraft 18/Super H18	10	42	—	48	—	72	17	—	0.7
Britten-Norman Trislander	366	1 982	—	1 762	—	12 937	2 352	3	1.6
Britten-Norman Islander	975	10 978	—	4 875	—	34 443	3 213	7	2.1
<b>TOTAL</b>	<b>1 351</b>	<b>13 002</b>	<b>—</b>	<b>6 685</b>	<b>—</b>	<b>47 452</b>	<b>5 582</b>	<b>10</b>	<b>1.9</b>
<b>MAM Aviation</b>									
HS 125	505	537	—	755	—	1 539	1 404	1	2.1
<b>Management Aviation</b>									
Sikorsky 58T	6	16	15	15	15	255	49	..	..
<b>McAlpine Aviation</b>									
Cessna 401/421	90	283	—	253	—	470	182	2	0.4
HS 125	2 243	3 664	—	2 905	—	9 423	6 677	13	0.7
PA23 Aztec/Apache	153	661	—	439	—	1 025	283	2	0.6
PA31 Navajo	14	48	—	46	—	127	48	—	0.4
<b>TOTAL</b>	<b>2 499</b>	<b>4 656</b>	<b>—</b>	<b>3 643</b>	<b>—</b>	<b>11 045</b>	<b>7 191</b>	<b>17</b>	<b>0.6</b>
<b>McDonald Aviation</b>									
DH 114 Heron	94	227	58	312	93	1 202	481	1	1.1
PA23 Aztec/Apache	—	—	—	—	—	—	—	1	—
<b>TOTAL</b>	<b>94</b>	<b>227</b>	<b>58</b>	<b>312</b>	<b>93</b>	<b>1 202</b>	<b>481</b>	<b>2</b>	<b>1.1</b>
<b>Merlot International Airlines</b>									
HS 125	281	464	—	500	—	973	634	3	0.6
<b>Monarch Airlines</b>									
BAC 111-500	2 886	2 294	—	4 920	—	206 725	272 818	3	8.1
BAC Britannia-300	1 079	105	310	759	1 037	902	9 217	—	3.4
Boeing 720/720B	7 051	4 190	—	10 501	—	571 063	952 037	3	7.5
<b>TOTAL</b>	<b>11 017</b>	<b>6 589</b>	<b>310</b>	<b>16 180</b>	<b>1 037</b>	<b>778 690</b>	<b>1 234 072</b>	<b>6</b>	<b>6.8</b>

**Table 1.14.2 (1975) cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at end of 1975	Daily utilisation per aircraft (hrs) year 1975
<b>Moseley Aviation</b>									
PA31 Navajo	112	337	—	346	—	1 673	505	1	1.0
<b>Northern Air Taxis</b>									
Beagle 206	194	331	5	637	10	1 331	768	—	1.8
<b>Northern Executive Aviation</b>									
Britten-Norman Islander	99	257	141	268	146	1 776	414	1	1.2
<b>Peters Aviation</b>									
DH 114 Heron	418	1 290	11	1 771	15	9 646	3 249	4	1.0
<b>Ryburn Air</b>									
Cessna 340	66	46	531	53	213	112	37	1	0.7
Beagle 206	—	—	—	—	—	—	—	1	—
TOTAL	66	46	531	53	213	112	37	2	0.5
<b>Thurston Aviation</b>									
Britten-Norman Islander	57	171	102	144	109	684	125	1	0.5
PA23 Aztec/Apache	152	454	225	358	180	955	260	3	1.0
PA31 Navajo	207	527	208	502	191	1 076	312	3	0.9
TOTAL	416	1 152	535	1 004	480	2 715	697	7	0.8
<b>Tradewinds Airways</b>									
Canadair CL 44	6 313	—	1 880	—	12 830	—	—	5	7.3
<b>Trans-Meridian Air Cargo</b>									
Canadair CL 44	8 831	—	2 694	—	17 956	—	—	8	6.6
<b>Vernair Transport</b>									
Beechcraft B80 Queen-Air	294	665	2	1 034	3	2 889	1 483	4	2.1
GRAND TOTAL	480 309	499 568	37 338	798 614	97 357	25 890 293	44 305 430	*496	*5.1

\*Excluding airlines for which details not available.

# Operations Subject to Variable Charge by Type of Licence 1974

Table 1.15 (1974)

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
<b>Chargeable Operations (Own Aircraft)</b>					
Class 1	5 728 773	3 157 288	897 709	2 259 597	55.1
Class 2	289 435	202 395	—	202 395	69.9
Class 3	1 026 869	804 498	39	804 459	78.3
Class 4	238 323	175 572	—	175 572	73.7
Class 5	203 044	141 267	74 028	67 239	69.6
Class 6	339 277	227 465	227 446	19	67.0
Class 7	275 314	152 009	124 981	27 028	55.2
TOTAL	8 101 034	4 860 495	1 324 203	3 536 310	60.0
<b>Non-chargeable Operations</b>					
Aircraft hired from					
Foreign Operators	15 524	8 544	7 654	890	55.0
Exempt Services	156 951	93 518	17 189	76 330	59.6
TOTAL	172 475	102 062	24 843	77 219	59.2
GRAND TOTAL	8 273 509	4 962 557	1 349 045	3 613 529	60.0

*Note:* 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 1974

Table 1.16 (1974)

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	5 728 773	1 810	13 995	5 744 578
Class 2	289 435	1 415	104	290 954
Class 3	1 026 869	2 369	—	1 029 238
Class 4	238 323	2 745	—	241 068
Class 6	339 277	336	1 058	340 671
Class 7	275 314	241	367	275 922
Exempt Services	156 951	414	—	157 365
TOTAL	8 054 941	9 329	15 524	8 079 794
Class 5 hired to UK Airlines	45 102			
Non UK Airlines	157 942			
TOTAL	203 044			
GRAND TOTAL	8 257 985			

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

Table 1.15 (1975)

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
<b>Own Aircraft Operations</b>					
Class 1	5 960 863	3 304 944	851 372	2 453 593	55.4
Class 2	348 172	232 420	—	232 420	66.8
Class 3	1 029 027	862 596	—	862 596	83.8
Class 4	228 003	170 865	—	170 865	74.9
Class 5	296 879	188 891	60 345	128 546	63.6
Class 6	571 198	375 623	375 623	—	65.8
Class 7	176 884	92 193	70 541	21 652	52.1
TOTAL	8 611 026	5 227 532	1 357 881	3 869 672	60.7
<b>Non-Chargeable Operations</b>					
Aircraft hired from					
Foreign Operators	51 703	30 650	11 762	18 888	59.3
Exempt Services	251 788	131 416	80 740	50 676	52.2
TOTAL	303 491	162 066	92 502	69 564	53.4
GRAND TOTAL	8 914 517	5 389 598	1 450 383	3 939 236	60.5

*Note:* 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 for 1975

Table 1.16 (1975)

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	5 960 863	9 108	13 727	5 983 698
Class 2	348 172	—	1 176	349 348
Class 3	1 029 027	1 891	2	1 030 919
Class 4	228 003	101	3	228 108
Class 6	571 198	236	5 084	576 517
Class 7	176 884	300	1 621	178 805
Exempt Services	214 915	380	36 873	252 169
TOTAL	8 529 062	12 017	58 486	8 599 564
Class 5 hired to UK Airlines	69 671			
Non UK Airlines	257 442			
TOTAL	327 113			
GRAND TOTAL	8 856 175			

# Variable Licence Charges for Airline Operations based on Passenger-Kms and Cargo Tonne-Kms 1974

Table 1.17 (1974)

	Class 1		Class 2	Class 3	Class 4	Class 5		Class 6	Class 7		Total		Amount
	(000) Pass-kms	Cargo tonne-kms	Pass-kms	Pass-kms	Pass-kms	Pass-kms	Cargo tonne-kms	Cargo tonne-kms	Pass-kms	Cargo tonne-kms	Pass-kms	Cargo tonne-kms	Chargeable (£)
British Airways Overseas Division	16 170 159	729 781	445 851	15 056	342 036	972	2	1 405	53 217	292	17 027 292	731 479	279 243.42
British Airways European Division	4 804 022	64 938	—	289 891	1 145	14 715	—	507	12 175	3 847	5 121 948	69 292	73 823.52
British Airtours	—	—	48 918	904 389	175 758	96 979	—	—	6 484	—	1 232 528	—	16 639.12
British Airways Helicopters	4 225	9	—	—	—	—	—	—	14 407	162	18 632	171	263.06
British Airways Regional Division—													
Channel Islands Airways	295 358	961	—	4 785	143	97	2	—	373	9	300 756	972	4 125.83
Scottish Airways	169 280	763	—	—	74	—	—	—	349	8	169 704	771	2 343.07
Cambrian Airways	185 662	2 221	—	125 269	1 227	5 040	2	28	4 402	—	321 599	2 251	4 493.53
Northeast Airlines	218 510	503	—	294 134	2 698	1 686	5	6	913	—	517 941	514	7 026.89
British Caledonian Airways	1 817 352	60 112	264 105	470 073	231 739	22 067	2 467	78 040	61 474	308	2 866 810	140 928	48 214.55
Air Anglia	38 772	155	—	—	—	—	—	—	6 864	8	45 635	163	627.10
Air Freight	—	684	—	—	—	—	47	215	—	—	—	946	63.83
Air-Bridge Carriers	—	1 927	—	—	—	—	23	529	—	—	—	2 479	167.33
Alidair	124	1	—	11 298	2 492	2 457	7	—	7 578	1 128	23 949	1 136	399.99
Aurigny Air Services	10 980	26	—	—	—	—	—	—	5	—	10 984	26	150.04
Beecham Imperial	—	—	—	—	—	—	—	—	843	—	843	—	11.38
Bristow Helicopters	—	—	—	—	—	—	—	—	30 923	577	30 923	577	456.42
Britannia Airways	—	—	—	2 525 365	67 896	12 744	—	193	575	—	2 606 580	193	35 227.45
British Air Ferries	28 003	3 820	—	64	54	—	—	62	97	1 021	28 218	4 903	711 89
British Executive Air Services	—	—	—	—	—	—	—	—	4 571	17	4 571	17	62.83
British Island Airways	96 634	3 229	—	—	749	24 007	534	24	683	20	122 073	3 807	1 906.04
British Midland Airways	201 086	633	1 080 888	2 263	7 332	159 151	585	29	6 241	286	484 162	1 533	6 639.75
Brymon Airways	3 493	—	—	—	—	—	—	—	—	—	3 493	—	47.16
Court Line Aviation	—	—	—	1 003 212	57 113	2 071	—	—	1 630	—	1 064 026	—	14 364.35
Dan-Air Services	80,581	9	254 257	2 128 948	575 561	47 108	—	—	29 127	757	3 115 582	767	42 112.12
Donaldson International Airway	—	—	—	—	—	—	203	1 591	22 051	16 827	22 051	18 621	1 554.61
Green Shield Stamp	—	—	—	—	—	—	—	—	648	—	648	—	8.74
International Aviation Service	—	—	—	—	—	—	—	12 778	—	21 188	—	33 966	2 292.68
Intra Airways	5 357	234	—	—	810	36	3	3	—	—	6 203	240	99.94
Invicta International Airlines	—	—	—	51 669	12 392	3 783	1 953	2 209	379	18 323	68 223	22 484	2 441.43
Laker Airways	—	—	982 495	760 046	169 716	133 421	—	—	15 535	—	2 061 214	—	27 826.38
Loganair	1 208	—	—	—	739	426	—	—	987	7	3 359	7	45.85
Macedonian Aviation	—	—	—	—	40	—	—	—	1 790	34	1 830	34	27.03
McAlpine Aviation	—	—	—	—	—	—	—	—	7 634	—	7 634	—	103.07
Monarch Airlines	—	—	35 037	658 683	17 570	115 732	677	214	4 982	94	832 005	985	11 287.27
Peters Aviation	—	—	—	—	—	16	—	—	1 657	9	1 673	9	23.21
Tradewinds Airways	—	—	—	—	—	—	52 074	39 130	—	—	—	91 204	6 156.24
Trans-Meridian Air Cargo	—	—	—	—	—	—	4 110	33 792	—	59 852	—	97 754	6 598.37
TOTAL	24 130 807	870 008	2 138 752	9 245 114	1 667 283	642 508	62 694	170 754	303 722	124 799	38 128 216	1 228 254	597 632.25

Note: Variable charges can be made against only those licences issued under the revised system which 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. Of the total amount shown as "chargeable" £67 669.33 was not in fact charged.

# Variable Licence Charges for Airline Operations based on Passenger-Kms and Cargo Tonne-Kms 1975

Table 1.17 (1975)

	Class 1		Class 2	Class 3	Class 4	Class 5	Cargo	Class 6	Class 7		Total	Amount
	Pass-kms	tonne-kms	Pass-kms	Pass-kms	Pass-kms	Pass-kms	tonne-kms	Cargo	Pass-kms	tonne-kms	Pass-kms	Chargeable (£)
British Airways Overseas Division	18 871 303	731 392	501 309	21 463	323 482	19 311	13	—	58 012	20	19 794 880	703 560.11
British Airways European Division	5 805 580	60 029	—	171 436	5 269	4 969	—	1 002	10 060	2 290	5 997 314	189 414.50
British Airtours	—	—	61 136	1 131 287	120 344	204 110	—	—	10 784	—	1 527 660	45 829.79
British Airways Helicopters	4 939	8	—	—	—	—	—	—	14 105	150	19 044	595.13
British Airways Regional Division—												
Channel Island Airways	335 500	1 085	—	13 866	68	266	—	—	937	—	350 637	10 681.92
Scottish Airways	193 632	799	—	53	—	—	—	—	722	6	194 407	5 952.93
Cambrian Airways	170 765	1 143	—	129 451	—	10 275	10	8	2 372	—	312 863	9 558.01
Northeast Airlines	224 803	441	—	288 675	5 289	5 966	12	—	1 077	—	525 809	15 842.19
British Caledonian Airways	1 392 914	46 818	323 649	494 238	351 115	11 809	8 956	155 416	16 773	342	2 590 498	109 444.85
Air Anglia	65 821	284	—	—	—	16	—	—	2 258	2	68 095	2 085.71
Air Freight	—	698	—	—	—	—	8	78	—	—	784	117.54
Air-Bridge Carriers	2 490	2 034	—	—	—	4 380	159	274	3	200	6 873	606.12
Alidair	—	—	—	4 291	1 192	531	—	1 021	8 516	198	14 530	618.74
Aurigny Air Services	12 048	35	—	—	—	—	—	—	—	—	12 048	366.64
Beecham Imperial	—	—	—	—	—	—	—	—	341	—	341	10.07
Bristow Helicopters	—	—	—	—	—	—	—	—	43 649	534	43 649	1 389.62
Britannia Airways	—	—	—	3 206 688	1 216 84	932	—	144	711	—	3 330 016	99 922.03
British Air Ferries	26 130	2 891	—	—	117	196	—	93	578	727	27 021	1 367.70
British Island Airways	99 188	2 750	—	—	535	9 353	34	—	783	9	109 859	3 718.32
British Midland Airways	186 022	608	—	87	7 432	10 047	24	—	3 350	17	206 938	6 305.56
Brymon Airways	4 710	—	—	—	—	—	—	—	—	—	4 710	141.31
Dan-Air Services	83 286	—	236 285	2 579 314	773 714	40 863	52	1 697	16 978	33	3 730 440	112 180.53
Green Shield Stamp	—	—	—	—	—	—	—	—	703	—	703	21.11
International Aviation Service	—	—	—	—	—	—	187	40 175	—	23 389	—	9 562.55
Intra Airways	4 540	404	—	—	2 079	—	1	4	385	17	7 004	274.06
Invicta International Airlines	—	—	—	82 710	32 388	35 112	15	3 156	4 028	7 732	154 239	6 262.67
Laker Airways	—	—	1 332 102	939 775	170 015	2 939	—	—	2 351	—	2 447 181	73 415.44
Loganair	3 159	—	—	—	882	160	—	—	—	—	4 201	126.03
McAlpine Aviation	—	—	—	—	—	—	—	—	4 193	—	4 193	125.82
Monarch Airlines	—	—	—	1 053 566	46 649	20 116	1 090	—	6 178	50	1 126 508	33 966.24
Peters Aviation	—	—	—	—	—	75	1	—	2 235	16	2 310	71.87
Tradewinds Airways	—	—	—	—	—	—	1 350	55 956	—	6 672	—	9 596.61
Trans-Meridian Air Cargo	—	—	—	—	—	—	1 300	62 045	—	26 876	—	13 533.43
TOTAL	27 486 830	851 419	2 454 481	10 116 900	1 962 254	381 426	13 212	321 069	212 082	69 280	42 613 971	1 466 665.15

NOTE: Variable charges can be made against only those licences issued under the revised system which 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. Of the total amount shown as "chargeable" £21 218.08 was not in fact charged.

# Airline Personnel Costs (UK and Overseas)

Table 1.18

	PILOTS AND CO-PILOTS							OTHER COCKPIT PERSONNEL							CABIN ATTENDANTS						
	Average number of Personnel				Average expenditure a head (£000)			Average number of Personnel				Average expenditure a head (£000)			Average number of Personnel				Average expenditure a head (£000)		
	1974		1975		1974	1975	Percentage change 1975 over 1974	1974		1975		1974	1975	Percentage change 1975 over 1974	1974		1975		1974	1975	Percentage change 1975 over 1974
	Males	Females	Males	Females				Males	Females	Males	Females				Males	Females	Males	Females			
British Airways	3 404	—	3 328	—	7.14	8.34	16.8	571	—	569	—	5.53	6.97	26.0	2 249	3 230	2 271	3 509	2.31	3.18	37.7
British Caledonian Airways	358	—	338	—	7.33	8.72	19.0	132	—	138	—	5.16	5.99	16.1	83	767	72	631	1.94	2.39	23.2
Dan-Air Services	276	2	302	3	5.88	6.88	17.0	94	—	87	—	3.95	4.90	24.1	—	374	—	435	2.01	2.20	9.5
Laker Airways	95	—	99	—	7.12	8.87	24.6	32	—	36	—	5.47	6.58	20.3	—	215	—	246	1.61	2.01	24.8
Britannia Airways	179	—	190	—	6.63	7.87	18.7	—	—	—	—	—	—	—	—	301	—	334	2.33	2.98	27.9
Transmeridian Air Cargo	46	—	55	—	8.70	12.02	38.2	49	—	55	—	5.49	8.02	46.1	—	—	—	—	—	—	—
International Aviation Services	25	—	36	—	6.92	8.71	25.9	18	—	22	—	5.94	7.04	18.5	—	—	—	—	—	—	—
Monarch Airlines	45	—	62	—	7.66	7.95	3.8	27	—	26	—	4.70	5.52	17.5	1	105	—	133	2.09	3.08	47.4
Tradewinds Airways	46	—	53	—	8.32	8.85	6.4	31	—	37	—	6.43	7.75	20.5	—	—	—	—	—	—	—
British Midland Airways	105	—	114	—	5.51	6.91	25.4	12	—	14	—	4.75	5.71	20.2	6	113	7	132	1.22	1.66	36.1
Invicta International Airlines	34	—	24	—	4.73	5.38	13.7	2	—	2	—	4.24	4.03	-4.9	—	23	—	28	1.56	1.85	18.6
British Island Airways	99	—	106	—	3.60	4.41	22.5	—	—	—	—	—	—	—	—	78	—	84	1.71	1.77	3.5
British Air Ferries	34	—	31	—	5.91	6.74	14.0	—	—	—	—	—	—	—	—	24	—	19	3.13	2.90	-7.3
Others	573	—	647	1	4.64	5.75	23.9	—	—	—	—	—	—	—	9	55	1	44	1.42	2.01	41.4

  

	MAINTENANCE AND OVERHAUL PERSONNEL							TRAFFIC AND SALES PERSONNEL							ALL OTHER PERSONNEL						
	Average number of Personnel				Average expenditure a head (£000)			Average number of Personnel				Average expenditure a head (£000)			Average number of Personnel				Average expenditure a head (£000)		
	1974		1975		1974	1975	Percentage change 1975 over 1974	1974		1975		1974	1975	Percentage change 1975 over 1974	1974		1975		1974	1975	Percentage change 1975 over 1974
	Males	Females	Males	Females				Males	Females	Males	Females				Males	Females	Males	Females			
British Airways	10 515	595	10 288	589	3.03	3.80	25.4	5 730	3 187	6 436	3 203	3.72	4.25	14.3	17 110	6 258	16 283	5 990	3.18	4.06	27.7
British Caledonian Airways	1 093	67	966	51	2.93	3.62	23.5	919	616	892	512	2.87	2.94	2.4	1 041	523	893	433	3.05	3.76	23.3
Dan-Air Services	671	51	715	56	2.60	3.41	31.2	173	139	177	143	1.93	2.13	10.4	106	55	79	52	1.94	2.80	44.3
Laker Airways	201	11	214	10	2.99	3.84	28.4	Included in "All Other Personnel"							77	56	101	64	2.14	2.42	13.1
Britannia Airways	233	15	239	19	2.98	3.63	21.8	34	52	29	50	2.08	2.52	21.2	102	98	109	110	2.58	2.77	7.4
Trans-Meridian Air Cargo	82	6	93	5	2.58	2.96	14.7	25	4	22	6	4.04	3.93	-2.7	11	10	19	13	5.05	4.56	-9.7
International Aviation Services	18	1	25	3	3.25	3.60	10.8	16	2	19	3	2.98	3.20	7.4	38	9	55	13	2.22	3.02	36.0
Monarch Airlines	—	—	—	—	—	—	—	13	19	7	26	1.91	2.46	28.8	35	21	29	23	1.30	2.14	64.6
Tradewinds Airways	16	1	18	1	3.23	4.22	30.7	27	8	37	9	1.82	1.89	3.9	6	3	6	3	4.22	5.14	21.8
British Midland Airways	205	11	212	14	2.79	3.37	20.8	177	182	157	139	1.86	2.24	21.0	76	75	75	84	1.25	2.43	94.4
Invicta International Airlines	68	2	40	—	2.75	2.83	2.9	12	7	3	3	2.12	2.61	23.1	69	26	57	22	2.26	2.36	-4.4
British Island Airways	231	10	244	11	2.53	3.13	23.7	55	78	139	93	2.53	2.59	2.4	150	72	64	57	1.68	2.46	46.4
British Air Ferries	101	2	120	4	2.36	3.31	40.3	46	36	59	33	1.61	1.94	20.5	64	35	27	28	2.46	4.95	101.2
Others	906	9	1 018	12	2.65	3.32	25.3	123	46	126	65	2.02	2.47	22.3	156	194	199	245	2.13	2.32	8.9



# UK Airline Personnel Employed in Great Britain 1974 and 1975

Table 1.19

Region	Number of Personnel at end of June 1974			Number of Personnel at end of December 1974		
	Male	Female		Male	Female	
		Total	of which part-time*		Total	of which part-time*
North	608	311	—	624	317	—
Yorkshire and Humberside	118	59	—	118	65	1
East Midlands	491	272	20	463	247	15
East Anglia	231	55	3	243	58	3
South East	37 700	13 143	111	37 399	13 040	117
South West	233	48	—	235	48	1
West Midlands	446	313	—	360	233	—
North West	1 369	479	2	1 334	459	3
Wales	224	111	2	215	103	2
Scotland	1 184	270	12	1 259	263	13
TOTAL	42 604	15 061	150	42 250	14 833	155

Region	Number of Personnel at end of June 1975			Number of Personnel at end of December 1975		
	Male	Female		Male	Female	
		Total	of which part-time*		Total	of which part-time*
North	529	149	—	190	134	—
Yorkshire and Humberside	123	70	1	179	74	1
East Midlands	480	300	15	447	285	13
East Anglia	279	75	3	274	75	2
South East	37 941	13 259	134	37 237	13 243	123
South West	180	30	1	136	32	1
West Midlands	485	190	—	459	185	—
North West	1 376	568	3	1 561	557	—
Wales	166	107	1	168	96	—
Scotland	1 056	340	16	1 628	384	19
TOTAL	42 615	15 088	174	42 279	15 065	159

\*Part-time employment is defined as being not more than 30 hours a week.

# **PART 2**

## **UK Airlines—Financial Results**

## PART 2 UK Airlines—Financial Results

### Introduction

Tables 1 to 6 in this section present estimates in summary form of the financial resources and the operating costs and revenues of the public and private sectors of the United Kingdom air transport industry for the years 1968-1974, together with an estimated profit and loss account for the entire industry in 1975.

For the years from 1972 onwards the summaries have been built up from returns submitted by the individual airlines. These returns are made by all airlines which hold a Class 1, 2, 3, 4, 5, or 6 Licence. Those operators who have a Class 7 and no other class of Licence, or who operate under an Air Operator's Certificate only, are not required to report financial statistics, but the summaries include estimates in respect of their operations. Estimates have also been included in the profit and loss account summaries in respect of companies that have gone out of business during the period and for which it has not been possible to obtain detailed accounts. The figures for the years 1968 to 1971 are based on tables previously published in the Department of Trade and Industry Business Monitor series CA8.

The annual summaries are not truly representative of calendar years; they result from the addition of figures for individual financial years closest to the calendar year involved. The estimate in respect of aggregate accounts for 1975 has been based, where possible, on the financial year accounts of individual airlines. Where financial year accounts are not yet available use has been made of the quarterly reports supplied by airlines, taking the four calendar quarters which most closely match the financial years of the airlines in question. The final audited accounts of airlines may differ considerably from the sum of quarterly profit and loss accounts, so, although the 1975 estimate has been constructed to be as nearly comparable with previous years as is possible at this stage, the final results for the year may be appreciably different.

Tables 7 to 9 give the individual results for individual airlines in 1974. The figures are a copy of the information supplied by airlines on the standard returns. They may not correspond with published company accounts, since, where possible, non-airline activities have been excluded.

Questions of definition concerning the tables of financial statistics may be answered by reference to the specimens of returns used by airlines, and their notes on compilation; these are given in Appendix C.

Details of the operating and traffic statistics reported by each airline for the periods covered by their 1974 financial year are given for the convenience of the reader in Tables 10 to 12. Because of some lack of detail in the reported statistics for 1973 it has been necessary to include some estimates in respect of those airlines whose 1974 financial year ended earlier than 31 December 1974; where this has been done this is indicated by an asterisk against the figure in the tables.

The airlines whose financial statistics are covered in this Part had an average labour force in 1974 of some 67 000 of which nearly 10 000 were employed overseas. The net output of these airlines is estimated to represent approximately half of one per cent of United Kingdom gross domestic product.

# Financial Resources of United Kingdom Airlines 1968-1973

**Table 2.1**

	1968	1969	1970	<i>£million</i> 1971	1972	1973	1974
<b>Private Sector</b>							
Total assets employed	47.2	59.3	58.3	64.0	77.6	90.7	109.4
<i>of which</i>							
Operating equipment and Property	48.4	54.9	56.5	57.6	72.9	85.4	106.4
Payments on account of Aircraft under construction	—	0.1	—	—	1.4	2.3	—
Other non-current assets	3.5	5.5	9.0	10.2	11.3	11.7	1.9
Total current net assets	(4.6)	(1.3)	(7.2)	(3.8)	(8.0)	(8.7)	1.0
Total liabilities	47.2	59.3	58.3	64.0	77.6	90.7	109.4
<i>of which</i>							
Shareholders Fund	14.5	17.5	21.6	29.1	23.7	21.4	16.2
Operating Profit (or loss)	3.3	6.1	5.9	8.9	5.8	3.8	6.5
Operating Profit (or loss) as a percentage of total assets employed	7.0	10.3	10.1	13.9	7.5	4.2	5.9
Shareholders fund as a percentage of total liabilities	30.7	29.5	37.1	45.5	30.5	23.6	14.8
<b>Public Sector</b>							
Total assets employed	336.3	394.6	440.2	499.2	517.0	527.6	468.3
<i>of which</i>							
Operating equipment and Property	261.5	302.2	383.4	462.7	464.3	460.9	450.2
Payments on account of Aircraft under construction	29.2	36.9	31.2	12.5	11.5	37.0	91.0
Other non-current assets	17.7	18.2	23.5	29.2	26.1	20.3	19.3
Total current net assets	27.9	37.2	2.3	(5.3)	15.1	9.3	(92.2)
Total liabilities	336.3	394.6	440.2	499.2	517.0	527.6	468.3
<i>of which</i>							
Public Dividend Capital	155.3	177.9	175.9	160.3	214.7	236.7	305.2
Operating Profit (or loss)	24.7	41.3	5.3	3.6	31.1	52.9	(0.8)
Operating Profit (or loss) as a percentage of total assets employed	7.3	10.5	1.2	0.7	6.2	10.0	(0.2)
Public Dividend Capital as a percentage of total liabilities	46.2	45.1	39.9	32.1	41.5	44.9	65.2

# Revenues, Expenses and Profits of United Kingdom Airlines 1968-1975

**Table 2.2**

	1968	1969	1970	1971	1972	1973	1974	1975 (Estimate)
	£million							
PRIVATE SECTOR								
Total Operating Revenues	52.0	79.3	101.5	125.4	148.2	182.4	240.0	
Total Operating Expenses	48.7	73.2	95.6	116.5	142.4	178.6	233.5	
Operating profit (or loss)	3.3	6.1	5.9	8.9	5.8	3.8	6.5	
Non-operating items (balance)	(1.9)	(2.7)	(2.6)	(4.1)	(2.2)	(3.6)	(5.4)	
Profit (or loss) before Tax	1.4	3.4	3.3	4.9	3.6	0.2	1.1	
PUBLIC SECTOR								
Total Operating Revenues	288.8	336.7	343.0	392.0	468.0	581.3	667.5	
Total Operating Expenses	264.1	295.4	337.7	388.4	435.9	528.4	668.2	
Operating profit (or loss)	24.7	41.3	5.3	3.6	31.1	52.9	(0.8)	
Non-operating items (balance)	12.0	(1.0)	1.4	(6.5)	(19.9)	(11.5)	(10.6)	
Profit (or loss) before Tax	36.7	40.3	6.7	(2.9)	12.2	41.4	(11.4)	
ALL AIRLINES								
Total Operating Revenues	340.8	416.0	444.5	517.4	616.2	763.7	907.5	1 066.4
Total Operating Expenses	312.8	368.6	433.3	504.9	578.3	707.0	901.7	1 038.4
Operating profit (or loss)	28.0	47.4	11.2	12.5	37.9	56.7	5.7	28.0
Non-operating items (balance)	10.1	(3.7)	(1.2)	(10.6)	(22.1)	(15.1)	(16.0)	(7.7)
Profit (or loss) before Tax	38.1	43.7	10.0	1.9	15.8	41.6	(10.3)	20.3

# Trends in United Kingdom Airlines' Operating Costs and Revenues 1968-1975

Table 2.3

	1968	1969	1970	1971	1972	1973	1974	1975 (Estimate)
<b>ALL AIRLINES</b>								
<b>COSTS</b>								
<b>Comparison with 1970 (1970=100)</b>								
Aircraft fuel and oil	76·8	94·3	100·0	125·0	148·9	228·7	446·5	500·9
Crew salaries and expenses	63·4	80·1	100·0	118·5	126·6	154·3	173·9	189·0
Aircraft depreciation and rental	36·5	88·3	100·0	100·6	128·3	149·8	163·3	182·1
Other costs	70·4	83·8	100·0	117·6	132·8	156·5	183·5	215·7
Total Operating costs	72·2	85·1	100·0	116·5	133·5	163·2	208·1	239·6
<b>Comparison with Total—Percentage distribution</b>								
Aircraft fuel and oil	11·2	11·7	10·5	11·3	11·7	14·7	22·6	22·0
Crew salaries and expenses	7·5	8·1	8·6	8·7	8·1	8·1	7·2	6·8
Aircraft depreciation and rental	13·2	11·5	11·1	9·6	10·7	10·2	8·7	8·4
Other costs	68·1	68·7	69·8	70·4	69·5	67·0	61·5	62·8
Total Operating costs	100·0	100·0	100·0	100·0	100·0	100·0	100·0	100·0
<b>REVENUES</b>								
<b>Comparison with 1970 (1970=100)</b>								
Scheduled services	82·9	96·5	100·0	112·6	136·9	169·2	202·0	230·4
Non-Scheduled services	51·9	82·9	100·0	131·2	146·6	180·1	217·8	274·8
Incidental Revenues	67·7	83·5	100·0	123·3	135·3	190·2	174·4	269·9
Total Operating Revenues	76·7	93·6	100·0	116·5	138·6	171·7	204·2	239·9
<b>Comparison with Total—Percentage distribution</b>								
Scheduled services	84·7	80·8	78·3	75·8	77·3	77·1	77·5	75·2
Non-Scheduled services	12·7	16·5	18·7	21·0	19·8	19·6	19·9	21·4
Incidental Revenues	2·6	2·7	3·0	3·2	2·9	3·3	2·6	3·4
Total Operating Revenues	100·0	100·0	100·0	100·0	100·0	100·0	100·0	100·0

# United Kingdom Airlines—Profit and Loss Account Summary from 1968-1975

Table 2.4

		1968			1969			1970			1971			1972			1973			1974			1975	
		Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Estimates All Airlines	
<b>REVENUES</b>																								
1	Scheduled Passenger (individually booked seats direct to passenger)	288.6	272.4	16.2	336.1	317.7	18.4	348.2	325.1	23.1	392.1	362.1	30.0	393.1	359.7	33.4	489.1	441.4	47.7	581.8	517.1	64.7	715.7	
2	Scheduled Passenger (all block-booked seats, including part-charter)																							
3	Scheduled Excess baggage																							
4	Scheduled Freight and Diplomatic bags																							
5	Scheduled Mail																							
6	Non-scheduled flights (a) Inclusive tours (b) ABC other than part-charter (c) Affinity groups (d) Cargo (e) Other	43.1	10.6	32.5	68.8	11.9	56.9	83.0	10.2	72.8	108.9	21.3	87.6	121.7	19.5	102.2	149.4	34.0	115.4	15.9	4.0	11.9	22.3	
7	Incidental Revenue	9.0	5.7	3.3	11.1	7.1	4.0	13.3	7.7	5.6	16.4	8.6	7.8	18.0	10.4	7.6	25.3	12.5	12.8	23.2	5.9	17.3	33.6	
8	<b>Total Operating Revenue</b>	340.8	288.8	52.0	416.0	336.7	79.3	444.5	343.0	101.5	517.4	392.0	125.4	616.2	468.0	148.2	763.7	581.3	182.4	907.5	667.5	240.0	1,081.0	
<b>EXPENSES</b>																								
9	Flight crew salaries and expenses	23.6	18.9	4.7	29.8	22.8	7.0	37.2	27.2	10.0	44.1	31.7	12.4	47.1	34.1	13.0	57.4	42.0	15.4	64.6	48.4	16.2	72.3	
10	Aircraft fuel and oil	35.0	27.2	7.8	43.0	30.9	12.1	45.6	32.1	13.5	57.9	39.3	17.7	67.9	45.3	22.6	104.3	74.9	29.4	203.6	145.6	58.0	240.7	
11	Flight equipment insurance	3.9	3.2	0.7	6.1	4.3	1.8	7.5	4.7	2.8	9.8	6.4	3.4	9.8	5.4	4.4	9.2	4.9	4.3	8.2	4.9	3.3	8.0	
12	Uninsured losses	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.3	0.3	—	0.2	0.2	—	0.3	
13	Rental of flight equipment	8.0	6.4	1.6	10.7	5.5	5.2	14.3	4.6	9.7	8.7	(0.2)	8.9	15.2	2.4	12.8	21.6	6.5	15.1	17.0	2.7	14.3	26.8	
14	Flight crew training (when not amortised)	3.6	3.2	0.4	3.5	3.0	0.5	4.3	3.6	0.7	4.0	3.5	0.5	3.5	2.9	0.6	3.9	3.3	0.6	5.7	4.8	0.9	6.5	
15	Flight expenses other than items 9 to 14	1.5	1.1	0.4	2.1	1.1	1.0	3.6	1.1	2.5	5.7	1.9	3.8	7.3	2.9	4.4	5.7	0.4	5.3	7.4	0.4	7.0	10.2	
16	Maintenance and overhaul	49.2	40.1	9.1	57.1	44.8	12.3	69.8	53.3	16.5	81.8	64.0	17.8	89.7	66.7	23.0	101.9	74.5	27.4	124.0	92.0	32.0	148.0	
17	Depreciation of aircraft fleet (including spares)	33.5	28.6	4.9	31.7	25.7	6.0	33.7	27.1	6.6	39.6	32.9	6.7	46.4	39.7	6.7	50.3	42.9	7.4	61.4	47.7	13.7	55.4	
18	Depreciation of ground property and equipment	2.9	2.5(a)	0.4	3.2	2.7(a)	0.5	4.3	3.5(a)	0.8	5.2	4.1(a)	1.1	5.1	4.3(a)	0.8	9.2	8.2(a)	1.0	13.2	12.2	1.0	9.3	
19	Amortisation of development and pre-operating costs	2.8	2.6	0.2	2.0	1.7	0.3	2.2	1.9	0.3	3.2	2.6	0.6	2.1	1.7	0.4	1.8	1.0	0.8	1.3	0.4	0.9	2.0	
20	Flight crew training (when amortised)																							
21(a)	Landing and departure fees	19.8	15.7	4.1	25.6	18.2	7.4	27.5	18.8	8.7	34.5	23.9	10.6	11.1	—	11.1	44.7	30.4	14.3	47.1	30.7	16.4	60.0	
(b)	Aerodrome, En-route, and other Navigation service charges													32.9	28.3	4.6	9.6	4.1	5.5	10.6	5.9	4.7	17.3	
22	Station and ground expenses other than Item 21	36.7	32.0	4.7	45.3	39.5	5.8	55.3	48.2	7.1	67.1	57.7	9.4	72.7	63.2	9.5	83.7	72.4	11.3	103.2	85.4	17.8	125.2	
23(a)	Passenger services — cabin staff and other flight expenses	25.5	21.9	3.6	31.3	25.9	5.4	36.7	30.2	6.5	42.2	34.5	7.7	8.8	—	8.8	63.0	52.9	10.1	79.2	62.3	16.9	82.6	
(b)	Passenger services — other passenger service costs													46.6	42.4	4.2	5.1	1.1	4.0	2.1	1.0	1.1	20.8	
24	Ticketing, sales and promotion	51.0	49.4	1.6	59.0	57.6	1.4	67.0	64.9	2.1	77.8	71.9	5.9	87.3	80.8	6.5	105.4	91.6	13.8	117.5	101.4	16.4	137.0	
25	General and administrative	16.3	12.5	3.8	19.4	13.4	6.0	23.9	17.2	6.7	24.0	15.1	8.9	22.8	15.3	7.5	25.0	15.9	9.1	31.3	21.0	10.3	37.6	
26	Other operating expenses	(0.2)	(0.9)	0.7	(1.1)	(1.6)	0.5	0.3	(0.8)	1.1	0.2	(0.9)	1.1	0.4	(0.9)	1.3	3.1	(0.2)	3.3	2.5	—	2.5	2.3	
27	<b>Total Operating Expenses</b>	312.8	264.1	48.7	368.6	295.4	73.2	433.3	337.7	95.6	504.9	388.4	116.5	578.3	435.9	142.4	707.0	528.4	178.6	901.7	668.2	233.5	1,064.5	
28	<b>Operating Profit or (Loss)</b>	28.0	24.7	3.3	47.4	41.3	6.1	11.2	5.3	5.9	12.5	3.6	8.9	37.9	32.1	5.8	56.7	52.9	3.8	5.7	(0.8)	6.5	16.5	
29	Profit or loss on disposal of fixed assets	2.9	2.8	0.1	1.5	1.7	(0.2)	2.2	2.1	0.1	0.9	0.6	0.3	1.9	1.0	0.9	2.7	1.1	1.6	1.6	(0.4)	2.0	1.0	
30	Interest payable less receivable (Net)	(4.4)	(2.2)	(2.2)	(6.2)	(3.7)	(2.5)	(11.4)	(8.5)	(2.9)	(17.6)	(13.9)	(3.7)	(19.1)	(15.9)	(3.2)	(15.1)	(8.8)	(6.3)	(14.7)	(8.2)	(6.5)	(13.1)	
31	Direct subsidies from public funds	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
32	Other payments from public funds	5.0	5.0	—	4.0	4.0	—	8.0	8.0	—	8.0	8.0	—	—	—	—	0.1	—	0.1	—	—	—	—	
33	Dividends receivable	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	0.7	0.7	—	4.4	
34	Other non-operating items	6.6	6.4	0.2	(3.0)	(3.0)	—	—	(0.2)	0.2	(1.9)	(1.2)	(0.7)	(4.9)	(5.0)	0.1	(2.8)	(3.8)	1.0	(3.6)	(2.7)	(0.9)	(20.4)	
35	<b>Non-Operating Items (Balance)</b>	10.1	12.0	(1.9)	(3.7)	(1.0)	(2.7)	(1.2)	1.4	(2.6)	(10.6)	(6.5)	(4.1)	(22.1)	(19.9)	(2.2)	(15.1)	(11.5)	(3.6)	(16.0)	(10.6)	(5.4)	(28.1)	
36	<b>Profit or loss (—) Before Taxation</b>	38.1	36.7	1.4	43.7	40.3	3.4	10.0	6.7	3.3	1.9	(2.9)	4.9	15.8	12.2	3.6	41.6	41.4	0.2	(10.3)	(11.4)	1.1	(11.6)	

(a) B.O.A.C. costs have been charged under other main expense headings.

# United Kingdom Airlines—Appropriation Account Summary from 1968 to 1974

**Table 2.5**

(£ million)

	1968			1969			1970			1971			1972 (a)			1973 (a)			1974		
	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector	Total	Public Sector	Private Sector
1 Profit or loss before Taxation	38.1	36.7	1.4	43.7	40.3	3.4	10.0	6.7	3.3	1.9	(2.9)	4.8	18.2	14.6	3.6	44.0	43.8	0.2	(10.3)	(11.4)	1.1
2 Taxation	12.6	11.9	0.7	15.7	14.6	1.1	3.0	2.6	0.4	+0.6	+1.4	0.8	10.9	8.7	2.2	27.3	26.6	0.7	+0.1	+2.0	1.9
3 Profit or loss after Taxation	25.5	24.8	0.7	28.0	25.7	2.3	7.0	4.1	2.9	2.5	(1.5)	4.0	7.3	5.9	1.4	16.7	17.2	(0.5)	(10.2)	(9.4)	(0.8)
4 Exceptional items and prior year adjustments	(0.3)	(0.2)	(0.1)	13.0	12.8	0.2	6.2	6.1	0.1	0.2	0.4	(0.2)	—	(0.7)	0.7	(0.4)	(0.6)	0.2	2.6	—	2.6
5 Transfers from reserves	—	—	—	—	—	—	—	—	—	4.4	4.4	—	2.4	—	2.4	3.1	—	3.1	14.5	9.4	5.1
6 Available for appropriation	25.2	24.6	0.6	41.0	38.5	2.5	13.2	10.2	3.0	7.1	3.3	3.8	9.7	5.2	4.5	19.4	16.6	2.8	6.9	—	6.9
7 Dividends	12.6	12.5	0.1	14.0	13.0	1.0	5.7	4.9	0.8	4.5	3.3	1.2	5.0	4.4	0.6	6.7	6.1	0.6	3.0	—	3.0
8 Transfers to reserves	12.6	12.1	0.5	27.0	25.5	1.5	7.5	5.3	2.2	2.6	—	2.6	4.7	0.8	3.9	12.7	10.5	2.2	3.9	—	3.9

(a) Group appropriation account including the non-airline divisions of British Airways.



# United Kingdom Airlines—Balance Sheet Summary from 1968-1974

Table 2.6

	Total	1968 Public Sector	Private Sector	Total	1969 Public Sector	Private Sector	Total	1970 Public Sector	Private Sector	Total	1971 Public Sector	Private Sector	Total	1972 Public Sector	Private Sector	Total	1973 Public Sector	Private Sector	Total	1974 Public Sector	Private Sector
<b>ASSETS EMPLOYED</b>																					
<b>1 Operating Equipment and Property</b>																					
Aircraft fleet (including spares)	434.0	370.4	63.6	471.4	401.4	70.0	567.9	495.1	72.8	671.5	601.5	70.0	725.5	632.7	92.8	771.0	662.8	108.2	831.1	694.7	136.4
Less: Provisions for amortisation and depreciation	196.7	176.8	19.9	206.1	185.8	20.3	236.4	214.2	22.2	272.9	247.4	25.5	316.4	288.5	27.9	361.3	330.0	31.3	418.4	377.8	40.6
Aircraft fleet after depreciation	237.2	193.5	43.7	265.2	215.5	49.7	331.5	280.9	50.6	398.6	354.1	44.5	409.1	344.2	64.9	409.7	332.8	76.9	412.7	316.9	95.8
Property and other equipment	107.8	101.0	6.7	133.2	125.7	7.5	156.5	147.5	9.0	178.0	161.2	16.8	193.9	182.6	11.3	211.7	199.2	12.5	226.5	211.3	15.2
Less: Provisions for amortisation and depreciation	35.1	33.1	2.0	41.3	39.0	2.3	48.1	45.0	3.1	56.2	52.5	3.7	65.8	62.5	3.3	75.1	71.1	4.0	82.8	78.1	4.7
Property after depreciation	72.7	68.0	4.7	91.9	86.7	5.2	108.4	102.5	5.9	121.7	108.6	13.1	128.1	120.1	8.0	136.6	128.1	8.5	143.7	133.2	10.5
Payments on account of aircraft under construction	29.2	29.2	—	37.0	36.9	0.1	31.2	31.2	—	12.5	12.5	—	12.9	11.5	1.4	39.3	37.0	2.3	91.0	91.0	—
<b>2 Interests in Group Companies</b>																					
Shares	1.3	0.6	0.7	2.2	—	2.2	5.9	2.0	3.9	6.6	5.3	1.3	0.8	—	0.8	0.7	—	0.7	0.8	—	0.8
Advances and debts not currently receivable	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
<b>3 Trade investments</b>																					
Shares	—	—	—	—	—	—	—	—	—	—	—	—	7.1	6.8	0.3	6.9	6.4	0.5	5.3	5.2	0.1
Advances and debts not currently receivable	—	—	—	—	—	—	—	—	—	—	—	—	4.2	4.2	—	4.0	4.0	—	4.7	4.7	—
<b>4 Current Assets</b>																					
Stores and work in progress	—	—	—	—	—	—	—	—	—	—	—	—	12.4	8.1	4.3	17.6	9.2	8.4	19.4	11.6	7.8
Debtors and prepayments	—	—	—	—	—	—	—	—	—	—	—	—	128.3	106.1	22.2	156.8	127.5	29.3	152.6	115.4	37.2
Short-term loans and deposits	—	—	—	—	—	—	—	—	—	—	—	—	42.0	39.8	2.2	39.3	36.0	3.3	18.1	15.5	2.6
Bank balance and cash	—	—	—	—	—	—	—	—	—	—	—	—	10.2	5.3	4.9	16.3	10.4	5.9	23.0	13.8	9.2
Group companies advances and debts currently receivable	—	—	—	—	—	—	—	—	—	—	—	—	5.4	—	5.4	8.1	—	8.1	5.9	—	5.9
Other items	—	—	—	—	—	—	—	—	—	—	—	—	5.6	3.9	1.7	6.7	4.7	2.0	3.1	2.1	1.0
<b>Total current Assets</b>	150.5	132.9	17.6	178.5	153.2	25.3	145.0	117.9	27.1	155.7	118.3	37.4	203.9	163.2	40.7	244.8	187.8	57.0	222.1	158.4	63.7
<b>5 Less: Current Liabilities</b>																					
Creditors and accruals	—	—	—	—	—	—	—	—	—	—	—	—	105.1	78.4	26.7	150.7	111.5	39.2	133.8	93.8	40.0
Traffic revenue received in advance	—	—	—	—	—	—	—	—	—	—	—	—	61.2	54.8	6.4	56.5	52.1	4.4	75.3	66.9	8.4
Taxation	—	—	—	—	—	—	—	—	—	—	—	—	3.2	3.2	—	6.6	5.3	1.3	1.6	1.3	0.3
Dividends	—	—	—	—	—	—	—	—	—	—	—	—	4.6	4.4	0.2	6.3	6.1	0.2	0.9	—	0.9
Bank overdrafts	—	—	—	—	—	—	—	—	—	—	—	—	5.1	1.5	3.6	3.0	1.1	1.9	1.4	0.4	1.0
Instalments of borrowings and hire purchase liabilities repayable within one year	—	—	—	—	—	—	—	—	—	—	—	—	8.1	—	8.1	13.1	—	13.1	91.7	86.2	5.5
Group companies advances and debts currently payable	—	—	—	—	—	—	—	—	—	—	—	—	2.2	—	2.2	3.1	—	3.1	1.8	—	1.8
Other items	—	—	—	—	—	—	—	—	—	—	—	—	7.3	5.8	1.5	4.9	2.4	2.5	6.7	1.9	4.8
<b>Total Current Liabilities</b>	127.3	105.0	22.3	142.6	116.0	26.6	149.9	115.6	34.3	164.8	123.6	41.2	196.8	148.1	48.7	244.2	178.5	65.7	313.2	250.5	62.7
<b>Total Net Current Assets</b>	23.2	27.9	(4.6)	35.9	37.2	(1.3)	(4.9)	2.3	(7.2)	(9.1)	(5.3)	(3.8)	7.1	15.1	(8.0)	0.6	9.3	(8.7)	(91.1)	(92.2)	1.0
<b>6 Unamortised Costs</b>																					
Pre-operational training and development	10.3	8.7	1.6	13.0	11.1	1.9	17.6	14.4	3.2	21.0	16.4	4.7	13.2	10.2	3.0	9.5	5.5	4.0	7.0	5.5	1.5
Other items	—	—	—	—	—	—	—	—	—	—	—	—	4.9	4.9	—	4.5	4.4	0.1	3.9	3.9	—
<b>7 Other Assets</b>	9.6	8.4	1.2	8.6	7.1	1.5	9.0	7.1	1.9	11.7	7.5	4.2	0.4	—	0.4	—	—	—	—	—	—
<b>TOTAL ASSETS</b>	383.5	336.3	47.2	453.9	394.6	59.3	498.5	440.2	58.3	563.2	499.2	64.0	594.6	517.0	77.6	618.3	527.6	90.7	577.7	468.3	109.4
<b>FINANCED BY:</b>																					
<b>8 Shareholders Fund</b>																					
Share Capital	53.4	50.0	3.4	70.6	65.0	5.6	72.0	65.0	7.0	79.9	65.0	14.9	142.4	125.0	17.4	154.1	136.3	17.8	226.3	216.3	10.0
Share Premium Account	4.8	—	4.8	4.6	—	4.6	5.1	—	5.1	3.0	—	3.0	2.5	—	2.5	2.4	—	2.4	2.6	—	2.6
Reserves: Capital	—	—	—	—	—	—	—	—	—	—	—	—	3.0	1.4	1.6	2.9	1.5	1.4	4.9	—	4.9
Self-Insurance	34.8	34.5	0.3	41.4	41.3	0.1	41.6	41.6	—	30.7	30.7	—	30.9	30.9	—	31.0	31.0	—	31.0	31.0	—
Other	76.8	70.8	6.0	78.8	71.6	7.2	78.8	69.3	9.5	75.8	64.6	11.2	59.6	57.4	2.2	67.7	67.9	(0.2)	57.0	57.9	(0.9)
<b>9 Borrowings etc.</b> Repayable more than one year ahead																					
Advances from other Group companies	0.2	—	0.2	0.1	—	0.1	3.0	—	3.0	0.7	—	0.7	4.4	—	4.4	4.9	—	4.9	18.6	—	18.6
Bank Loans	—	—	—	—	—	—	—	—	—	—	—	—	10.5	84.9	5.6	101.8	99.1	2.7	57.6	54.5	3.1
Other Loans	199.7	169.7	30.0	220.6	182.3	38.3	261.2	231.1	30.1	334.8	305.1	29.7	197.5	168.6	28.9	156.4	126.6	29.8	90.3	44.9	45.4
Hire Purchase Liabilities	—	—	—	—	—	—	—	—	—	—	—	—	2.1	—	2.1	12.4	—	12.4	8.5	—	8.5
<b>10 Deferred Liabilities</b>																					
Taxation	22.8	10.3	2.5	36.3	32.9	3.4	35.5	31.9	3.6	36.8	32.3	4.5	46.8	38.3	8.5	80.6	65.7	14.9	76.0	63.0	13.0
Other	0.9	0.9	—	1.4	1.4	—	1.3	1.3	—	1.4	1.4	—	14.8	10.4	4.4	4.2	(0.4)	4.6	4.9	0.7	4.2
<b>TOTAL LIABILITIES</b>	383.5	336.3	47.2	453.9	394.6	59.3	498.5	440.2	58.3	563.2	499.2	64.0	594.6	517.0	77.6	618.3	527.6	90.7	577.7	468.3	109.4

# United Kingdom Airlines—Profit and Loss Accounts 1974

Table 2.7

Financial Year Ending	British Airways (Combined)	Air Anglia	Air Bridge	Air Freight	Aurigny Air Services	Britannia Airways	British Air Ferries	(£'000) British Caledonian
	31.3.75	31.10.74	31.12.74	30.4.75	28.2.75	31.12.74	31.10.74	30.9.74
<b>REVENUES</b>								
1 Scheduled Passenger (individually booked seats direct to passenger)	517 067	1 613	—	—	680	—	1 466	43 658
2 Scheduled Passenger (all block-booked seats, including part-charter)	—	—	—	—	—	—	—	3 379
3 Scheduled Excess baggage	4 811	—	—	—	8	—	—	—
4 Scheduled Freight and Diplomatic Bags	83 787	58	358	346	39	—	1 047	6 754
5 Scheduled Mail	22 311	—	—	—	4	—	—	818
6 Non-scheduled flights (a) Inclusive tours	18 510	—	—	—	—	23 789	—	4 782
(b) ABC other than part-charter	4 030	—	—	—	—	—	—	2 950
(c) Affinity Groups	4 423	412	—	—	—	—	—	—
(d) Cargo	2 213	—	268	180	—	102	419	4 824
(e) Other	4 426	111	—	—	12	1 161	—	3 269
7 Incidental revenue	5 893	63	36	—	22	4 112	250	4 602
8 <b>Total Operating Revenues</b>	667 471	2 257	662	526	765	29 164	3 182	75 036
<b>EXPENSES</b>								
9 Flight crew salaries and expenses	48 414	175	43	66	87	1 572	186	4 599
10 Aircraft fuel and oil	145 582	337	201	93	89	8 033	435	15 212
11 Flight equipment insurance	4 914	39	21	8	11	455	25	649
12 Uninsured losses	251	—	—	—	—	—	—	—
13 Rental of flight equipment	2 707	390	37	—	157	2 829	110	6 201
14 Flight crew training (when not amortised)	4 798	16	—	—	—	199	—	—
15 Flight expenses other than items 9 to 14	379	—	—	—	—	—	—	111
16 Maintenance and overhaul	92 046	295	115	106	164	2 444	602	8 810
17 Depreciation of aircraft fleet (including spares)	47 677	1	—	—	—	1 523	50	4 032
18 Depreciation of ground property and equipment	12 174	7	2	1	3	108	42	406
19 Amortisation of development and pre-operating costs	449	—	—	—	—	—	—	205
20 Flight crew training (when amortised)	1 186	—	14	—	—	—	—	306
21 (a) Landing and departure fees	30 661	117	90	38	91	1 310	330	4 163
(b) Aerodrome, en route, and other Navigation service charges	5 863	91	11	7	5	580	30	2 987
22 Station and ground expenses other than item 21	85 377	371	—	92	82	1 695	597	6 544
23 (a) Passenger services—Cabin staff and other flight expenses	62 355	77	—	—	—	2 567	276	8 816
(b) Passenger services—Other passenger service costs	955	—	—	—	1	49	—	586
24 Ticketing, Sales and Promotion	101 419	69	—	18	18	79	118	11 362
25 General and Administrative	21 016	73	82	57	19	603	259	4 309
26 Other operating expenses	—	8	65	11	7	1 053	7	324
27 <b>Total Operating Expenses</b>	668 223	2 066	681	497	734	25 099	3 067	79 622
27 (a) (of which services bought in under 16, 24 and 25 above)	—	—	—	—	191	—	—	—
28 <b>Operating Profit (or Loss)</b>	(752)	191	(19)	29	31	4 065	115	(4 586)
29 Profit or loss on disposal of fixed assets	(432)	—	—	—	—	1 171	9	709
30 Interest payable less receivable (net)	(8 257)	(33)	—	—	16	(526)	(45)	(1 104)
31 Direct subsidies from public funds	—	—	—	—	—	—	—	—
32 Other payments from public funds	—	—	—	—	—	—	—	—
33 Dividends receivable	707	—	—	—	—	—	—	—
34 Other non-operating items	(2 657)	(47)	—	—	—	89	—	(903)
35 <b>Non-operating Items (balance)</b>	(10 639)	(80)	—	—	16	734	(36)	(1 298)
36 <b>Profit or Loss (–) before taxation</b>	(11 391)	111	(19)	29	47	4 799	79	(5 884)

TABLE 2.7 (cont'd.)

Financial Year Ending	(£'000)											
	British Island 31.12.74	British Midland 31.12.74	Brymon Aviation 31.12.74	Dan Air Services 31.12.74	International Aviation Services 31.3.75	Intra Airways 31.12.74	Invicta International 31.12.74	Laker Airways 31.3.75	Loganair 31.3.75	Monarch Airlines 30.11.74	Tradewinds Airways 31.3.75	Trans Meridian Air Cargo 31.10.74
<b>REVENUES</b>												
1 Scheduled Passenger (individually booked seats direct to passenger)	3 793	6 836	161	2,858	—	134	—	—	129	—	—	—
2 Scheduled Passenger (all block-booked seats, including part-charter)	—	—	—	—	—	85	—	—	—	—	—	—
3 Scheduled Excess baggage	17	18	—	5	—	—	—	—	—	—	—	—
4 Scheduled Freight and Diplomatic Bags	872	203	—	11	—	54	—	—	—	—	—	—
5 Scheduled Mail	225	—	—	—	—	—	—	—	—	—	—	—
6 Non-scheduled flights (a) Inclusive tours	—	94	—	27 530	—	12	948	7 237	—	5 223	—	—
(b) ABC other than part-charter	—	—	—	1 424	—	—	—	7 215	—	339	—	—
(c) Affinity Groups	20	—	—	1 093	—	55	—	58	—	73	—	—
(d) Cargo	152	—	—	158	3 309	19	2 618	—	—	—	6 054	7 702
(e) Other	800	432	6	330	—	7	532	4 561	365	2 335	—	—
7 Incidental revenue	74	3 159	—	1 377	744	2	—	570	19	756	—	28
8 <b>Total Operating Revenues</b>	5 953	10 742	167	34 786	4 053	368	4 098	19 641	513	8 726	6 054	7 730
<b>EXPENSES</b>												
9 Flight crew salaries and expenses	533	898	19	2 574	386	43	299	975	95	599	682	660
10 Aircraft fuel and oil	1 080	1 594	34	12 494	1 471	68	1 266	3 676	113	2 946	2 364	1 524
11 Flight equipment insurance	60	235	7	380	35	10	97	508	24	175	62	151
12 Uninsured losses	—	—	—	—	—	—	—	—	—	1	—	—
13 Rental of flight equipment	22	250	7	1 138	143	17	103	243	—	945	182	1 538
14 Flight crew training (when not amortised)	—	98	—	191	—	—	20	143	—	9	—	111
15 Flight expenses other than items 9 to 14	29	303	—	5 891	51	—	—	60	—	—	24	21
16 Maintenance and overhaul	1 343	1 773	19	2 474	528	101	1 351	3 625	187	1 117	1 168	1 600
17 Depreciation of aircraft fleet (including spares)	406	720	10	1 180	82	7	204	1 954	71	307	242	90
18 Depreciation of ground property and equipment	31	52	1	139	1	1	24	60	3	37	14	10
19 Amortisation of development and pre-operating costs	—	—	—	409	18	—	34	80	—	121	—	—
20 Flight crew training (when amortised)	—	—	—	—	11	—	—	—	—	—	—	—
21 (a) Landing and departure fees	619	1 939	30	2 070	194	33	219	2 760	43	573	291	234
(b) Aerodrome, en route, and other Navigation service charges	75	—	—	124	60	8	63	—	—	133	85	104
22 Station and ground expenses other than item 21	1 081	634	6	1 316	256	25	581	926	36	635	587	620
23 (a) Passenger services—Cabin staff and other flight expenses	245	425	—	950	—	10	58	1 429	—	778	—	—
(b) Passenger services—Other passenger service costs	11	72	—	171	—	—	—	128	—	7	—	—
24 Ticketing, Sales and Promotion	630	873	12	1 134	—	3	224	147	15	91	—	75
25 General and Administrative	292	841	27	626	536	50	118	475	76	258	233	427
26 Other operating expenses	15	—	1	665	—	2	76	—	—	47	—	18
27 <b>Total Operating Expenses</b>	6 472	10 707	173	33 926	3 772	378	4 737	17 189	663	8 779	5 934	7 183
27 (a) (of which services bought in under 16, 24 and 25 above)	760	—	—	—	—	—	—	—	—	—	—	—
28 <b>Operating Profit (or Loss)</b>	(519)	35	(6)	860	281	(10)	(639)	2 452	(150)	(53)	120	547
29 Profit or loss on disposal of fixed assets	26	30	—	—	—	—	—	—	—	14	—	74
30 Interest payable less receivable (net)	(175)	(238)	(22)	(95)	(6)	(5)	(194)	(2 227)	(23)	87	(113)	(47)
31 Direct subsidies from public funds	—	—	6	—	—	—	—	—	23	—	—	—
32 Other payments from public funds	—	—	—	—	—	—	—	—	—	—	—	—
33 Dividends receivable	—	—	—	—	—	—	—	—	—	—	—	—
34 Other non-operating items	—	—	2	28	—	(2)	(5)	(74)	—	—	—	—
35 <b>Non-operating Items (balance)</b>	(149)	(208)	(14)	(67)	(6)	(7)	(199)	(2 301)	—	101	(113)	27
36 <b>Profit or Loss (—) before Taxation</b>	(668)	(173)	(20)	793	275	(17)	(838)	151	(150)	48	7	574

\* Total of four quarters

# United Kingdom Airline Appropriation Accounts 1974

Table 2.8

	(£'000)																			
	British Airways (Combined)	Air Anglia	Air Bridge	Air Freight	Aurigny Air Services	Britannia Airways	British Air Ferries	British Caledonian	British Island	British Midland	Brymon Aviation (a)	Dan Air Services	International Aviation Services	Intra Airways	Invicta International	Laker Airways	Loganair	Monarch Airlines	Trade-winds Airways	Trans Meridian Air Cargo
Financial Year Ending	31.3.75	31.10.74	31.12.74	30.4.75	28.2.75	31.12.74	31.10.74	30.9.74	31.12.74	31.12.74	31.12.74	31.12.74	31.3.75	31.12.74	31.12.74	31.3.75	31.3.75	30.11.74	30.3.75	31.10.74
1 Profit or loss before Taxation	(11 391)	111	(19)	29	47	4 799	79	(5 884)	(668)	(173)	(12)	793	275	(17)	(838)	151	(150)	48	7	574
2 Taxation	+1 954	—	—	Not Available	10	2 564	—	+2 986	39	—	—	401	143	—	—	—	—	23	4	1 113
3 Profit or loss after Taxation	(9 437)	111	(19)		37	2 235	79	(2 898)	707	(173)	(12)	392	132	(17)	(838)	151	(150)	25	3	(539)
4 Exceptional items and prior year adjustments	—	—	—		—	—	—	137	389	—	—	1	—	—	(93)	55	188	(3)	—	1 948
5 Transfers from Reserves	9 437	—	19		—	765	29	2 761	318	173	12	—	—	17	931	—	—	—	—	—
6 Available for appropriation	—	111	—		37	3 000	108	—	—	—	—	393	132	—	—	206	38	22	3	1 409
7 Dividends	—	—	—		—	—	—	—	—	—	—	25	2	—	—	—	—	—	—	—
8 Transfers to Reserves	—	—	—		37	108	—	—	—	—	—	368	130	—	—	206	38	22	3	1 409

(a) This account in respect of Brymon Aviation as a whole and not Airline Division only.

# United Kingdom Airlines—Balance Sheets 1974

Table 2.9

	British Airways (Combined) 31.3.75	Air Anglia 31.10.74	Air Bridge 31.12.74	Air** Freight 30.4.75	Aurigny Air Services 28.2.75	Britannia Airways 31.12.74	British Air Ferries 31.10.74	British Caledonian 30.9.74
<b>(£'000)</b>								
<b>Balance Sheet Date</b>								
<b>ASSETS EMPLOYED</b>								
<b>1 Operating Equipment and Property</b>								
Aircraft fleet (including spares)	694 670	31	—	75	—	16 569	1 063	35 649
Less: Provisions for amortisation and depreciation	377 775	3	—	41	—	3 176	1 007	14 428
Aircraft fleet after depreciation	316 895	28	—	34	—	13 393	56	21 221
Property and other equipment	211 319	69	6	133	16	629	307	7 926
Less: Provisions for amortisation and depreciation	78 052	15	—	31	—	425	129	2 277
Property after depreciation	133 267	54	6	102	16	204	178	5 649
Payments on account of aircraft under construction	91 023	—	—	—	—	—	—	—
<b>2 Interests in Group Companies</b>								
Shares	—	11	—	49	—	16	—	(373)
Advances and debts not currently receivable	—	—	—	86	40	—	110	(893)
<b>3 Trade Investments</b>								
Shares	5 175	—	—	—	—	—	—	19
Advances and debts not currently receivable	4 673	—	—	—	—	—	—	—
<b>4 Current Assets</b>								
Stores and work in progress	11 574	171	39	19	—	52	339	1 253
Debtors and pre-payments	115 378	873	91	138	38	966	1 001	18 695
Short term loans and deposits	15 508	—	5	15	134	—	3	—
Bank Balance and cash	13 864	4	65	33	3	2 278	30	3 471
Group Companies advances and debts currently receivable	—	28	—	—	—	4 558	—	—
Other Items	2 079	—	63	—	—	—	—	—
<b>Total Current Assets</b>	<b>158 403</b>	<b>1 076</b>	<b>263</b>	<b>205</b>	<b>175</b>	<b>7 854</b>	<b>1 373</b>	<b>23 419</b>
<b>5 Less: Current Liabilities</b>								
Creditors and accruals	93 782	840	109	311	30	3 099	694	15 859
Traffic revenue received in advance	66 925	—	—	—	47	—	16	7 254
Taxation	1 271	—	—	—	13	—	—	10
Dividends	—	—	—	—	—	—	—	884
Bank Overdrafts	456	47	—	—	—	—	246	—
Instalments of borrowings and hire purchase liabilities repayable within one year	86 230	—	—	—	—	860	—	3 500
Group Companies advances and debts currently payable	—	3	—	—	—	44	—	—
Other items	1 903	—	—	—	—	1 401	—	—
<b>Total Current Liabilities</b>	<b>250 567</b>	<b>890</b>	<b>109</b>	<b>311</b>	<b>90</b>	<b>5 404</b>	<b>956</b>	<b>27 507</b>
<b>Total Net Current Assets</b>	<b>(92 164)</b>	<b>186</b>	<b>154</b>	<b>(106)</b>	<b>85</b>	<b>2 450</b>	<b>417</b>	<b>(4 088)</b>
<b>6 Unamortised Costs</b>								
Pre-operational training and development	5 494	—	—	—	—	—	—	551
Other items	3 923	—	—	—	—	—	—	—
<b>7 Other Assets</b>	<b>—</b>	<b>20</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>	<b>—</b>
<b>TOTAL ASSETS</b>	<b>468 286</b>	<b>299</b>	<b>160</b>	<b>165</b>	<b>141</b>	<b>16 063</b>	<b>761</b>	<b>22 086</b>

**Table 2.9** Continued

	<b>(£'000)</b>							
	British Airways (Combined)	Air Anglia	Air Bridge	Air Freight**	Aurigny Air Services	Britannia Airways	British Air Ferries	British Caledonian
<b>Balance Sheet Date</b>	31.3.75	31.10.74	31.12.74	30.4.75	28.2.75	31.12.74	31.10.74	30.9.74
<b>ASSETS EMPLOYED</b>								
<b>FINANCED BY:</b>								
<b>8 Shareholders Fund</b>								
Share Capital	216 300	25	92	112	100	115	100	511
Share Premium Account	—	42	—	—	—	—	—	2 440
Reserves: Capital	—	—	—	—	—	—	317	3 537
Self Insurance	30 962	—	—	—	—	—	—	—
Revenue	57 880	2	—	8	—	4 549	68	(4 578)
Other Reserves	—	—	43	—	41	—	—	355
<b>9 Borrowings etc</b> (Repayable more than one year ahead)								
Advances from other group Companies	—	—	—	—	—	1 000	146	—
Bank Loans	54 529	—	—	—	—	—	—	—
Other Loans	44 928	230	25	—	—	—	—	16 100
Hire Purchase Liabilities	—	—	—	—	—	7 983	—	—
<b>10 Deferred Liabilities</b>								
Taxation	62 973	—	—	45	—	2 416	130	2 937
Other	714*	—	—	—	—	—	—	784
<b>TOTAL LIABILITIES</b>	468 286	299	160	165	141	16 063	761	22 086

\* Minority Interest in Subsidiaries—£714,000

\*\* This balance sheet includes the assets and liabilities of all Air Freight Ltd. activities, including *inter alia* air services, TIR services, and brokerage operations.

Table 2.9 (Continued)

	British Island	British Midland	Brymon* Aviation	Dan Air Services	International Aviation Services	Intra Airways	Invicta International	Laker Airways	Loganair	Monarch Airlines	Tradewinds Airways	Trans- Meridian Air Cargo
Balance Sheet Date	31.12.74	31.12.74	31.12.74	31.12.74	31.3.75	31.12.74	31.12.74	31.3.75	31.3.75	30.11.74	31.3.75	31.10.74
<b>(£'000)</b>												
<b>ASSETS EMPLOYED</b>												
<b>1 Operating Equipment and Property</b>												
Aircraft fleet (including spares)	2 484	4 048	345	9 565	478	66	3 536	34 956	611	1 646	3 015	3 186
Less: Provisions for amortisation and depreciation	1 917	1 982	30	3 831	140	24	320	5 438	155	929	1 100	307
Aircraft fleet after depreciation	567	2 066	315	5 734	338	42	3 216	29 518	456	717	1 915	2 879
Property and other equipment	413	569	31	1 203	242	6	120	984	57	278	579	64
Less: Provisions for amortisation and depreciation	176	293	8	456	63	2	56	323	28	175	49	27
Property after depreciation	237	276	23	747	179	4	64	661	29	103	530	37
Payments on account of aircraft under construction	—	—	—	—	—	—	—	—	—	—	—	—
<b>2 Interests in Group Companies</b>												
Shares	—	—	—	—	16	6	—	589	—	—	—	486
Advances and debts not currently receivable	—	—	—	—	—	8	—	—	—	—	—	114
<b>3 Trade Investments</b>												
Shares	—	—	—	72	1	—	—	—	—	—	1	—
Advances and debts not currently receivable	—	—	—	25	—	—	—	—	—	—	—	—
<b>4 Current Assets</b>												
Stores and work in progress	333	202	40	2 056	59	—	88	268	74	12	10	2 301
Debtors and pre-payments	1 255	1 784	75	3 100	1 217	27	291	1 105	86	926	505	1 710
Short term loans and deposits	—	—	—	1 800	—	1	—	700	—	—	—	—
Bank Balance and cash	29	45	—	1 265	219	5	124	22	1	668	121	226
Group Companies advances and debts currently receivable	884	3	—	—	—	8	—	242	188	—	—	—
Other items	—	133	—	—	245	—	—	557	—	—	—	—
<b>Total Current Assets</b>	2 501	2 167	115	8 221	1 740	41	503	2 894	349	1 606	636	4 237
<b>5 Less: Current Liabilities</b>												
Creditors and accruals	657	2 113	119	6 321	1 067	56	993	3 465	56	1 208	679	1 753
Traffic revenue received in advance	45	—	—	633	—	—	—	—	—	166	—	172
Taxation	129	—	—	12	132	1	—	—	—	23	10	—
Dividends	—	—	—	—	2	—	—	—	—	—	—	—
Bank Overdrafts	84	276	58	—	55	1	—	—	124	24	—	—
Instalments of borrowings and hire purchase liabilities repayable within one year	—	—	34	498	64	2	68	—	—	—	—	484
Group Companies advances and debts currently payable	1 704	—	—	—	—	—	—	77	—	—	—	—
Other items	13	—	2	—	—	—	—	—	—	—	—	2 481
<b>Total Current Liabilities</b>	2 632	2 389	213	7 464	1 320	60	1 061	3 542	180	1 421	689	4 890
<b>Total Net Current Assets</b>	(131)	(222)	(98)	757	420	(19)	(558)	(648)	169	185	(53)	(653)
<b>6 Unamortised Costs</b>												
Pre-operational training and development	—	—	—	561	—	—	114	321	—	—	—	—
Other items	—	—	—	—	—	—	—	—	—	—	—	—
<b>7 Other Assets</b>												
<b>TOTAL ASSETS</b>	673	2 120	240	7 896	954	41	2 836	30 441	654	1 005	2 393	2 863

Table 2.9 Continued

												(£'000)
	British Island	British Midland	Brymon* Aviation	Dan Air Services	International Aviation Service	Intra Airways	Invicta International	Laker Airways	Loganair	Monarch Airlines	Tradewinds Airways	Trans- Meridian Air Cargo
Balance Sheet Date	31.12.74	31.12.74	31.12.74	31.12.74	31.3.75	31.12.74	31.12.74	31.3.75	31.3.75	30.11.74	31.3.75	31.10.74
<i>FINANCED BY:</i>												
<b>8 Shareholders Fund</b>												
Share Capital	1 000	5 035	25	1 000	287	25	451	504	350	100	96	15
Share Premium account	—	45	—	—	29	2	—	6	—	—	—	—
Reserves: Capital	—	—	—	849	—	—	—	—	—	—	—	228
Self Insurance	6	—	—	—	—	—	—	—	—	—	—	—
Revenue	(735)	(3 528)	(4)	—	138	(5)	(2 070)	1 859	47	218	139	1 056
Other Reserves	—	—	—	—	—	—	—	—	—	—	20	33
<b>9 Borrowings etc.</b> (Repayable more than one year ahead)												
Advances from other Group Companies	—	568	—	736	—	—	1 900	—	—	—	—	262
Bank Loans	—	—	8	1 965	—	—	1 121	—	—	—	—	—
Other Loans	—	—	211	45	15	19	1 434	27 153	—	—	—	—
Hire Purchase Liabilities	—	—	—	273	243	—	—	—	—	—	—	—
<b>10 Deferred Liabilities</b>												
Taxation	402	—	—	3 021	242	—	—	—	257	294	—	1 269
Other	—	—	—	7	—	—	—	919	—	393	2 138	—
<b>TOTAL LIABILITIES</b>	<b>673</b>	<b>2 120</b>	<b>240</b>	<b>7 896</b>	<b>954</b>	<b>41</b>	<b>2 836</b>	<b>30 441</b>	<b>654</b>	<b>1 005</b>	<b>2 393</b>	<b>2 863</b>

\*This account is in respect of Brymon Aviation as a whole and not airline division only.



## All Scheduled Services

Table 2.10

### Operating and Traffic Statistics for the Financial Years of Reporting Airlines

	Financial Year	Aircraft-km. (000)	Stage Flights	Aircraft hours	No. of Passengers Uplifted	Seat-km. Available (000)	Seat-km. Used (000)	Cargo Tonnes Uplifted	Tonne-km. Available (000)	Total (000)	Tonne-kilometres used Mail (000)	Cargo (000)	Passengers (000)
British Airways	31.3.75	254 182	242 758	444 567	13 070 004	40 140 914	23 403 349	235 725	5 342 281	2 916 983	118 183	711 291	2 087 509
Air Anglia	31.10.74	1 607	4 586	5 211	87 706	70 764	34 962	313	7 167	3 580	—	129	3 451
Air Bridge	31.12.74	293	817	1 055	—	—	—	4 974	2 899	1 927	—	1 927	—
Air Freight	30.4.75	357	1 760	1 958	—	—	—	4 161	1 225	827	—	827	—
Aurigny Air Services	28.2.75	1 323	22 403	7 449	195 718	66 502	11 443	532	1 479	943	3	24	916
Britannia Airways	31.12.74	—	—	—	—	—	—	—	—	—	—	—	—
British Air Ferries	31.10.74	1 584	7 645	7 205	170 817	58 721	31 126	20 479	10 826	7 231	—	4 398	2 833
British Caledonian	30.9.74	35 723	32 462	59 074	1 329 190	4 065 825	2 076 813	19 064	492 262	252 356	4 022	64 137	184 197
British Island	31.12.24	4 808	22 461	18 658	497 626	161 516	99 157	12 577	21 937	11 953	490	3 033	8 430
British Midland	31.12.74	5 793	16 561	18 989	540 947	406 500	208 755	1 679	32 210	17 104	—	683	16 421
Brymon Airways	31.12.74	519	3 022	2 261	19 248	6 720	3 708	—	557	293	—	—	293
Dan Air Services	31.12.74	3 569	14 397	12 936	294 553	193 831	84 111	35	15 777	6 866	—	10	6 856
International Aviation	31.3.75	—	—	—	—	—	—	—	—	—	—	—	—
Invicta International	31.12.74	—	—	—	—	—	—	—	—	—	—	—	—
Laker Airways	31.3.75	—	—	—	—	—	—	—	—	—	—	—	—
Loganair	31.3.75	435	5 641	2 615	22 130	4 600	1 596	—	415	143	—	—	143
Monarch Airlines	30.11.74	—	—	—	—	—	—	—	—	—	—	—	—
Tradewinds	31.3.75	—	—	—	—	—	—	—	—	—	—	—	—
Trans Meridian Air Cargos	31.10.74	—	—	—	—	—	—	—	—	—	—	—	—

## All Non-Scheduled Services

Table 2.11

### Operating and Traffic Statistics for the Financial Years of Reporting Airlines

	Financial Year	Aircraft-km. (000)	Stage Flights	Aircraft hours	No. of Passengers Uplifted	Seat-km. Available (000)	Seat-km. used (000)	Cargo Tonnes Uplifted	Tonne-km. Available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)
British Airways	31.3.75	29 262	32 809	53 964	1 588 486	3 899 866	3 134 965	21 108	418 943	295 286	21 503	273 783
Air Anglia	31.10.74	696	2 178	2 421	26 405 *	16 322 *	9 524 *	14	1 691	961 *	9	952 *
Air Bridge	31.12.74	190	347	642	—	—	—	* *	1 687	652	652	—
Air Freight	30.4.75	144	247	658	—	—	—	* *	448	292	292	—
Aurigny Air Services	28.2.75	1	13	8	118	12	11	1	256	112	—	112
Britannia Airways	31.12.74	25 596	17 779	41 301	1 891 562	3 334 961	2 694 989	302	283 944	231 834	262	231 572
British Air Ferries	31.10.74	205	219	977	670	275	221	634 *	1 404	747 *	727 *	20
British Caledonian	30.9.74	20 312	10 765	30 675	632 610 *	1 963 356 *	1 568 553 *	* *	405 292	256 398 *	117 657 *	138 741 *
British Island	31.12.74	1 343	4 006	4 978	87 298	53 797	28 195	* *	6 136	3 038	641	2 397
British Midland	31.12.74	3 625	3 111	6 623	193 229	539 177	317 071	* *	48 689	25 938	1 069	24 869
Brymon Airways	31.12.74	9	59	42	381	82	56	—	7	5	—	5
Dan Air Services	31.12.74	30 338	20 447	50 803	1 836 948	3 794 403	3 111 849	1 117	304 494	249 531	757	248 774
International Aviation	31.3.75	4 022	1 693	8 345	—	—	—	10 735	78 527	49 327	49 327	—
Invicta International	31.12.74	3 176	2 144	6 151	75 487	97 844	69 318	11 086	51 471	34 896	28 073	6 823
Laker Airways	31.3.75	18 137	8 163	26 316	860 998	3 215 067	2 510 438	—	318 772	244 194	—	244 194
Loganair	31.3.75	726	8 360	3 413	32 581	6 179	2 929	77	587	281	17	264
Monarch Airlines	30.11.74	8 194	4 764	13 671	510 717 *	1 185 801	839 905 *	* *	127 063	86 651 *	7 122 *	79 529 *
Tradewinds	31.3.75	6 055	1 296	12 273	—	—	—	* *	141 446	108 602	108 602	—
Trans Meridian Air Cargo	31.10.74	6 811	2 561	13 423	—	—	—	* *	185 510	106 501 *	106 501 *	—

\* Estimated for the relevant months of 1973.

\*\* Cargo tonnes uplifted are not available in total for these airlines as this information is not reported for operations carried out under Class 5 licences.

# Total Scheduled and Non-Scheduled Services Operating and Traffic Statistics for the Financial Years of Reporting Airlines

Table 2.12

	Financial Year	Aircraft km. (000)	Stage Flights	Aircraft hours	No. of passengers uplifted	Seat km. Available (000)	Seat km. used (000)	Cargo tonnes uplifted	Tonne-km. Available (000)	Total (000)	Tonne-Mail (000)	Kilometres Used Cargo (000)	Passengers (000)
British Airways	31.3.75	283 444	275 567	498 531	14 658 490	44 040 780	26 538 314	256 833	5 761 224	3 212 269	118 183	732 794	2 361 292
Air Anglia	31.10.74	2 303	6 764	7 632	114 111	87 086 *	44 486 *	327	8 858	4 541 *	—	138	4 403*
Air Bridge	31.12.74	483	1 164	1 697	—	—	—	* *	4 586	2 579	—	2 579	—
Air Freight	30.4.75	501	2 007	2 616	—	—	—	* *	1 673	1 119	—	1 119	—
Aurigny Air Services	28.2.75	1 324	22 416	7 457	195 836	16 514	11 454	533	1 735	1 055	3	24	1 028
Britannia Airways	31.12.74	25 596	17 779	41 301	1 891 562	3 334 961	3 694 989	302	283 944	231 834	—	262	231 572
British Air Ferries	31.10.74	1 789	7 864	8 182	171 487	58 996	31 347	21 113 *	12 230	7 978 *	—	5 125 *	2 853
British Caledonian	30.9.74	56 035	43 227	89 749	1 961 800*	6 029 181 *	3 645 366 *	* *	897 554	508 754 *	4 022	181 794 *	322 938 *
British Island	31.12.74	6 151	26 467	23 636	584 924	215 313	127 352	* *	28 073	14 991	490	3 674	10 827
British Midland	31.12.74	9 418	19 672	25 612	734 176	945 677	525 826	* *	80 899	43 042	—	1 752	41 290
Brymon Airways	31.12.74	528	3 081	2 303	19 629	6 802	3 764	—	564	298	—	—	298
Dan Air Services	31.12.74	33 907	34 844	63 739	2 131 501	3 988 234	3 195 960	1 152	320 271	256 397	—	767	255 630
International Aviation	31.3.75	4 022	1 693	8 345	—	—	—	10 735	78 527	49 327	—	49 327	—
Invicta International	31.12.74	3 176	2 144	6 151	75 487	97 844	69 318	11 086	51 471	34 896	—	28 073	6 823
Laker Airways	31.3.75	18 137	8 163	26 316	860 998	3 215 067	2 510 438	—	318 772	244 194	—	—	244 194
Loganair	31.3.75	1 161	14 001	6 028	54 711	10 779	4 525	77	1 002	424	—	17	407
Monarch Airlines	30.11.74	8 194	4 746	13 671	510 717 *	1 185 801	839 905 *	* *	127 063	86 651 *	—	7 122 *	79 529 *
Tradewinds	31.3.75	6 055	1 296	12 273	—	—	—	* *	141 446	108 602	—	108 602	—
Trans Meridian Air Cargo	31.10.74	6 811	2 561	13 423	—	—	—	* *	185 510 *	106 501 *	—	106 501 *	—

\*Estimate

\*\*Total cargo tonnes uplifted are not available for these airlines as this information is not reported for operations carried out under Class 5 Licences.

## **PART 3**

### **UK Airports—Movements, Passengers and Cargo Statistics**

# Size Structure of UK Airports

Table 3.1 (1974)

Years Ended 31 December 1969 and 1974

	Terminal Passengers (000)	Percentage of Terminal Passengers at all UK Airports	Percentage of Airports this size and smaller	Percentage of all UK Terminal Passengers at Airports this size and smaller
1974				
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	88	21.47
Birmingham	1 017	2.54	86	18.41
Edinburgh	791	1.97	84	15.88
Newcastle	581	1.45	81	13.90
Liverpool	499	1.25	79	12.45
Aberdeen	446	1.11	77	11.21
East Midlands	442	1.10	74	10.09
Isle of Man	430	1.07	72	8.99
Prestwick	343	0.86	70	7.92
Southampton	309	0.77	67	7.06
Leeds/Bradford	283	0.71	65	6.29
Southend	251	0.63	63	5.58
Glamorgan	230	0.57	60	4.96
Stansted	199	0.50	58	4.38
Tees-side	187	0.47	56	3.89
Bristol	184	0.46	53	3.42
Sumburgh	149	0.37	51	2.96
Other (21 reporting Airports)	1 038	2.58	49	2.59
1969				
Heathrow	14 085	50.19	100	100.00
Gatwick	2 994	10.67	98	49.81
Glasgow	1 611	5.74	95	39.14
Manchester	1 549	5.52	93	33.40
Luton	1 488	5.30	91	27.88
Belfast	1 027	3.66	88	22.58
Birmingham	615	2.19	86	18.92
Edinburgh	602	2.15	84	16.73
Southend	401	1.43	81	14.58
Liverpool	379	1.35	79	13.16
Newcastle	364	1.30	77	11.81
Isle of Man	359	1.28	74	10.51
Prestwick	312	1.11	72	9.23
Leeds/Bradford	278	0.99	70	8.12
Ashford	239	0.85	67	7.13
Southampton	227	0.81	65	6.28
Stansted	219	0.78	63	5.47
East Midlands	201	0.72	60	4.69
Blackpool	130	0.46	58	3.97
Bristol	120	0.43	56	3.51
Glamorgan	116	0.41	53	3.08
Aberdeen	107	0.38	51	2.67
Other (20 reporting Airports)	641	2.28	49	2.28

# Size Structure of UK Airports

**Table 3.1 (1975)**

**Years ended 31 December 1970 and 1975**

	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
Heathrow	21 295	50.89	100	100.00
Gatwick	5 342	12.77	98	49.11
Manchester	2 579	6.16	95	36.34
Luton	1 869	4.47	93	30.18
Glasgow	1 763	4.21	91	25.72
Belfast	1 184	2.83	88	21.50
Birmingham	1 082	2.59	86	18.67
Edinburgh	874	2.09	84	16.08
Aberdeen	645	1.54	81	14.00
Newcastle	605	1.45	79	12.45
East Midlands	545	1.30	77	11.01
Liverpool	437	1.04	74	9.71
Prestwick	395	0.94	72	8.66
Isle of Man	394	0.94	70	7.72
Southampton	319	0.76	67	6.78
Leeds/Bradford	278	0.66	65	6.02
Stansted	238	0.57	63	5.35
Glamorgan	209	0.50	60	4.78
Southend	203	0.48	58	4.29
Bristol	195	0.47	56	3.80
Sumburgh	177	0.42	53	3.34
Tees-side	170	0.41	51	2.91
Others (20 reporting airports)	1 049	2.51	49	2.51

## 1970

Heathrow	15 416	48.77	100	100.00
Gatwick	3 680	11.64	98	51.23
Luton	1 964	6.21	95	39.58
Manchester	1 778	5.63	93	33.37
Glasgow	1 703	5.39	91	27.74
Belfast	1 117	3.54	88	22.36
Birmingham	686	2.17	86	18.82
Edinburgh	653	2.07	84	16.65
Stansted	491	1.55	81	14.59
Southend	424	1.34	79	13.03
Liverpool	421	1.33	77	11.69
Newcastle	384	1.22	74	10.36
Isle of Man	381	1.20	72	9.14
Prestwick	335	1.06	70	7.94
Leeds/Bradford	254	0.80	67	6.88
Southampton	244	0.77	65	6.07
East Midlands	223	0.70	63	5.30
Ashford	205	0.65	60	4.60
Glamorgan	171	0.54	58	3.95
Bristol	152	0.48	56	3.41
Blackpool	138	0.44	53	2.93
Others (22 reporting airports)	788	2.49	51	2.49

Main Outputs of UK Airports 1946-1975

Table 3.2

	Total Movements (000)	Percentage Growth on Previous Year	Air Transport Movements (000)	Percentage Growth on Previous Year	Terminal Passengers (000)	Percentage Growth on Previous Year
1946	164	—	107	—	653	—
1947	400	143.9	141	30.0	1 051 *	..
1948	435	8.7	107†	..	1 439	..
1949	482	10.8	177	..	1 839	27.8
1950	480	—	195	10.1	2 133	15.9
1951	499	4.0	187	—4.0	2 471	15.9
1952	514	2.9	195	4.5	2 776	12.3
1953	556	8.2	214	9.3	3 419	23.2
1954	559	0.5	232	8.7	4 004	17.1
1955	601	7.6	259	11.6	4 831	20.7
1956	602	0.2	293	13.3	5 617	16.3
1957	720	19.6	329	12.2	6 600	17.5
1958	719	—0.1	340	3.4	6 761	2.4
1959	727	1.0	358	5.5	7 867	16.3
1960	754	3.7	402	12.1	10 075	28.1
1961	810	7.4	447	11.3	12 249	21.6
1962	800	—7.2	449	0.4	13 793	12.6
1963	818	2.2	458	1.9	15 506	12.4
1964	884	8.1	480	4.9	17 649	13.8
1965	957	8.2	508	5.7	19 918	12.9
1966	1 093	14.3	556	9.6	22 582	13.4
1967	1 213	11.0	566	1.7	24 003	6.3
1968	1 279	5.5	560	—1.0	24 845	3.5
1969	1 399	9.4	591	5.6	28 064	13.0
1970	1 468	4.9	607	2.6	31 606	12.6
1971	1 618	10.2	630	3.8	34 934	10.5
1972	1 733	7.1	669	6.3	39 125	12.0
1973	1 892	9.2	719	7.3	43 125	10.2
1974	1 849	—2.3	710	—1.2	40 082	—7.1
1975	1 911	3.4	701	—1.3	41 846	4.4

Mean rates of growth (percentages)

	All Movements	Air Transport Movements	Terminal Passengers
1951–55	4.7	8.6	18.6
56–60	4.7	7.4	14.4
61–65	4.4	3.3	12.9
66–70	7.6	2.2	8.6
71–75 (See last five years)			
Last 20 years 1956–75	6.6	4.7	11.8
Last 10 years 1966–75	6.7	3.3	8.1
Last 5 years 1971–75	4.1	2.8	4.0

\* 1947—Terminal passengers excludes non-Customs airports.  
† 1948—Air transport movements excludes non-Customs airports.

Use of UK Airports 1961-1975

Table 3.3

	Total		UK Operators				Foreign operators			
	A.T.	Terminal	Scheduled	Terminal	Non Scheduled	Terminal	Scheduled	Terminal	Non Scheduled	Terminal
	movements	passengers	movements	passengers	movements	passengers	movements	passengers	movements	passengers
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1961	447	12 249	322	8 256	31	898	87	2 892	6	203
1962	449	13 793	320	9 196	29	1 024	92	3 203	9	371
1963	458	15 506	320	10 264	30	1 147	98	3 598	10	498
1964	480	17 649	330	11 536	36	1 442	103	4 081	11	590
1965	508	19 918	344	12 938	41	1 814	112	4 574	11	592
1966	556	22 582	378	14 359	49	2 555	118	5 046	11	621
1967	566	24 003	380	14 907	49	2 771	124	5 521	12	804
1968	560	24 845	361	14 699	57	3 329	131	5 994	11	823
1969	591	28 064	367	15 558	72	4 678	138	6 648	14	1 180
1970	607	31 606	360	16 266	88	6 216	142	7 841	16	1 284
1971	630	34 934	362	16 851	107	8 358	145	8 245	17	1 480
1972	669	39 125	385	18 789	119	9 496	145	9 144	20	1 697
1973	719	43 125	420	21 022	130	10 197	146	9 930	23	1 976
1974	710	40 082	421	20 391	123	7 997	149	10 125	18	1 569
1975	701	41 846	398	20 654	136	8 538	147	10 802	20	1 851

Movements at UK Airports by Purpose 1961-1975

Table 3.4

	Total	Commercial Air		Non-commercial		Other	
	Total	transport	Other	Aero-club & private	Test and training	Other	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1961	810	481	447	33	329	202	43
1962	800	478	449	29	322	196	44
1963	818	491	458	33	327	208	43
1964	884	518	480	38	366	227	52
1965	957	541	508	34	415	258	59
1966	1 093	590	556	34	503	330	68
1967	1 213	598	566	32	615	383	116
1968	1 279	596	560	36	683	434	149
1969	1 399	639	591	47	760	510	161
1970	1 468	660	607	53	808	541	171
1971	1 618	688	630	58	930	597	235
1972	1 733	735	669	66	998	674	218
1973	1 892	803	719	85	1 089	779	210
1974	1 849	792	710	82	1 057	782	180
1975	1 911	781	701	80	1 130	842	187

Total Movements 1961-1975

																Table 3.5	
	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	Mean Percentage Change for last 5 years	Percentage Change on last year
London Area Airports																	
+Gatwick	44 510	44 897	44 356	51 752	58 440	65 248	70 552	73 045	87 974	92 185	102 509	105 142	111 104	105 320	105 035	0.5	−0.3
+Heathrow	157 518	156 085	168 538	187 784	206 336	224 099	236 449	247 498	258 374	270 286	273 242	279 291	293 867	288 179	276 087	0.6	−4.2
+Luton	30 086	27 668	30 894	36 937	30 714	41 120	42 769	48 031	51 020	52 174	69 597	61 408	61 592	47 196	52 488	−7.9	11.2
+Southend	73 341	70 025	58 912	39 103	35 173	35 553	35 355	42 852	52 760	53 977	60 827	60 358	71 021	62 283	61 817	0.7	−0.7
+Stansted	28 503	28 184	27 865	32 065	31 704	28 091	32 929	38 579	42 477	44 486	41 647	33 859	30 505	32 032	33 669	−4.7	5.1
TOTAL (London Area)	333 958	326 859	330 565	347 641	362 367	394 111	418 054	450 005	492 605	513 108	547 822	540 058	568 089	535 010	529 096	−0.8	−1.1
Westland Heliport (Battersea)	1 851	1 436	1 492	1 510	1 761	2 767	2 979	4 084	5 248	6 884	7 484	9 087	12 380	11 621	9 112	6.6	−21.6
Other UK Airports																	
+Leeds/Bradford	26 333	28 886	26 564	32 457	38 356	42 010	42 432	40 211	38 469	37 455	37 939	38 469	42 139	44 427	48 568	6.6	9.3
+Liverpool	18 671	18 790	20 721	26 760	30 272	34 715	40 112	44 854	52 427	54 344	56 472	66 569	72 955	76 098	67 285	5.0	−11.6
+Manchester	39 364	40 226	41 748	45 336	47 033	49 875	50 912	51 599	52 536	55 478	60 876	64 758	66 401	65 365	68 525	2.5	4.8
+Birmingham	35 060	31 987	34 922	40 215	47 953	45 744	51 704	53 182	46 698	46 326	58 272	62 338	65 276	59 589	62 450	0.9	4.8
+Coventry	..	..	..	..	..	24 265	25 707	32 013	32 718	33 002	31 946	44 034	36 283	44 907	58 307	13.0	29.8
+East Midlands	..	..	..	..	9 907	18 557	26 090	31 657	37 855	35 170	39 675	54 964	57 441	54 260	51 854	5.4	−4.4
+Newcastle	22 576	17 156	21 026	19 593	18 184	17 116	23 156	25 068	28 954	22 514	29 141	33 448	32 724	27 612	31 250	−0.5	13.2
+Tees-side	..	..	..	411	11 152	23 444	25 557	22 281	23 013	24 708	30 869	32 264	41 690	38 529	37 562	5.9	−2.5
Brough	—	—	—	—	—	3 802	13 780	11 724	2 857	3 612	—	—	—	—	—	—	—
+Bristol	22 798	26 043	28 184	31 267	27 575	27 563	34 815	29 296	31 806	30 677	30 147	32 008	33 079	29 054	28 029	−2.4	−3.5
+Glamorgan	21 431	19 640	14 413	15 662	20 707	22 384	28 365	30 365	24 064	25 999	33 096	32 710	37 154	43 983	56 045	14.5	27.4
Swansea	..	..	..	..	..	4 643	21 121	20 974	19 856	15 456	17 029	14 572	14 866	15 409	21 184	5.1	37.5
+Ashford	10 685	7 831	6 870	..	..	..	..	..	8 416	8 005	25 980	24 677	35 890	32 597†	—	—	—
+Blackpool	35 018	30 675	33 776	35 957	42 327	43 126	48 932	57 799	51 612	60 543	63 069	78 399	80 458	72 817	82 982	4.8	14.0
+Bournemouth	27 804	29 629	30 854	31 235	34 624	26 895	32 257	33 680	42 312	49 088	60 270	64 983	66 309	71 434	61 764	1.4	−13.5
+Cambridge	..	..	..	23 528	35 298	59 846	65 630	58 878	38 131	38 957	40 736	38 159	38 544	31 886	38 578	−2.8	21.0
+Exeter	..	..	..	..	..	..	..	..	..	..	..	..	24 256	33 583	30 879	—	−8.1
Gloucester/Cheltenham	..	..	..	..	..	..	..	..	48 421	44 831	52 179	55 030	46 670	41 942	42 790	−6.5	2.0
Hawarden	..	..	3 417	4 862	5 913	6 523	5 644	5 407	9 086	10 314	6 302	5 636	6 656	12 826	12 704	24.9	−1.0
Isles of Scilly	5 676	6 739	6 472	2 496	3 709	3 448	3 271	3 254	3 941	3 962	3 501	3 783	4 901	4 756	5 329	11.3	12.0
+Lydd	37 446	37 382	30 839	26 967	22 994	23 523	19 458	20 474	20 712	18 177	9 476	12 993	12 769	16 994	45 325	40.5	166.7
+Manston	..	..	..	..	..	..	..	..	..	..	..	2 575	3 891	4 156	3 168	—	−23.8
+Norwich	..	..	..	..	..	..	..	..	..	..	..	..	19 322	22 983	18 991	—	−17.4
Lands End (St. Just)	5 736	6 597	5 946	3 327	—	—	—	—	—	—	—	—	—	—	—	—	—
Penzance Heliport	..	..	..	714	3 059	3 123	4 140	3 154	3 230	3 294	3 118	3 008	3 623	3 648	3 993	7.1	9.5
+Portsmouth	13 066	11 807	11 862	10 496	9 265	9 195	8 189	7 283	13 368	21 800	26 701	27 825	38 979	—	—	—	—
+Southampton	8 214	11 621	16 379	15 091	12 713	16 403	17 859	27 356	16 204	21 257	34 249	33 800	37 983	41 906	50 036	10.3	19.4
+Edinburgh	31 174	36 655	35 859	42 158	44 547	50 257	61 913	61 831	55 983	58 616	60 166	57 898	60 002	59 511	71 774	3.9	20.6
+Glasgow	26 541	25 805	27 598	33 355	33 235	37 253	42 271	45 062	70 514	71 187	78 284	81 446	84 322	86 191	74 622	−0.4	−13.4
+Prestwick	25 510	25 406	25 093	24 629	24 918	24 479	19 625	29 960	34 153	44 102	41 812	46 251	47 245	43 474	51 123	3.5	17.6
+Aberdeen	13 198	12 370	11 224	16 931	15 715	16 858	19 127	18 119	24 101	22 498	30 085	42 604	50 664	69 099	82 624	28.4	19.8
Benbecula	1 540	2 054	1 722	1 909	2 208	2 235	1 614	1 672	2 048	2 842	2 336	2 552	2 626	2 392	2 721	2.4	13.8
Inverness	3 963	4 871	8 015	4 608	3 152	2 720	3 495	3 806	5 676	6 725	7 828	9 210	14 743	13 927	19 403	24.9	39.3
Islay	984	1 008	1 024	1 009	1 084	1 160	1 153	1 222	1 175	1 221	1 348	1 350	2 177	2 121	1 597	8.2	−24.7
+Kirkwall	2 647	2 118	2 210	2 429	2 727	2 787	3 072	4 183	5 186	5 779	6 221	8 126	9 565	13 548	13 414	22.8	−1.0
Machrihanish	1 733	1 789	1 965	958	—	—	—	—	—	—	—	—	—	—	—	—	—
Stornoway	1 625	1 398	1 451	1 782	2 063	2 110	2 425	2 631	2 525	2 410	2 553	5 201	3 556	3 152	3 357	0.5	6.5
+Sumburgh	1 106	931	947	956	1 062	1 231	1 199	1 329	1 893	2 381	3 876	6 078	9 033	16 935	22 181	57.0	31.0
Tiree	1 186	1 290	1 253	1 244	1 241	1 248	1 273	1 164	1 196	1 103	1 014	1 111	1 171	1 016	810	−5.3	−20.3
Wick	3 072	3 109	3 086	3 255	3 968	2 784	3 238	2 927	2 832	2 961	3 212	4 248	3 773	3 557	3 529	0.1	−0.8
+Belfast	16 879	15 556	16 631	19 354	21 015	28 911	27 087	26 516	33 172	47 335	55 556	69 244	79 686	74 703	72 985	6.4	−2.3
+Isle of Man	13 032	12 645	13 473	14 149	14 468	16 147	15 614	14 403	14 154	14 235	17 619	21 085	22 764	22 349	24 600	7.5	10.1
TOTAL (Incl. London Area)	802 408	791 923	809 690	879 926	956 572	1 089 456	1 199 490	1 267 699	1 396 290	1 464 734	1 618 259	1 732 551	1 892 055	1 849 367	1 910 546	4.1	3.3
Channel Islands Airports *																	
Alderney	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Guernsey	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Jersey	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..

\*ATMS only are available – see Table 3.6

†Ashford closed 31.10.1974

# Air Transport Movements 1961-1975

Table 3.6

	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	Mean Percentage change for last 5 yrs	Percentage change on last year
<b>London Area Airports</b>																	
+Gatwick	25 192	26 067	24 874	27 627	28 604	33 239	36 887	37 636	48 868	53 615	63 796	72 991	75 119	72 007	73 551	2.8	2.1
+Heathrow	146 700	145 830	157 339	175 320	192 368	209 306	221 004	228 693	235 986	246 021	249 391	256 800	267 647	265 890	253 891	0.7	-4.5
+Luton	580	1 258	3 153	4 248	3 895	6 033	7 839	9 503	18 136	22 354	27 923	31 257	30 735	20 830	18 580	-11.5	-10.8
+Southend	35 349	37 812	33 884	32 147	30 133	29 076	27 360	19 638	19 740	18 395	21 204	13 741	15 255	11 717	11 360	-13.1	-3.0
+Stansted	904	1 018	1 142	948	118	206	366	2 991	5 270	6 164	5 665	4 050	2 868	2 873	3 354	-13.0	16.7
TOTAL (London Area)	208 725	211 985	220 392	240 290	255 118	277 860	293 456	298 461	328 000	346 549	367 979	378 839	391 624	373 317	360 736	-0.5	-3.4
Westland Heliport Battersea	213	294	265	459	654	355	357	546	762	1 032	1 335	2 188	3 256	3 113	2 720	19.4	-12.6
<b>Other UK Airports</b>																	
+Leeds/Bradford	4 749	4 949	6 161	8 193	10 303	10 215	9 909	9 865	9 831	7 747	7 701	7 957	8 710	9 262	9 269	5.4	0.1
+Liverpool	11 390	12 810	13 162	14 495	16 837	19 655	17 639	18 313	16 514	15 022	14 669	15 634	15 917	14 709	12 016	-4.5	-18.3
+Manchester	32 106	31 733	31 132	32 950	34 072	35 463	35 503	37 031	36 023	39 578	42 264	46 751	47 729	45 545	45 981	1.4	1.0
+Birmingham	11 688	11 439	11 911	12 980	13 055	13 621	14 207	14 572	13 721	13 769	15 271	18 225	21 585	20 398	19 972	6.7	-2.1
+Coventry	..	..	..	..	..	941	440	267	349	293	276	765	523	108	166	-25.7	53.7
+East Midlands	..	..	..	..	3 199	4 973	6 717	7 148	7 970	5 846	6 292	8 718	11 189	10 798	11 325	14.9	4.9
+Newcastle	5 211	5 643	6 671	7 314	7 301	7 234	7 200	7 023	8 476	7 131	8 005	9 939	11 997	11 804	11 987	10.3	1.6
+Tees-side	..	..	..	178	2 557	2 706	2 049	2 947	4 289	2 408	2 252	3 208	4 706	5 259	5 170	24.1	-1.7
Brough	..	..	..	..	..	189	1 169	1 499	67	1 108	..	..	..	..	..	..	..
+Bristol	6 163	7 708	7 941	9 267	9 599	9 670	9 412	8 185	6 002	6 071	7 167	7 694	8 035	6 634	7 063	-1.8	6.5
+Glamorgan	5 795	7 322	6 941	7 718	7 523	7 198	7 098	6 912	5 006	5 756	6 006	6 129	7 291	6 930	6 255	2.1	-9.7
Swansea	..	..	..	..	..	161	967	206	150	126	217	158	232	548	515	34.6	-6.0
+Ashford	4 337	3 728	4 312	..	..	..	..	..	8 416	8 005	6 897	6 733	5 734	3 890*	..	..	..
+Blackpool	5 284	6 169	7 733	7 468	7 533	7 854	6 750	5 320	5 270	4 108	4 174	4 114	4 512	5 265	4 904	5.9	-6.9
+Bournemouth	15 156	14 183	14 264	13 227	11 990	2 473	1 018	1 412	1 795	2 133	2 084	3 568	4 923	6 425	6 429	32.8	0.1
+Cambridge	..	..	..	626	672	701	786	641	470	686	615	894	841	627	593	-4.2	-5.4
+Exeter	..	..	..	..	..	..	..	..	..	..	..	..	2 672	3 142	2 963	..	-5.7
Gloucester/Cheltenham	..	..	..	..	..	..	..	..	767	1 315	1 361	1 149	1 631	1 515	481	-16.5	-68.3
Hawarden	..	..	1 651	2 657	3 279	3 400	2 782	2 642	646	626	72	..	..	..	..	..	..
Isles of Scilly	5 423	6 378	6 189	2 237	3 414	3 000	2 935	2 897	3 374	3 410	2 958	3 226	4 098	4 001	4 411	10.7	10.2
+Lydd	36 561	36 681	29 816	26 139	22 119	22 962	18 459	14 296	12 063	7 588	186	185	171	941	4 053	117.9	330.7
+Manston	..	..	..	..	..	..	..	..	..	..	..	1 078	1 352	1 333	1 184	..	-11.2
+Norwich	..	..	..	..	..	..	..	..	..	..	..	..	4 337	4 595	6 427	..	39.9
Lands End (St. Just)	5 390	6 066	5 603	2 700	..	..	..	..	..	..	..	..	..	..	..	..	..
Penzance	..	..	..	660	2 938	2 912	2 972	2 897	3 032	3 008	2 861	2 872	3 361	3 250	3 388	4.7	4.2
+Portsmouth	1 855	1 630	1 418	1 599	1 784	2 376	1 723	..	497	20	874	1 772	2 478	..	..	..	..
+Southampton	765	2 452	2 667	3 115	3 040	11 733	12 528	8 274	7 803	10 555	10 976	11 071	11 052	10 865	11 568	0.9	6.5
+Edinburgh	7 972	6 802	7 479	8 792	8 693	10 383	11 539	11 946	11 619	10 751	12 806	13 880	15 645	15 350	18 263	8.5	19.0
+Glasgow	23 968	21 940	22 076	25 355	26 636	30 907	34 414	31 800	33 889	34 820	36 200	37 823	43 268	42 722	34 766	0.4	-18.6
+Prestwick	9 956	9 117	8 348	8 048	9 742	12 872	11 084	13 189	11 776	12 137	11 572	12 876	11 640	9 400	9 880	-6.1	5.1
+Aberdeen	3 331	2 401	2 542	2 987	3 089	3 628	3 803	3 780	4 885	4 252	4 486	5 848	7 799	19 465	31 454	66.5	61.6
Benbecula	1 220	1 240	1 312	1 294	1 259	1 240	1 190	1 218	1 186	1 179	1 197	1 224	1 182	1 653	1 911	8.1	15.6
Inverness	2 257	1 773	1 692	1 719	1 749	1 725	2 163	2 402	2 962	3 252	3 420	3 896	4 531	5 873	5 916	16.2	0.7
Islay	941	867	929	907	986	965	935	1 023	965	1 016	1 002	856	1 352	1 505	959	4.9	-36.3
+Kirkwall	2 400	1 897	2 000	2 099	2 401	2 502	2 626	3 723	4 350	4 688	4 896	5 414	5 927	7 253	7 434	11.9	2.5
Machrihanish	1 670	1 477	1 502	563	..	..	..	..	..	..	..	..	..	..	..	..	..
Stornoway	1 154	1 071	1 072	1 068	1 050	1 113	1 092	1 094	1 298	1 837	1 828	1 934	2 086	1 951	2 196	3.9	12.6
+Sumburgh	912	808	815	841	872	941	824	828	837	1 882	2 822	3 622	4 250	11 412	12 498	51.0	9.5
Tiree	1 103	1 139	1 179	1 154	1 178	1 181	1 192	1 043	934	998	875	886	810	794	691	-5.7	-13.0
Wick	2 564	2 413	2 591	2 636	2 573	2 460	2 628	2 472	2 408	2 468	2 528	2 654	2 619	2 651	2 611	0.7	-1.5
+Belfast	15 332	13 781	13 959	16 395	18 171	25 071	23 287	22 632	22 087	22 559	22 814	24 230	25 585	24 148	21 569	-1.1	-10.7
+Isle of Man	11 660	11 365	12 017	12 061	12 129	13 596	12 950	11 747	10 877	10 979	10 956	11 337	11 865	11 635	10 780	-0.1	-7.3
TOTAL (Incl. London Area)	440 191	441 718	450 637	476 928	507 515	556 047	564 634	558 752	591 229	605 600	629 894	669 347	718 514	710 086	700 504	2.8	-1.3
<b>Channel Islands Airports</b>																	
Alderney	2 870	3 048	2 652	2 571	3 097	3 040	2 887	6 505	7 744	9 968	10 993	10 501	11 359	8 943	9 154	-5.1	2.4
Guernsey	16 893	17 407	17 045	17 849	17 089	15 583	16 936	20 287	28 699	30 047	29 545	29 731	33 997	32 219	32 068	2.4	-0.5
Jersey	33 904	35 349	34 468	34 934	32 387	31 185	30 451	30 422	42 592	48 055	49 808	51 378	59 909	54 266	54 864	2.5	1.1
TOTAL (Channel Islands Airports)	53 667	55 804	54 165	55 354	52 573	49 808	50 274	57 214	79 035	88 070	90 346	91 610	105 265	95 428	96 086	1.6	0.7

\*Ashford closed 31.10.1974



Terminal Air Passengers 1961-1975

Table 3.7

	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	Mean Percentage Change for last 5 years	Percentage Change on last year
<b>London Area Airports</b>																	
+ Gatwick	803 521	1 042 420	966 541	1 114 233	1 361 585	1 613 989	1 954 272	2 059 535	2 993 969	3 680 485	4 650 255	5 305 892	5 728 457	5 119 392	5 342 254	2·4	4·4
+ Heathrow	6 060 245	6 812 033	8 027 445	9 297 695	10 491 830	11 772 736	12 433 542	13 159 019	14 085 029	15 415 689	16 147 159	18 296 799	20 288 425	20 077 270	21 294 841	6·7	6·1
+ Luton	8 305	42 186	123 892	171 091	206 856	357 109	412 938	690 610	1 487 685	1 963 570	2 703 392	3 096 294	3 216 522	2 022 786	1 868 737	−11·0	−7·6
+ Southend	488 383	551 319	460 960	539 381	597 441	594 681	683 283	488 697	401 122	423 799	456 436	316 022	384 842	250 887	202 713	−16·9	−19·2
+ Stansted	90 611	101 600	112 095	93 624	4 590	7 994	13 629	146 045	218 794	490 896	492 316	310 267	172 931	199 058	237 578	−17·3	19·4
TOTAL (London Area)	7 451 065	8 549 558	9 690 933	11 216 024	12 662 302	14 346 509	15 497 664	16 543 906	19 186 599	21 974 439	24 449 558	27 325 274	29 791 177	27 669 393	28 946 123	3·5	4·6
Westland Heliport (Battersea)	446	672	411	988	1 217	1 505	784	1 104	1 645	2 635	3 339	5 289	8 662	8 197	5 328	14·8	−35·0
<b>Other UK Airports</b>																	
+ Leeds/Bradford	105 377	107 550	147 025	197 485	247 519	271 550	297 139	288 148	278 211	253 711	251 463	259 619	280 092	283 049	277 690	2·9	−1·9
+ Liverpool	237 363	263 475	294 459	353 161	413 894	450 844	450 430	427 472	379 012	421 257	496 507	512 751	555 885	499 494	437 032	−2·8	−12·5
+ Manchester	860 006	1 003 663	1 117 774	1 245 700	1 344 321	1 398 100	1 403 072	1 459 773	1 549 105	1 777 976	2 082 132	2 350 656	2 574 214	2 321 630	2 579 288	4·2	11·1
+ Birmingham	301 739	318 255	353 895	400 972	447 765	522 564	552 639	557 185	615 315	685 645	835 777	935 554	1 131 845	1 017 028	1 082 372	6·2	6·4
+ Coventry	..	..	..	..	..	15 007	12 269	11 208	14 343	11 584	7 117	10 903	8 754	2 205	2 302	−32·0	4·4
+ East Midlands	..	..	..	..	78 188	129 383	178 687	183 917	200 759	222 774	336 675	405 661	515 960	442 425	544 583	11·0	23·1
+ Newcastle	149 336	157 708	184 837	225 908	247 080	267 886	335 629	324 411	363 653	384 416	432 640	518 224	619 595	581 442	605 213	8·1	4·1
+ Tees-side	..	..	..	1 289	52 222	73 124	38 305	72 729	80 697	114 418	127 809	152 738	188 895	187 253	170 208	8·1	−9·1
Brough	..	..	..	..	..	2 598	18 395	13 234	198	4 586	..	..	..	..	..	..	..
+ Bristol	58 502	68 959	78 881	94 632	106 392	136 068	134 375	129 668	120 176	151 676	200 581	262 402	288 864	183 576	194 768	−4·1	6·1
+ Glamorgan	68 621	74 711	93 083	104 282	112 390	139 361	135 551	130 412	115 514	171 319	213 010	238 667	283 550	229 567	208 524	−0·8	−9·2
Swansea	..	..	..	..	..	1 162	9 532	2 510	1 286	682	736	1 890	2 352	5 501	3 820	54·6	−30·6
+ Ashford	111 474	95 927	107 813	..	..	..	..	..	238 522	204 955	166 672	166 795	123 803	70 856*	..	..	..
+ Blackpool	130 954	135 930	138 737	153 548	157 864	185 450	175 972	149 138	130 458	137 684	143 944	145 730	142 571	133 488	123 411	−3·9	−7·5
+ Bournemouth	202 839	174 238	178 774	176 668	199 376	47 345	20 099	35 310	57 611	63 297	81 260	100 132	118 764	129 137	117 117	10·4	−9·3
+ Cambridge	..	..	..	4 110	4 569	6 565	7 503	6 365	5 036	3 984	3 757	8 833	7 091	5 534	5 581	3·3	0·8
+ Exeter	..	..	..	..	..	..	..	..	..	..	..	..	78 881	75 125	69 334	..	−7·7
Gloucester/Cheltenham	..	..	..	..	..	..	..	..	9 012	7 563	8 441	8 035	10 496	11 479	4 548	−8·4	−60·4
Hawarden	..	..	6 850	13 549	18 593	20 338	12 238	7 539	3 786	1 372	136	..	..	..	..	..	..
Isles of Scilly	27 084	31 484	30 071	17 746	56 543	55 291	57 311	59 125	60 519	61 012	61 217	68 079	73 428	77 006	88 882	9·1	15·4
+ Lydd	254 954	229 984	204 277	155 527	131 009	169 460	129 608	102 778	71 045	46 491	3 252	4 996	1 576	12 115	90 166	..	..
+ Manston	..	..	..	..	..	..	..	..	..	..	..	8 306	6 381	4 624	5 373	..	16·2
+ Norwich	..	..	..	..	..	..	..	..	..	..	..	..	64 737	93 906	119 742	..	27·5
Lands End (St. Just)	26 870	30 048	27 284	30 528	..	..	..	..	..	..	..	..	..	..	..	..	..
Penzance Heliport	..	..	..	11 768	54 967	55 011	57 286	59 125	59 018	58 481	60 487	65 789	69 022	72 837	83 475	7·7	14·6
+ Portsmouth	28 343	20 879	23 366	27 261	30 591	62 596	47 645	..	3 671	29	7 264	15 502	19 001	..	..	..	..
+ Southampton	9 276	44 576	51 574	64 176	66 522	263 728	283 906	231 301	227 027	243 545	255 246	287 496	308 479	308 844	318 689	5·3	3·2
+ Edinburgh	259 716	318 024	389 821	444 058	489 104	531 150	600 208	616 129	602 066	653 247	679 528	756 685	877 182	790 651	874 018	5·6	10·5
+ Glasgow	741 394	854 988	996 264	1 150 506	1 240 066	1 406 879	1 528 980	1 387 210	1 610 774	1 702 555	1 744 128	1 880 265	2 142 437	1 935 446	1 763 295	0·5	−8·9
+ Prestwick	198 795	194 524	196 861	225 699	294 295	311 765	294 709	362 006	312 057	335 131	323 090	451 554	386 478	343 260	395 040	1·3	15·1
+ Aberdeen	49 261	52 443	57 040	67 270	75 571	89 042	103 674	97 606	107 497	119 495	140 534	190 127	259 984	446 398	644 813	47·7	44·4
Benbecula	13 114	15 386	16 470	15 087	15 258	15 894	14 085	14 189	15 620	17 845	20 896	23 815	22 756	24 731	22 757	2·1	−8·0
Inverness	31 356	30 164	31 850	33 070	35 171	41 641	48 935	50 085	74 310	87 384	92 449	115 365	133 695	130 211	124 748	7·5	−4·2
Islay	13 026	13 976	14 116	15 303	17 064	19 628	17 784	15 588	16 053	14 552	14 496	15 754	17 950	16 093	11 314	−4·6	−29·7
+ Kirkwall	30 182	33 386	38 628	42 038	46 501	53 956	61 604	59 139	70 674	65 056	64 093	68 938	75 013	84 344	91 938	9·6	9·0
Machrihanish	9 062	8 965	10 312	3 739	..	..	..	..	..	..	..	..	..	..	..	..	..
Stornoway	24 754	27 461	29 266	30 294	31 075	36 167	34 355	31 839	38 136	40 925	41 522	45 792	46 319	43 803	47 390	2·2	8·2
+ Sumburgh	15 606	16 658	16 371	17 759	19 934	23 765	24 652	23 493	26 033	32 145	43 260	58 879	73 360	149 249	176 840	45·4	18·5
Tiree	3 591	3 880	3 883	4 056	3 953	4 403	4 221	3 900	3 979	4 011	4 329	4 187	4 335	4 053	2 942	−7·7	−27·4
Wick	23 147	23 019	23 311	23 714	23 303	24 049	29 697	27 912	28 429	30 379	30 361	31 688	33 140	32 816	28 604	−0·8	−12·8
+ Belfast	504 814	573 826	649 676	761 618	860 462	994 675	982 755	981 319	1 026 776	1 117 422	1 114 845	1 186 250	1 312 953	1 225 209	1 184 417	1·6	−3·3
+ Isle of Man	307 410	319 094	302 239	319 641	333 154	407 116	400 923	378 376	359 377	380 777	390 993	436 751	464 862	430 436	394 103	0·0	−8·4
TOTAL (Inc. London Area)	12 213 545	13 754 398	15 468 556	17 614 907	19 918 240	22 578 977	23 984 226	24 831 915	28 063 801	31 601 869	34 933 544	39 125 371	43 124 539	40 082 411	41 845 788	4·0	4·4
<b>Channel Island Airports</b>																	
Alderney	22 138	25 005	23 581	23 139	26 795	30 373	28 856	39 971	46 155	47 266	54 388	61 171	68 717	62 596	69 990	5·4	11·8
Guernsey	247 179	263 536	279 014	307 515	327 078	379 180	388 603	379 701	395 758	390 324	400 101	435 587	488 929	470 390	525 254	6·4	11·7
Jersey	782 379	825 928	829 325	889 742	939 102	1 050 389	1 088 045	1 042 497	1 077 682	1 122 587	1 196 398	1 311 809	1 439 412	1 428 528	1 417 543	4·3	−0·8
TOTAL (Channel Islands Airports)	1 051 696	1 114 469	1 131 920	1 220 396	1 292 975	1 459 942	1 505 504	1 462 169	1 519 595	1 560 177	1 650 887	1 808 567	1 997 058	1 961 514	2 012 787	4·9	2·6

\*Ashford closed 31.10.1974

# Cargo 1961-1975

Table 3.8

	Tonnes															Mean Percentage Change on past 5 years	Percentage Change on last year
	1961	1962	1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975		
<b>London Area Airports</b>																	
+ Gatwick	9 646·7	7 798·3	10 180·4	12 014·9	12 679·6	16 995·5	17 275·1	20 783·6	26 301·4	30 831·1	35 539·6	41 858·4	46 314·3	54 750·3	73 909·5	19·0	35·0
+ Heathrow	91 004·4	104 079·2	123 603·9	153 102·8	191 182·7	231 041·4	249 813·5	291 477·7	343 349·8	335 670·1	328 909·0	402 153·8	453 769·0	466 104·3	402 075·8	5·6	−13·7
+ Luton	386·6	251·9	484·0	314·0	254·9	720·4	832·3	912·4	876·4	1 864·5	1 750·0	3 330·9	2 634·2	2 701·9	1 776·8	−1·8	−34·2
+ Southend	48 472·7	59 755·4	61 208·7	64 404·7	60 444·8	62 624·8	49 904·9	46 162·1	39 882·6	39 436·3	35 386·0	29 789·3	25 134·1	20 821·0	15 753·0	−17·9	−24·3
+ Stansted	34·9	38·5	64·2	156·3	231·8	205·9	595·4	2 511·6	5 759·3	9 961·3	8 433·0	14 141·3	12 862·0	16 558·8	19 691·5	20·3	18·9
TOTAL (London Area)	149 545·3	171 923·3	195 541·2	229 992·7	264 793·8	311 588·0	318 421·2	361 847·4	416 169·5	417 763·3	410 017·6	491 273·7	540 713·6	560 936·3	513 206·6	6·0	−8·5
Westland Heliport (Battersea)	3·7	1·8	0·2	—	154·3	0·2	—	—	0·2	—	—	—	—	—	—	—	—
<b>Other UK Airports</b>																	
+ Leeds/Bradford	457·5	553·4	730·2	971·8	1 179·3	1 709·0	1 921·1	2 294·1	2 123·1	1 480·6	1 099·1	1 055·7	846·9	815·3	619·4	−13·1	−24·0
+ Liverpool	4 952·2	3 292·4	6 716·3	8 028·1	8 599·8	16 681·1	14 521·1	16 496·0	15 462·9	17 785·9	14 225·0	15 547·3	16 309·2	14 746·0	11 306·6	−5·0	−23·3
+ Manchester	10 408·0	12 098·3	14 254·7	15 990·5	20 665·5	29 976·3	30 517·5	34 482·3	38 011·0	42 308·6	36 855·2	42 227·0	42 477·7	43 441·9	34 527·2	−1·0	−20·5
+ Birmingham	1 841·4	1 775·8	1 988·2	2 293·2	2 718·1	4 061·4	4 175·8	4 928·6	5 067·6	5 563·2	4 915·0	4 301·5	3 511·2	3 212·7	2 800·7	−13·2	−12·8
+ Coventry	—	—	—	—	—	1 466·2	131·2	154·7	73·3	102·3	283·5	2 306·2	1 421·4	68·3	61·2	−48·2	−10·4
+ East Midlands	—	—	—	—	389·0	1 763·7	2 061·0	2 584·0	1 743·4	2 044·5	1 493·7	4 823·9	6 533·4	8 016·4	7 213·7	44·2	−10·0
+ Newcastle	680·1	949·7	1 125·4	1 412·9	1 615·2	1 838·9	1 976·1	2 121·8	2 195·8	2 152·7	1 478·0	2 489·6	1 973·3	1 721·8	1 068·2	−9·7	−38·0
+ Tees-side	—	—	—	7·9	248·9	623·2	411·7	376·7	215·5	236·6	148·4	375·8	477·5	419·5	351·4	20·1	−16·2
Brough (from 1966)	—	—	—	—	—	2·4	25·6	24·8	1·8	—	—	—	—	—	—	—	—
+ Bristol	1 034·1	863·6	2 277·4	2 718·1	2 709·6	4 017·8	1 788·3	1 191·8	759·7	991·0	846·9	1 018·6	819·8	730·1	578·1	−10·4	−20·8
+ Glamorgan	548·9	708·1	283·9	198·8	263·4	439·5	331·4	281·5	722·9	280·0	176·3	272·0	290·1	242·5	213·3	2·7	−12·0
+ Swansea	—	—	—	—	—	1·3	53·0	14·2	—	—	1·0	—	1·9	10·3	0·1	—	−99·0
+ Ashford	163·7	468·7	995·6	—	—	—	—	—	2 300·6	2 918·2	4 080·9	4 543·9	4 386·2	3 700·8*	—	—	—
+ Blackpool	1 209·4	1 736·9	1 961·5	2 327·9	2 110·3	2 278·6	713·3	731·8	700·9	791·2	566·1	744·4	731·8	764·4	581·2	0·8	−24·0
+ Bournemouth	16 980·1	20 072·4	19 990·5	16 123·3	14 645·9	2 112·4	185·4	428·7	439·2	599·3	783·6	4 151·4	2 730·4	5 100·3	4 559·6	45·2	−10·6
+ Cambridge	—	—	—	654·1	924·9	997·7	949·2	799·2	553·2	1 157·0	1 052·2	1 082·4	1 450·1	910·2	695·8	−9·5	−23·6
+ Exeter	—	—	—	—	—	—	—	—	—	—	—	—	215·7	541·8	385·0	—	−28·9
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	3·5	0·1	0·7	—	—	—	—
Hawarden	—	—	3·0	15·3	169·2	203·1	186·8	195·2	4·2	1·5	—	—	—	—	—	—	—
Isles of Scilly	61·3	41·5	43·6	35·4	55·2	50·5	130·0	166·6	135·7	206·5	190·3	197·9	217·6	161·3	110·8	−12·1	−31·3
+ Lydd	110 652·6	111 835·1	95 023·2	94 125·3	64 984·4	69 833·3	50 526·7	34 380·9	28 996·6	19 325·5	16·2	48·1	78·6	796·9	3 348·7	284·6	320·2
+ Manston	—	—	—	—	—	—	—	—	—	—	—	5 445·4	4 894·6	3 886·0	2 520·6	—	−35·1
+ Norwich	—	—	—	—	—	—	—	—	—	—	—	—	362·7	361·0	454·3	—	25·8
Lands End (St. Just)	60·0	40·9	43·2	33·0	—	—	—	—	—	—	—	—	—	—	—	—	—
Penzance Heliport	—	—	—	17·6	55·5	49·6	130·0	166·6	135·7	200·1	190·3	197·2	216·5	160·5	110·8	−12·1	−31·0
+ Portsmouth	57·2	379·7	332·5	259·7	142·4	41·9	3·3	—	—	—	54·5	47·8	54·8	—	—	—	—
+ Southampton	185·2	45·0	91·1	55·1	61·9	12 615·8	10 187·9	912·8	1 200·6	1 499·2	1 479·8	1 705·6	1 108·7	962·4	1 483·2	−5·5	54·1
+ Edinburgh	516·2	788·0	868·8	1 015·2	1 302·2	1 849·4	2 362·2	3 345·1	3 147·1	2 258·4	1 996·1	3 183·2	3 932·4	3 496·2	2 717·5	7·4	−22·3
+ Glasgow	4 186·7	4 306·0	4 589·1	6 062·2	7 740·9	11 033·0	11 497·3	13 409·5	16 767·8	16 045·8	15 253·6	16 924·5	21 973·9	24 202·2	15 468·5	4·0	−36·1
+ Prestwick	2 275·7	2 618·0	3 035·7	4 365·9	6 669·0	9 282·3	9 250·4	12 401·6	17 911·8	15 279·3	11 685·5	14 879·8	16 682·4	14 462·0	12 666·8	1·4	−12·4
+ Aberdeen	343·1	306·3	320·3	298·1	286·0	393·0	441·8	446·0	368·9	502·4	665·2	914·9	1 021·2	2 666·3	3 701·0	56·9	38·8
+ Benbecula	140·5	136·0	152·4	193·0	165·5	125·6	130·9	163·1	117·7	121·7	146·6	206·8	218·3	291·5	249·8	15·2	−14·3
+ Inverness	143·0	97·2	120·1	210·4	224·5	242·5	213·3	252·9	341·7	455·7	451·3	437·7	465·0	329·8	247·0	−13·8	−25·1
+ Islay	94·4	101·3	85·0	93·3	77·1	139·3	111·1	126·3	125·4	134·3	178·9	166·0	93·2	78·7	53·8	−27·0	−31·6
+ Kirkwall	348·9	548·1	552·3	594·8	555·9	508·3	487·5	483·4	487·8	451·9	507·4	571·3	438·5	507·4	510·0	−1·1	0·5
+ Machrihanish	38·9	33·9	30·1	9·7	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Stornoway	326·4	333·8	362·9	285·1	255·6	285·0	154·9	146·9	238·4	743·6	450·3	452·6	467·6	494·5	403·8	−1·3	−18·3
+ Sumburgh	153·6	160·7	178·9	202·8	185·4	232·7	212·1	243·3	261·6	303·2	440·0	517·8	464·0	1 054·0	1 210·1	31·4	14·8
+ Tiree	8·2	8·8	10·6	11·0	9·2	12·4	11·0	9·6	11·6	12·4	12·6	15·9	19·8	17·0	11·2	−1·7	−34·1
+ Wick	49·3	51·2	44·5	64·5	58·9	60·3	69·1	72·2	78·6	81·1	80·2	138·3	103·9	104·7	86·0	−1·4	−17·9
+ Belfast	4 507·4	5 650·4	6 383·2	8 259·9	11 709·0	26 377·2	20 413·4	24 766·7	24 970·4	22 593·8	17 178·2	22 193·4	17 410·9	17 620·8	11 159·4	−10·4	−36·7
+ Isle of Man	1 505·1	1 832·3	1 908·8	2 163·0	2 473·7	4 302·3	3 723·2	4 038·0	3 593·9	3 253·0	3 377·5	4 092·4	4 286·5	3 672·6	3 019·2	−3·3	−17·8
TOTAL (Incl. London Area)	313 379·2	343 683·8	359 971·1	399 046·7	418 199·5	517 192·9	488 400·2	524 459·5	585 434·3	579 643·8	532 380·5	648 550·1	699 402·0	720 704·4	637 700·6	4·8	−11·5
<b>Channel Islands Airports</b>																	
+ Alderney	70·9	90·8	79·2	99·8	88·3	86·1	116·3	146·1	181·7	136·7	197·6	294·6	284·9	222·8	264·4	3·0	18·7
+ Guernsey	2 263·8	3 099·5	4 814·8	5 535·6	6 118·4	6 830·4	5 588·5	4 400·4	4 372·7	4 226·8	4 419·0	11 934·7	10 071·3	9 598·2	9 016·9	12·8	−6·1
+ Jersey	3 906·2	4 715·3	6 601·9	8 363·3	9 922·8	12 837·4	11 171·2	8 915·3	8 967·4	8 755·7	8 579·8	14 224·7	15 377·8	12 728·0	10 662·1	3·3	−16·2
TOTAL (Channel Islands Airports)	6 240·9	7 905·6	11 495·8	13 998·7	16 129·5	19 753·9	16 876·0	13 461·8	13 521·8	13 119·2	13 196·4	26 454·0	25 734·0	22 549·0	19 943·4	6·6	−11·6

*Note:*—The above figures represent the weight of cargo picked up and set down.

\*Ashford closed 31.10.1974.

# UK Passenger Movement by Air<sup>(a)</sup> 1961-1975

Table 3.9

## Analysis by Countries of Landing and of Embarkation

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)
1961	4 267	224	133	1 269	455	60	400	109	413	73	44	46		347	49	419	5	219
1962	4 705	254	147	1 353	490	72	460	122	444	72	45	43		463	55	436	10	241
1963	5 463	288	159	1 504	562	90	563	144	498	85	65	54		614	66	463	29	279
1964	6 846	689	192	1 791	636	86	627	175	639	95	92	70		782	71	515	56	330
1965	7 761	697	208	1 866	753	109	769	206	783	112	116	80		997	103	545	72	345
1966	9 216	666	218	2 124	882	144	940	241	908	125	145	107		1 338	117	629	108	524
1967	10 043	718	250	2 182	1 008	158	918	248	982	128	166	127		1 676	127	682	115	558
1968	10 962	731	285	1 880	1 175	166	952	339	1 037	148	164	159		2 256	146	774	100	650
1969	13 071	735	341	2 156	1 398	230	1 131	371	1 166	164	220	192		3 065	157	880	128	737
1970	15 294	818	383	2 365	1 874	289	1 430	437	1 306	189	295	248		3 472	184	1 053	192	759
1971	17 970	831	425	2 499	2 033	481	1 669	532	1 435	209	385	279		4 726	188	1 105	291	872
1972	20 423	832	447	2 805	2 438	625	1 900	585	1 508	244	483	345		5 493	236	1 130	291	1 061
1973	22 461	934	474	2 928	2 525	747	2 032	689	1 734	279	578	429		5 974	275	1 181	394	1 288
1974	19 774	859	479	2 678	2 247	543	1 771	801	1 619	275	429	437		4 842	281	1 032	323	1 157
1975	21 007	788	486	2 740	2 277	691	1 860	1 000	1 634	351	309	504		5 298	336	1 093	410	1 230

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)
1961	1 164	13	62	215	58	63	3	22	574	64	91
1962	1 299	16	61	242	60	67	4	25	662	63	101
1963	1 434	27	47	280	60	75	6	30	753	64	92
1964	1 824	46	62	340	63	84	10	41	970	73	135
1965	2 155	62	81	392	65	100	8	52	1 143	79	173
1966	2 486	61	101	477	76	117	12	68	1 287	75	212
1967	2 865	62	124	559	92	143	17	78	1 463	69	258
1968	3 249	70	133	641	113	152	19	92	1 640	66	323
1969	3 934	92	154	795	129	161	32	110	2 020	74	367
1970	4 715	113	160	904	137	162	45	143	2 511	87	453
1971	5 205	108	173	933	150	141	71	150	2 814	91	574
1972	6 151	146	222	1 102	184	169	80	163	3 203	94	788
1973	6 724	207	246	1 289	153	227	114	181	3 320	117	870
1974	6 613	257	259	1 303	138	278	126	232	2 926	135	960
1975	7 209	328	276	1 407	150	346	181	289	2 939	157	1 135

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

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

(c) Commonwealth countries only.

# Aircraft Movements 1974

Table 3.10 (1974)

	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	105 320	72 007	—	5 911	52	3 373	1 314	—	21 904	6	753
+ Heathrow	288 179	265 890	—	947	—	1 523	2 688	—	16 278	150	703
+ Luton	47 196	20 830	994	4 661	704	1 013	534	9 481	8 831	1	147
+ Southend	62 283	11 717	82	—	—	3 310	—	29 304	17 718	152	—
+ Stansted	32 032	2 873	—	622	—	18 349	471	968	7 534	1 146	69
TOTAL (London Area)	535 010	373 317	1 076	12 141	756	27 568	5 007	39 753	72 265	1 455	1 672
Westland Heliport (Battersea)	11 621	3 113	118	2 965	204	20	—	—	3 945	36	1 220
Other UK Airports											
+ Leeds/Bradford	44 427	9 262	38	697	570	806	346	27 939	4 477	70	222
+ Liverpool	76 098	14 709	2	1 116	502	735	399	48 057	9 903	195	480
+ Manchester	65 365	45 545	556	3 056	415	531	1 169	4 464	9 138	82	409
+ Birmingham	59 589	20 398	—	797	120	2 451	455	22 238	12 702	2	426
+ Coventry	44 907	108	98	47	1 842	8 337	906	22 665	10 873	10	21
+ East Midlands	54 260	10 798	50	1 588	408	6 730	420	23 615	9 899	57	695
+ Newcastle	27 612	11 804	87	374	4 799	2 139	25	4 077	3 769	14	524
+ Tees-side	38 529	5 259	5 261	209	62	6 096	—	13 143	5 104	39	3 356
+ Bristol	29 054	6 634	2	24	—	47	234	9 538	12 375	—	200
+ Glamorgan	43 983	6 930	32	747	663	5 063	—	27 564	2 843	54	87
+ Swansea	14 509	548	—	336	623	1 051	6	11 128	1 611	—	106
+ Ashford	32 597	3 890	2 726	109	927	132	264	12 402	11 841	4	302
+ Blackpool	72 817	52 65	2 922	311	348	2 539	2	52 344	8 837	14	235
+ Bournemouth	71 434	6 425	—	937	79	15 853	—	24 887	21 205	753	1 295
+ Cambridge	31 886	627	—	215	186	3 853	52	9 895	4 554	2	12 502
+ Exeter	33 583	3 142	98	240	1 703	3 219	77	14 460	7 040	30	3 574
+ Gloucester/Cheltenham	41 942	1 515	170	—	176	10 922	—	20 524	8 349	—	286
+ Hawarden	12 826	—	—	—	—	514	—	8 852	3 237	—	223
+ Isles of Scilly	4 756	4 001	—	33	64	72	—	—	422	—	164
+ Lydd	16 994	941	168	—	—	208	—	13 140	2 058	—	479
+ Manston	4 156	1 333	—	224	613	772	—	—	1 214	—	—
+ Norwich	22 983	4 595	55	1 871	633	2 721	143	2 241	10 666	20	38
+ Penzance Heliport	3 648	3 250	—	8	16	154	172	—	44	4	—
+ Southampton	41 906	10 865	15	297	186	23 594	57	916	5 887	39	50
+ Edinburgh	59 511	15 350	—	103	3	18 153	66	16 193	7 910	86	1 647
+ Glasgow	86 191	42 722	11	966	28	1 289	66	25 461	9 186	77	6 385
+ Prestwick	43 474	9 400	—	278	4	23 476	191	2 856	2 560	6	4 703
+ Aberdeen	69 099	19 465	11	96	12 333	4 781	10	26 167	603	30	5 603
+ Benbecula	2 392	1 653	—	23	344	—	166	23	27	4	152
+ Inverness	13 927	5 873	—	150	2 537	1 905	6	2 819	567	12	58
+ Islay	2 121	1 505	—	55	26	58	—	103	336	8	30
+ Kirkwall	13 548	7 253	—	379	872	18	77	4 280	587	18	64
+ Stornoway	3 152	1 951	2	158	178	4	11	594	59	25	170
+ Sumburgh	16 935	11 412	4	1 040	2 144	1 208	1	967	10	14	135
+ Tiree	1 016	794	—	30	42	—	—	38	6	2	104
+ Wick	3 557	2 651	—	153	244	4	2	269	82	—	152
+ Belfast	74 703	24 148	—	240	594	10	—	12 511	3 848	22	33 330
+ Isle of Man	22 349	11 635	49	1 535	48	2 627	9	4 291	1 990	21	144
TOTAL (Incl. London Area)	1 849 367	710 086	13 551	33 548	35 292	179 660	10 339	510 414	272 029	3 205	81 243
Channel Islands Airports											
+ Alderney	8 943	8 943	..	..	..	..	..	..	..	..	..
+ Guernsey	32 219	32 219	..	..	..	..	..	..	..	..	..
+ Jersey	54 266	54 266	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	95 428	95 428	..	..	..	..	..	..	..	..	..

# Aircraft Movements 1975

Table 3.10 (1975)

	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	105 035	73 551	—	6 281	2	3 918	1 242	—	19 320	5	716
+Heathrow	276 087	253 891	—	1 062	—	1 591	3 326	—	15 138	183	896
+Luton	52 488	18 580	1 730	3 720	923	1 024	694	14 629	10 940	1	247
+Southend	61 817	11 360	68	—	—	3 263	—	27 881	19 033	212	—
+Stansted	33 669	3 354	—	532	1	16 710	686	2 882	8 215	1 203	86
Total (London Area)	529 096	360 736	1 798	11 595	926	26 506	5 948	45 392	72 646	1 604	1 945
Westland Heliport (Battersea)	9 112	2 720	10	1 573	60	—	—	—	3 421	—	1 328
Other UK Airports											
+Leeds/Bradford	48 568	9 269	55	423	580	986	298	28 571	8 112	89	185
+Liverpool	67 285	12 016	—	1 760	781	686	237	40 017	10 900	219	669
+Manchester	68 525	45 981	215	2 959	510	926	2 427	5 429	9 400	63	615
+Birmingham	62 450	19 972	—	601	119	3 203	420	25 014	12 759	22	340
+Coventry	58 307	166	260	38	2 336	9 246	886	31 413	13 853	2	107
+East Midlands	51 854	11 325	53	2 083	199	6 069	498	20 877	9 862	118	770
+Newcastle	31 250	11 987	6	310	5 646	2 648	28	6 982	2 995	27	621
+Tees-side	37 562	5 170	5 172	270	53	3 667	—	15 005	4 690	31	3 504
+Bristol	28 029	7 063	—	31	2	136	188	10 938	9 498	—	173
+Glamorgan	56 045	6 255	2	949	25	3 784	—	41 265	3 468	64	233
Swansea	21 184	515	84	188	577	64	14	17 159	2 463	10	110
+Blackpool	82 982	4 904	4 596	433	438	4 374	—	58 285	9 540	18	394
+Bournemouth	61 764	6 429	—	1 483	7	15 919	—	18 054	18 474	253	1 145
+Cambridge	38 578	593	6	199	238	4 755	26	13 186	5 219	—	14 356
+Exeter	30 879	2 963	—	114	1 462	1 452	42	13 190	7 529	888	3 239
Gloucester/Cheltenham	42 790	481	220	—	240	12 032	—	21 657	7 854	—	306
Hawarden	12 704	—	—	—	—	542	—	8 938	2 955	—	269
Isles of Scilly	5 329	4 411	—	79	141	98	—	—	476	—	124
+Lydd	45 325	4 053	1 186	11	58	501	—	25 848	13 004	4	660
+Manston	3 168	1 184	—	186	593	259	—	—	946	—	—
+Norwich	18 991	6 427	22	1 415	1 191	1 568	1 061	574	6 658	11	64
Penzance Heliport	3 993	3 388	—	—	8	238	310	—	43	—	6
+Southampton	50 036	11 568	93	518	314	30 018	251	1 580	5 542	36	116
+Edinburgh	71 774	18 263	23	190	—	12 990	271	25 655	9 056	64	5 262
+Glasgow	74 622	34 766	4	516	8	1 196	1 183	21 891	9 144	9	5 905
+Prestwick	51 123	9 880	147	370	4	25 677	265	6 406	2 806	—	5 568
+Aberdeen	82 624	31 454	—	2 975	2 514	9 221	276	24 976	9 048	18	2 142
Benbecula	2 721	1 911	—	16	187	3	56	12	55	3	478
Inverness	19 403	5 916	—	79	3 084	2 542	2	6 361	1 324	17	78
Islay	1 597	959	—	99	151	28	—	72	263	5	20
+Kirkwall	13 414	7 434	—	578	1 108	10	83	3 402	675	48	76
Stornoway	3 357	2 196	—	161	297	148	4	35	59	57	400
+Sumburgh	22 181	12 498	—	1 524	4 422	1 867	—	1 762	2	—	106
Tiree	810	691	—	35	20	—	—	16	28	2	18
Wick	3 529	2 611	—	178	168	—	17	324	59	—	172
+Belfast	72 985	21 569	—	807	425	14	—	15 037	4 517	26	30 590
+Isle of Man	24 600	10 780	50	1 291	1 215	3 892	—	5 596	1 468	35	273
Total (Incl. London Area)	1 910 546	700 504	14 002	36 037	30 107	187 265	14 791	560 919	280 811	3 743	82 367
Channel Islands Airports											
Alderney	9 154	9 154	..	..	..	..	..	..	..	..	..
Guernsey	32 068	32 068	..	..	..	..	..	..	..	..	..
Jersey	54 864	54 864	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	96 086	96 086	..	..	..	..	..	..	..	..	..

Table 3.11 (1974)

## Air Transport Movements by Type and Nationality of Operator 1974

	Total	Scheduled Services UK operators			Charter Flights UK operators		
		British Airways	Others	Overseas operators	British Airways	Others	Overseas operators
London Area Airports							
+Gatwick	72 007	758	33 885	2 985	4 027	24 684	5 668
+Heathrow	265 890	129 130	4 458	124 617	4 869	240	2 576
+Luton	20 830	21	997	3	5	18 754	1 050
+Southend	11 717	—	8 583	—	—	2 809	325
+Stansted	2 873	28	34	22	4	803	1 982
TOTAL (London Area)	373 317	129 937	47 957	127 627	8 905	47 290	11 601
Westland Heliport (Battersea)	3 113	—	—	—	76	3 037	—
Other UK Airports							
+Leeds/Bradford	9 262	4 633	2 655	326	39	1 492	117
+Liverpool	14 709	9 976	1 115	710	892	1 582	434
+Manchester	45 545	19 179	4 448	9 946	906	9 769	1 297
+Birmingham	20 398	10 273	3 753	1 534	371	4 033	434
+Coventry	108	—	40	—	—	52	16
+East Midlands	10 798	98	7 603	—	56	2 935	106
+Newcastle	11 804	3 832	6 215	—	334	1 340	83
+Tees-side	5 259	48	4 689	—	69	366	87
+Bristol	6 634	3 562	631	479	1 165	722	75
+Glamorgan	6 930	2 769	1 888	301	902	970	100
Swansea	548	—	78	—	—	445	25
+Ashford	3 890	—	3 860	—	—	30	—
+Blackpool	5 265	—	5 038	—	—	221	6
+Bournemouth	6 425	31	5 490	1	—	717	186
+Cambridge	627	—	122	—	—	207	298
+Exeter	3 142	—	2 872	—	—	138	132
Gloucester/Cheltenham	1 515	—	310	—	—	1 205	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	4 001	3 271	730	—	—	—	—
+Lydd	941	—	410	—	—	529	2
+Manston	1 333	—	—	—	—	1 252	81
+Norwich	4 595	—	2 890	—	2	1 621	82
Penzance Heliport	3 250	3 244	—	—	6	—	—
+Southampton	10 865	1 621	8 786	1	8	313	136
+Edinburgh	15 350	9 622	4 905	537	13	133	140
+Glasgow	42 722	23 014	11 023	4 102	34	3 674	875
+Prestwick	9 400	5 461	206	2 385	71	571	706
+Aberdeen	19 465	7 517	2 579	—	678	8 443	248
Benbecula	1 653	1 653	—	—	—	—	—
Inverness	5 873	4 460	298	—	5	1 108	2
Islay	1 505	1 106	—	—	3	396	—
+Kirkwall	7 253	2 334	—	219	49	4 629	22
Stornoway	1 951	1 686	138	—	4	116	7
+Sumburgh	11 412	2 068	1 201	—	1 889	6 163	91
Tiree	794	690	—	—	5	99	—
Wick	2 651	2 398	1	—	6	231	15
+Belfast	24 148	17 924	4 946	410	30	330	508
+Isle of Man	11 635	6 025	5 586	2	2	16	4
TOTAL (Incl. London Area)	710 086	278 432	142 463	148 580	16 520	106 175	17 916
Channel Islands Airports							
Alderney	8 943	—	8 356	—	—	587	—
Guernsey	32 219	3 148	26 450	10	—	2 569	42
Jersey	54 266	11 348	35 126	1 761	35	5 256	740
TOTAL (Channel Islands Airports)	95 428	14 496	69 932	1 771	35	8 412	782

Table 3.11 (1975)

## Air Transport Movements by Type and Nationality of Operator 1975

	Total	Scheduled Services			Charter Flights		
		UK operators			UK operators		
		British Airways	Others	Overseas operators	British Airways	Others	Overseas operators
London Area Airports							
+Gatwick	73 551	604	31 260	3 939	4 326	27 473	5 949
+Heathrow	253 891	120 868	4 053	121 726	4 371	215	2 658
+Luton	18 580	146	389	66	—	16 720	1 259
+Southend	11 360	—	8 135	—	—	2 929	296
+Stansted	3 354	112	36	16	20	886	2 284
TOTAL (London Area)	360 736	121 730	43 873	125 747	8 717	48 223	12 446
Westland Heliport (Battersea)	2 720	—	—	—	52	2 668	—
Other UK Airports							
+Leeds/Bradford	9 269	4 442	3 685	324	33	692	93
+Liverpool	12 016	7 488	181	821	554	2 587	385
+Manchester	45 981	18 938	3 617	9 931	1 021	11 074	1 400
+Birmingham	19 972	9 748	3 748	1 412	173	4 323	568
+Coventry	166	2	47	—	1	102	14
+East Midlands	11 325	181	6 758	30	4	4 058	294
+Newcastle	11 987	3 780	6 488	13	163	1 405	138
+Tees-side	5 170	30	4 713	—	28	361	38
Bristol	7 063	3 555	1 243	492	959	686	128
Glamorgan	6 255	2 552	1 828	323	801	579	172
Swansea	515	—	154	—	—	354	7
+Blackpool	4 904	—	4 507	—	—	369	28
+Bournemouth	6 429	49	4 763	10	1	1 593	13
+Cambridge	593	—	98	—	—	258	237
Exeter	2 963	—	2 842	—	—	31	90
Gloucester/Cheltenham	481	—	224	—	—	257	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	4 411	3 470	941	—	—	—	—
+Lydd	4 053	—	2 204	—	—	1 845	4
Manston	1 184	—	—	—	—	1 108	76
Norwich	6 427	—	4 623	—	—	1 672	132
Penzance Heliport	3 388	3 388	—	—	—	—	—
+Southampton	11 568	2 359	8 808	—	4	244	153
+Edinburgh	18 263	9 068	8 090	630	134	180	161
+Glasgow	34 766	19 062	7 916	3 834	118	2 671	1 165
+Prestwick	9 880	5 375	249	2 623	25	766	842
+Aberdeen	31 454	8 686	4 027	12	3 522	14 528	679
Benbecula	1 911	1 487	424	—	—	—	—
Inverness	5 916	3 766	1 379	—	5	755	11
Islay	959	540	—	—	—	417	2
+Kirkwall	7 434	2 404	—	248	158	4 613	11
Stornoway	2 196	1 671	357	—	—	165	3
+Sumburgh	12 498	2 294	754	—	2 786	6 578	86
Tiree	691	126	496	—	—	69	—
Wick	2 611	2 406	—	—	—	183	22
+Belfast	21 569	14 900	4 855	416	9	876	513
+Isle of Man	10 780	5 741	4 929	18	14	68	10
TOTAL (Incl. London Area)	700 504	259 238	138 821	146 884	19 282	116 358	19 921
Channel Islands Airports							
Alderney	9 154	—	8 509	—	—	645	—
Guernsey	32 068	3 203	25 998	—	—	2 794	73
Jersey	54 864	11 569	35 902	727	48	5 135	1 483
TOTAL (Channel Islands Airports)	96 086	14 772	70 409	727	48	8 574	1 556

# International Air Transport Movements 1973-1975

Table 3.12

Comparison with a year earlier

	1975	1974	1973	1975 on 1974	Percentage Change 1974 on 1973
<b>London Area Airports</b>					
+ Gatwick	56 863	54 960	58 702	3.5	-6.4
+ Heathrow	206 696	217 417	219 358	-4.9	-0.9
+ Luton	17 128	18 532	27 743	-7.6	-33.2
+ Southend	9 528	9 688	13 649	-1.7	-29.0
+ Stansted	3 223	2 793	2 755	15.4	1.4
TOTAL (London Area)	293 438	303 390	322 207	-3.3	-5.8
Westland Heliport (Battersea)	5	5	—	—	—
<b>Other UK Airports</b>					
+ Leeds/Bradford	1 215	1 266	1 436	-4.0	-11.8
+ Liverpool	3 247	3 646	3 683	-10.9	-1.0
+ Manchester	28 351	27 099	30 550	4.6	-11.3
+ Birmingham	10 090	11 059	11 186	-8.8	-1.1
+ Coventry	50	47	86	6.4	-45.3
+ East Midlands	5 403	4 596	5 133	17.6	-10.5
+ Newcastle	3 876	4 112	4 403	-5.7	-6.6
+ Tees-side	650	826	1 279	-21.3	-35.4
+ Bristol	2 918	2 829	3 809	3.1	-25.7
+ Glamorgan	2 861	3 255	3 694	-12.1	-11.9
Swansea	95	242	11	-60.7	—
+ Ashford*	—	3 737	5 680	—	-34.2
+ Blackpool	408	468	511	-12.8	-8.4
+ Bournemouth	1 446	839	593	72.3	41.5
+ Cambridge	324	355	490	-8.7	-27.6
+ Exeter	440	622	408	-29.3	52.5
Gloucester/Cheltenham	—	—	—	—	—
Harwarden	—	—	—	—	—
Isles of Scilly	—	—	—	—	—
+ Lydd	4 032	550	71	—	—
+ Manston	1 184	1 335	1 352	-11.3	-1.3
+ Norwich	3 129	2 365	1 891	32.3	25.1
Penzance Heliport	—	—	—	—	—
+ Southampton	1 038	1 057	1 016	-1.8	4.0
+ Edinburgh	2 452	1 662	1 694	47.5	-1.9
+ Glasgow	8 886	10 242	10 516	-13.2	-2.6
+ Prestwick	5 530	5 096	7 023	8.5	-27.4
+ Aberdeen	17 049	7 740	238	—	—
Benbecula	—	—	—	—	—
Inverness	16	170	5	-90.6	—
Islay	—	—	—	—	—
+ Kirkwall	310	422	263	-26.5	60.5
Stornoway	5	7	2	-28.6	—
+ Sumburgh	5 327	4 509	95	18.1	—
Tiree	—	—	—	—	—
Wick	24	26	21	-7.7	23.8
+ Belfast	1 038	978	1 331	6.1	-26.5
+ Isle of Man	520	453	484	14.8	-6.4
TOTAL (Incl. London Area)	405 357	405 005	421 161	0.1	-3.8
<b>Channel Islands Airports</b>					
Alderney	..	..	..	..	..
Guernsey	..	..	..	..	..
Jersey	..	..	..	..	..
TOTAL (Channel Islands Airports)	..	..	..	..	..

\*Ashford closed 31.10.1974

# Air Transport Landings Diverted to United Kingdom Reporting Airports 1974

Table 3.13.1 (1974)

Classified by Airport of Intended Landing and Actual Landing

	Actual Landing																																								
Intended Landing	Aberdeen	Ashford	Belfast	Benbecula	Birmingham	Blackpool	Bournemouth	Bristol	East Midlands	Edinburgh	Exeter	Gatwick	Glamorgan	Glasgow	Gloucester/Cheltenham	Heathrow	Inverness	Islay	Isle of Man	Kirkwall	Leeds/Bradford	Liverpool	Luton	Manchester	Manston	Newcastle	Norwich	Prestwick	Southampton	Southend	Stansted	Stornoway	Sumburgh	Swansea	Tees-side	Tiree	Wick	Other Internal	Overseas	All Aerodromes	
Aberdeen	-	-	-	-	-	-	-	-	1	6	-	-	-	25	-	-	1	-	-	2	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	36
Ashford	-	-	-	-	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7
Belfast	-	-	-	-	-	2	-	-	1	-	-	-	1	3	-	-	-	-	1	-	-	1	-	2	-	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	13
Benbecula	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	3
Birmingham	-	-	-	-	-	-	-	-	11	-	-	1	-	2	-	4	-	-	-	-	-	-	9	12	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	39
Blackpool	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6
Bournemouth	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Bristol	-	-	-	-	4	-	-	-	-	-	-	-	36	-	-	1	-	-	-	-	-	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44
East Midlands	-	-	-	-	12	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	18
Edinburgh	-	-	-	-	-	-	-	-	1	-	-	1	-	296	-	-	-	-	-	-	-	-	-	1	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	301
Exeter	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	2	
Gatwick	-	-	-	-	3	-	5	-	3	-	-	-	2	-	-	52	-	-	-	-	-	1	21	15	-	-	-	-	3	-	-	15	-	-	-	-	-	-	-	-	120
Glamorgan	-	-	-	-	2	-	-	5	-	-	-	1	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	10
Glasgow	-	-	-	-	2	2	-	-	2	12	-	2	-	-	-	-	-	-	-	-	-	-	7	7	-	-	-	57	-	-	-	-	1	-	-	-	-	-	-	-	92
Gloucester/Cheltenham	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6
Heathrow	-	-	-	-	24	-	4	-	1	-	-	51	1	10	-	-	-	-	-	-	-	1	15	57	-	-	-	25	11	-	22	-	-	-	-	-	-	-	-	-	222
Inverness	1	-	-	-	-	-	-	-	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	
Islay	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	
Isle of Man	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	
Kirkwall	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	2	-	-	7		
Leeds/Bradford	-	-	-	-	-	2	-	-	65	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	-	1	-	-	-	-	-	-	-	-	53	-	-	-	-	-	128
Liverpool	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	1	-	2	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8
Luton	-	-	-	-	53	-	-	-	22	-	-	9	-	-	-	14	-	-	-	-	-	-	-	7	-	-	-	-	-	-	18	-	-	-	-	-	-	-	-	-	123
Manchester	-	-	-	-	8	3	1	-	5	-	-	2	1	1	-	6	-	-	-	-	53	6	-	-	-	1	-	3	-	-	-	-	-	-	-	-	-	-	-	-	90
Newcastle	-	-	-	-	-	1	-	-	3	-	-	-	-	2	-	-	-	-	-	-	6	-	6	10	-	-	-	-	-	-	-	-	-	-	28	-	-	-	-	-	56
Norwich	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	2	
Prestwick	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	
Southampton	-	-	-	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	-	-	-	-	-	-	-	19	
Stansted	-	-	-	-	3	-	-	-	1	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6
Stornoway	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	
Sumburgh	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	13	
Swansea	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	
Tees-side	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-	-	-	-	-	-	-	-	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	9
Tiree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Wick	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	5	
Other Internal	2	-	-	-	4	-	24	-	2	-	36	1	1	5	-	8	-	-	-	-	1	-	1	2	-	-	-	-	25	-	-	-	-	1	-	6	4	-	-	-	123
Overseas	2	-	1	-	-	-	-	-	3	-	-	13	1	7	-	94	-	-	3	13	-	2	27	9	-	-	-	16	-	-	10	-	-	-	-	-	-	-	-	-	201
All Aerodromes	18	-	2	-	116	16	46	5	128	18	36	89	45	359	-	186	2	-	5	23	8	69	102	140	-	2	-	106	37	-	76	4	-	1	82	6	7	-	-	1 734	



## Air Transport Landings Diverted to United Kingdom Reporting Airports 1975

**Table 3.13.1 (1975)**

### Classified by Airport of Intended Landing and Actual Landing

	Actual Landing																																															
Intended Landing	Aberdeen	Belfast	Benbecula	Birmingham	Blackpool	Bournemouth	Bristol	Cambridge	Cheltenham/Gloucester	Coventry	East Midlands	Edinburgh	Exeter	Gatwick	Glamorgan	Glasgow	Hawarden	Heathrow	Inverness	Islay	Isle of Man	Isles of Scilly	Kirkwall	Leeds/Bradford	Liverpool	Luton	Lydd	Manchester	Manston	Newcastle	Norwich	Prestwick	Southampton	Southend	Stansted	Stornoway	Sumburgh	Swansea	Tees-side	Tiree	Wick	Other UK	Overseas	All Airports				
Aberdeen	-	-	-	-	-	-	-	-	-	-	-	12	-	-	-	12	-	-	9	-	-	-	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-	-	-	-	-	1	-	-	36			
Belfast	-	-	-	3	5	-	-	-	-	-	8	-	-	-	-	4	-	-	9	-	4	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	29			
Benbecula	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11			
Birmingham	-	-	-	-	-	1	-	-	-	-	20	-	-	2	-	-	-	13	-	-	-	-	-	-	2	17	-	25	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80		
Blackpool	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8		
Bournemouth	-	-	-	-	-	-	-	-	-	-	-	-	-	6	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7		
Bristol	-	-	-	1	-	-	-	-	-	-	1	-	1	-	1	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	6		
Cambridge	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	
Cheltenham/Gloucester	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1		
Coventry	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
East Midlands	-	-	-	24	-	2	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	2	-	8	-	6	-	1	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	47	
Edinburgh	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	122	-	-	-	-	-	-	-	-	-	1	-	1	-	-	59	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	184	
Exeter	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Gatwick	-	-	-	9	1	23	-	-	-	-	9	-	-	-	4	1	-	69	-	-	-	-	-	-	1	42	-	28	-	1	-	8	1	-	14	-	-	-	-	-	-	-	-	-	-	-	211	
Glamorgan	-	-	-	2	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3		
Glasgow	1	-	-	-	1	-	-	-	-	-	-	34	-	1	-	-	-	-	1	1	-	-	-	-	2	-	-	9	-	9	-	99	-	-	-	-	-	-	-	-	-	-	-	-	-	-	158	
Hawarden	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Heathrow	-	-	-	25	-	18	-	-	-	-	5	-	-	74	11	22	-	-	-	-	-	-	-	2	-	65	-	138	-	-	-	75	29	-	23	-	-	-	-	-	-	-	-	-	-	-	487	
Inverness	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	15	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	17	
Islay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Isle of Man	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	
Isles of Scilly	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Kirkwall	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	13		
Leeds/Bradford	-	-	-	-	-	-	-	-	-	-	31	-	-	-	-	1	-	1	-	-	-	-	-	-	3	-	-	14	-	3	-	-	-	-	-	-	-	-	-	-	23	-	-	-	-	-	-	76
Liverpool	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16	
Luton	-	-	-	49	-	-	-	-	-	-	16	-	-	16	-	-	-	11	-	-	-	-	-	-	4	-	-	17	-	-	-	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	123	
Lydd	-	-	-	-	-	-	-	-	-	-	-	-	-	11	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11		
Manchester	-	-	-	35	21	-	-	-	-	-	65	-	-	6	-	1	-	11	-	-	-	-	-	5	41	2	-	-	-	-	-	7	-	-	-	-	-	-	-	1	-	-	-	-	-	195		
Manston	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Newcastle	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	-	2	-	-	-	-	-	-	-	2	-	6	-	-	-	1	-	-	-	-	-	-	-	12	-	-	-	-	-	-	26	
Norwich	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	9	-	-	-	-	-	-	-	-	-	-	-	16	
Prestwick	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	3	
Southampton	-	-	-	-	-	8	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14	
Southend	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1		
Stansted	-	-	-	1	-	-	-	-	-	-	2	-	-	3	-	-	-	4	-	-	-	-	-	-	-	2	-	2	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	16
Stornoway	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	
Sumburgh	4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	22	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	27		
Swansea	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Tees-side	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	11	
Tiree	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	
Wick	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	7	
Other UK	4	-	1	1	-	10	-	-	-	-	1	1	31	3	-	9	-	2	-	-	-	-	-	-	-	1	-	1	-	-	1	-	8	-	1	-	-	-	-	2	17	-	-	-	-	94		
Overseas	-	1	-	-	-	4	-	-	-	-	2	-	-	5	1	12	-	96	-	-	4	-	23	-	3	5	-	11	-	-	27	1	-	6	-	-	-	-	-	-	-	-	-	-	-	-	201	
All Airports	11	1	1	151	38	66	-	-	-	-	170	52	32	129	17	214	-	213	13	-	11	-	50	12	64	148	-	276	-	23	7	281	39	-	66	9	-	-	36	2	22	-	-	-	2 154			

# Number and Rate<sup>(a)</sup> of Diversions by Airport of Intended Landing 1974

Table 3.13.2 (1974)

Airport of intended landing	Total Number of Diversions	Annual rate of Diversions	January		February		March		April		May		June		July		August		September		October		November		December		
			No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	
London Area Airports																											
Gatwick	120	34	15	67	7	37	20	86	17	56	2	7	2	6	4	10	19	46	14	38	5	16	7	32	8	36	
Heathrow	222	17	35	35	32	36	54	55	38	34	9	8	2	2	2	2	17	13	7	6	4	4	20	19	2	2	
Luton	123	117	14	202	1	17	21	257	25	207	1	10	20	170	—	—	8	70	5	51	8	134	18	423	2	40	
Southend	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Stansted	6	45	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	3	196	3	294	—	—	
TOTAL (London Area)	471	26	64	48	40	34	95	71	80	49	12	7	24	14	6	3	44	24	26	15	20	13	48	36	12	9	
Westland Heliport	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports																											
Leeds/Bradford	128	270	15	519	13	485	17	601	13	379	4	82	2	43	5	102	13	262	4	84	5	120	37	956	—	—	
Liverpool	8	11	2	37	3	64	—	—	—	—	1	14	—	—	1	14	—	—	1	14	—	—	—	—	—	—	
Manchester	90	40	2	12	16	106	4	23	4	22	2	11	1	5	1	4	1	4	11	53	15	77	28	159	5	32	
Birmingham	39	38	1	16	1	18	—	—	2	24	—	—	5	50	2	17	2	17	3	29	1	11	19	268	3	46	
Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
East Midlands	18	33	2	69	1	36	5	144	—	—	—	—	—	—	1	17	1	17	1	19	—	—	6	134	1	30	
Newcastle	56	94	—	—	7	185	10	247	17	376	—	—	—	—	—	—	14	227	3	52	3	58	2	49	—	—	
Tees-side	9	34	—	—	1	58	—	—	2	100	1	43	—	—	1	38	2	71	1	40	1	42	—	—	—	—	
Bristol	44	131	13	703	4	237	4	184	—	—	2	64	4	110	4	108	2	56	5	157	1	38	—	—	5	203	
Glamorgan	10	29	—	—	—	—	1	43	—	—	—	—	—	—	—	—	1	25	5	153	—	—	3	112	—	—	
Swansea	1	35	—	—	—	—	—	—	—	—	—	—	—	—	1	556	—	—	—	—	—	—	—	—	—	—	
Ashford	7	36	1	78	—	—	4	212	1	42	—	—	—	—	—	—	—	—	1	46	—	closed 31.10.1974					—
Blackpool	6	23	—	—	1	118	1	91	—	—	—	—	—	—	—	—	—	—	1	29	1	45	2	164	—	—	
Bournemouth	1	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	40	
Cambridge	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Exeter	2	12	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	46	—	—	—	—	—	—	1	152	
Gloucester/Cheltenham	6	79	—	—	—	—	5	725	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	179	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Norwich	2	9	—	—	1	84	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	50	—	—	
Penzance Heliport	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Portsmouth	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Southampton	19	35	1	40	—	—	—	—	6	120	—	—	1	19	1	16	3	43	—	—	4	82	2	57	1	30	
Edinburgh	301	378	26	503	14	298	14	262	69	1129	6	82	8	104	11	134	30	363	18	231	18	249	42	687	45	788	
Glasgow	92	43	4	26	—	—	2	13	21	110	1	5	1	5	5	23	4	18	11	55	2	11	41	278	—	—	
Prestwick	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	16	—	—	—	—	—	—	—	—	
Aberdeen	36	37	5	87	4	67	4	59	5	73	1	12	2	23	1	11	5	53	4	45	1	11	2	24	2	24	
Benbecula	3	36	—	—	2	435	—	—	—	—	—	—	—	—	—	—	—	—	1	137	—	—	—	—	—	—	
Inverness	5	17	—	—	—	—	—	—	2	91	—	—	1	29	—	—	—	—	1	37	—	—	1	48	—	—	
Islay	1	13	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	244	
Kirkwall	7	19	—	—	—	—	—	—	3	112	1	33	1	32	—	—	—	—	—	—	—	—	—	—	2	66	
Stornoway	2	20	1	132	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	125	—	—	
Sumburgh	13	23	—	—	1	31	—	—	4	107	2	35	—	—	3	50	1	17	—	—	1	21	—	—	1	21	
Tiree	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Wick	5	38	—	—	—	—	—	—	1	100	1	85	3	291	—	—	—	—	—	—	—	—	—	—	—	—	
Belfast	13	11	—	—	—	—	1	12	—	—	—	—	—	—	1	8	3	24	—	—	5	51	2	20	1	10	
Isle of Man	14	24	1	38	—	—	—	—	—	—	1	19	6	75	1	12	2	24	2	28	—	—	—	—	1	33	
TOTAL (Incl. London Area)	1,410	41	138	57	109	50	167	67	230	77	35	11	59	17	45	12	130	35	99	29	78	26	238	92	82	33	

(a) The rate of diversions is expressed as the number of diversions per 10 000 intended landings.

Number and Rate<sup>(a)</sup> of Diversions by Airport of Intended Landing 1975

Table 3.13.2 (1975)

Airport of Intended Landing	Total No. of Diversions	Annual rate of Diversions	January		February		March		April		May		June		July		August		September		October		November		December		
			No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	No.	Rate	
London Area Airports																											
Gatwick	211	59	2	9	25	126	7	28	6	22	11	36	1	3	10	25	2	5	6	16	64	198	42	182	35	138	
Heathrow	487	38	1	1	83	91	6	6	2	2	6	5	1	1	3	2	2	2	13	11	67	60	154	166	149	160	
Luton	123	132	—	—	31	814	6	97	4	50	9	105	2	20	1	9	1	9	2	19	39	497	20	368	8	131	
Southend	1	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	18	—	—	—	—	—	—	
Stansted	16	108	1	135	6	779	1	98	—	—	1	57	—	—	—	—	2	143	—	—	3	226	1	98	1	105	
TOTAL (London Area)	838	47	4	3	145	123	20	15	12	8	27	17	4	2	14	8	7	4	22	13	173	109	217	172	193	149	
Westland Heliport	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports																											
Leeds/Bradford	76	162	4	111	41	1 541	7	224	1	24	2	43	—	—	1	22	1	22	2	45	9	230	5	156	3	96	
Liverpool	16	27	—	—	3	55	—	—	—	—	—	—	1	21	—	—	2	38	—	—	7	143	—	—	3	80	
Manchester	195	85	2	12	40	281	47	312	52	293	1	5	—	—	—	—	6	25	3	14	8	38	15	91	21	143	
Birmingham	80	79	1	16	23	390	6	86	1	12	2	22	3	34	2	19	5	46	1	10	13	138	16	234	7	101	
Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
East Midlands	47	84	—	—	22	712	—	—	1	23	1	19	—	—	1	17	1	17	2	37	5	85	10	265	4	124	
Newcastle	26	43	4	95	9	241	1	25	—	—	1	18	3	53	2	33	5	81	—	—	1	18	—	—	—	—	
Tees-side	11	42	—	—	4	215	1	50	—	—	—	—	—	—	—	—	1	43	—	—	5	231	—	—	—	—	
Bristol	6	17	2	80	—	—	1	36	—	—	1	28	—	—	—	—	—	—	—	—	—	—	2	99	—	—	
Glamorgan	3	10	—	—	—	—	—	—	—	—	1	36	2	65	—	—	—	—	—	—	—	—	—	—	—	—	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Ashford	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Blackpool	8	31	—	—	2	169	2	147	2	114	—	—	—	—	1	33	1	32	—	—	—	—	—	—	—	—	
Bournemouth	7	21	—	—	2	80	—	—	2	69	—	—	—	—	—	—	—	—	—	—	2	73	—	—	1	50	
Cambridge	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Exeter	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Gloucester/Cheltenham	1	42	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	526	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Lydd	11	54	—	—	2	121	—	—	8	428	1	60	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Manston	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Norwich	16	50	—	—	4	204	2	89	—	—	2	65	—	—	—	—	—	—	—	—	4	138	2	75	2	78	
Penzance Heliport	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Portsmouth	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Southampton	14	24	1	33	1	37	—	—	2	40	2	34	1	16	—	—	—	—	—	—	3	62	3	80	1	30	
Edinburgh	184	198	43	630	60	1 002	9	102	11	136	7	87	—	—	7	78	19	223	5	60	14	176	1	16	8	116	
Glasgow	158	89	44	294	16	136	2	190	3	20	1	6	—	—	—	—	1	5	1	6	67	395	2	15	21	161	
Prestwick	3	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1	18	—	—	—	—	1	31	1	32	
Aberdeen	36	23	—	—	5	55	1	9	5	42	10	80	—	—	1	7	4	29	1	7	6	37	2	13	1	6	
Benbecula	11	114	1	143	—	—	—	—	3	435	—	—	2	278	—	—	3	390	1	133	—	—	1	93	—	—	
Inverness	17	57	1	40	7	355	—	—	2	79	1	36	—	—	—	—	5	208	—	—	—	—	1	41	—	—	
Islay	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Kirkwall	13	35	—	—	—	—	1	33	3	97	—	—	1	33	2	56	6	185	—	—	—	—	—	—	—	—	
Stornoway	4	36	—	—	—	—	—	—	1	118	—	—	—	—	1	112	2	233	—	—	—	—	—	—	—	—	
Sumburgh	27	43	—	—	3	68	1	22	3	69	—	—	2	38	—	—	11	192	5	81	2	35	—	—	—	—	
Tiree	1	29	—	—	—	—	—	—	1	303	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Wick	7	54	1	93	1	103	—	—	1	98	—	—	1	99	—	—	2	190	—	—	—	—	—	—	1	89	
Belfast	29	26	1	11	8	108	2	24	4	46	4	41	1	10	—	—	—	—	—	—	1	11	2	25	6	72	
Isle of Man	14	26	—	—	2	74	1	33	1	27	—	—	1	15	5	71	1	14	3	49	—	—	—	—	—	—	
TOTAL (Incl. London Area)	1 859	53	109	43	400	181	104	42	119	42	64	21	22	7	37	10	84	24	46	14	321	104	280	113	273	110	

(a) The rate of diversions is expressed as the number of diversions per 10 000 intended landings.

Air Passengers by Type and Nationality of Operator—1974

Table 3.14 (1974)

	Total			Scheduled Services				Charter Flights							
				United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators	
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	British Airways		Others		British Airways		Others		British Airways		Others	
				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
<b>London Area Airports</b>															
+Gatwick	5 172 795	5 119 392	53 403	30 611	1 808	1 401 982	1 204	36 048	663	606 749	960	2 360 623	9 406	683 379	39 362
+Heathrow	20 416 231	20 077 270	338 961	9 756 962	960	156 301	7	9 422 233	312 518	506 130	456	12 455	58	223 189	24 962
+Luton	2 030 174	2 022 786	7 388	1 517	—	31 535	1 424	271	—	371	—	1 930 870	5 672	58 222	292
+Southend	250 887	250 887	—	—	—	228 845	—	—	—	—	—	9 461	—	12 581	—
+Stanstead	204 071	199 058	5 013	1 015	783	1 146	136	2 089	136	—	239	12 765	797	182 043	2 922
TOTAL (London Area)	28 074 158	27 669 393	404 765	9 790 105	3 551	1 819 809	2 771	9 406 641	313 317	1 113 250	1 655	4 326 174	15 933	1 159 414	67 538
Westland Heliport (Battersea)	8 197	8 197	—	—	—	—	—	—	—	239	—	7 958	—	—	—
<b>Other UK Airports</b>															
+Leeds/Bradford	295 882	283 049	12 833	214 529	150	42 887	12 456	15 068	54	2 044	64	6 982	75	1 539	34
+Liverpool	517 244	499 494	17 750	360 071	11 541	11 327	5 476	33 179	349	51 371	—	42 189	212	1 357	172
+Manchester	2 421 186	23 21 630	99 556	1 014 198	12 768	72 850	16 501	278 266	40 733	85 175	604	748 313	15 984	122 828	12 966
+Birmingham	1 054 178	1 017 028	37 150	399 395	12 620	71 509	18 709	83 529	4 100	26 612	—	399 369	1 673	36 614	48
+Coventry	2 524	2 205	319	—	—	1 299	319	—	—	—	—	506	—	400	—
+East Midlands	444 587	442 425	2 162	3 822	285	249 367	1 407	—	—	2 637	—	183 907	470	2 692	—
+Newcastle	615 597	581 442	34 155	293 253	—	128 942	33 876	—	—	32 025	—	121 178	146	6 044	133
+Tees-side	203 089	187 253	15 836	2 883	45	148 858	12 133	—	—	5 279	473	24 949	375	5 284	2 810
+Bristol	240 298	183 576	56 722	62 261	34 897	8 115	2 146	19 520	2 373	26 140	17 039	61 950	267	5 590	—
+Glamorgan	261 584	229 567	32 017	78 365	8 372	17 600	12 473	5 810	4 536	34 442	5 852	85 788	414	7 562	370
Swansea	5 501	5 501	—	—	—	2 174	—	—	—	—	—	2 880	—	447	—
+Ashford	70 856	70 856	—	—	—	69 884	—	—	—	—	—	972	—	—	—
+Blackpool	133 851	133 488	363	—	—	130 737	335	—	—	—	—	2 275	28	476	—
+Bournemouth	130 871	129 137	1 734	497	845	92 412	633	141	—	—	—	25 948	246	10 139	10
+Cambridge	5 534	5 534	—	—	—	2 286	—	—	—	—	—	943	—	2 305	—
+Exeter	83 401	75 125	8 276	—	—	65 716	8 276	—	—	—	—	7 299	—	2 110	—
Gloucester/Cheltenham	11 479	11 479	—	—	—	5 670	—	—	—	—	—	5 809	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	77 006	77 006	—	73 048	—	3 958	—	—	—	—	—	—	—	—	—
+Lydd	12 115	12 115	—	—	—	11 855	—	—	—	—	—	250	—	10	—
+Manston	4 624	4 624	—	—	—	—	—	—	—	—	—	4 002	—	622	—
+Norwich	93 999	93 906	93	—	—	78 251	93	—	—	6	—	12 828	—	2 821	—
Penzance Heliport	72 837	72 837	—	72 837	—	—	—	—	—	—	—	—	—	—	—
+Southampton	310 554	308 844	1 710	67 339	1 240	237 686	390	65	—	480	2	2 589	37	685	41
+Edinburgh	810 178	790 651	19 527	568 815	10 822	177 312	7 394	27 563	1 145	445	15	6 695	131	9 821	20
+Glasgow	1 971 191	1 935 446	35 745	1 127 963	5 291	340 012	1	142 045	28 038	834	191	245 090	256	79 502	1 968
+Prestwick	564 321	343 260	221 061	189 728	91 580	7 028	144	45 442	69 754	4 057	2 237	48 847	27 757	48 158	29 589
+Aberdeen	460 010	446 398	13 612	269 291	13 527	44 223	10	—	—	10 341	—	114 140	57	8 403	18
Benbecula	41 992	24 731	17 261	24 731	17 261	—	—	—	—	—	—	—	—	—	—
Inverness	146 911	130 211	16 700	127 079	16 700	725	—	—	—	24	—	2 375	—	8	—
Islay	16 296	16 093	203	14 797	203	—	—	—	—	7	—	1 289	—	—	—
+Kirkwall	100 382	84 344	16 038	62 007	11 420	—	—	1 714	2 132	514	250	20 018	2 231	91	5
Stornoway	47 649	43 803	3 846	43 119	3 846	192	—	—	—	11	—	475	—	6	—
+Sumburgh	160 217	149 249	10 968	63 117	52	3 624	—	—	—	21 685	9	58 260	10 907	2 563	—
Tiree	4 898	4 053	845	3 800	814	—	—	—	—	19	1	234	30	—	—
Wick	68 487	32 816	35 671	31 816	35 586	5	—	—	—	154	16	832	69	9	—
+Belfast	1 226 169	1 225 209	960	987 138	118	169 315	33	12 033	235	359	—	4 625	116	51 739	458
+Isle of Man	449 937	430 436	19 501	248 878	14 588	180 639	4 852	—	61	58	—	608	—	253	—
TOTAL (Incl. London Area)	41 219 790	40 082 411	1 137 379	16 194 882	308 122	4 196 267	140 428	10 125 016	466 827	1 418 208	28 408	6 578 546	77 414	1 569 492	116 180
<b>Channel Islands Airports</b>															
Alderney	62 596	62 596	—	—	—	61 192	—	—	—	—	—	1 404	—	—	—
Guernsey	494 578	470 390	24 188	136 740	—	313 663	24 188	160	—	—	—	18 335	—	1 492	—
Jersey	1 443 778	1 428 528	15 250	567 199	2 183	767 506	12 413	40 892	110 +	1 409	—	25 779	354	25 743	190
TOTAL (Channel Is. Airports)	2 000 952	1 961 514	39 438	703 939	2 183	1 142 361	36 601	41 052	110 +	1 409	—	45 518	354	27 235	190

Air Passengers by Type and Nationality of Operator—1975

Table 3.14 (1975)

	Total			Scheduled Services				Charter Flights							
				United Kingdom operators				Overseas operators				Overseas operators			
				British Airways				Overseas operators				Overseas operators			
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
<b>London Area Airports</b>															
+ Gatwick	5 413 526	5 342 254	71 272	25 675	527	1 259 150	791	56 580	809	678 105	221	2 589 126	11 296	733 618	57 628
+ Heathrow	21 640 985	21 294 841	346 144	10 361 366	1 084	153 070	—	10 022 531	319 879	511 800	1 823	6 151	183	239 923	23 175
+ Luton	1 878 803	1 868 737	10 066	3 554	3 603	18 107	907	4 695	—	—	—	1 756 882	5 384	85 499	172
+ Southend	202 713	202 713	—	—	—	193 831	—	—	—	—	—	5 229	—	3 653	—
+ Stanstead	244 139	237 578	6 561	2 689	3 350	787	159	1 344	313	1	200	5 937	763	226 820	1 776
TOTAL (London Area)	29 380 166	28 946 123	434 043	10 393 284	8 564	1 624 945	1 857	10 085 150	321 001	1 189 906	2 244	4 363 325	17 626	1 289 513	82 751
Westland Heliport (Battersea)	5 328	5 328	—	—	—	—	—	—	—	98	—	5 230	—	—	—
<b>Other UK Airports</b>															
+ Leeds/Bradford	302 514	277 690	24 824	206 481	1 068	47 579	23 582	15 872	51	1 993	—	4 383	107	1 382	16
+ Liverpool	446 429	437 032	9 397	310 331	7 314	1 836	224	39 688	318	32 020	—	50 985	1 367	2 172	174
+ Manchester	2 679 694	2 579 288	100 406	1 033 951	18 078	63 792	14 644	309 396	34 681	103 315	164	914 643	24 908	154 191	7 931
+ Birmingham	1 129 218	1 082 372	46 846	405 113	12 820	55 509	28 931	82 660	4 250	11 492	—	480 393	835	47 205	10
+ Coventry	2 338	2 302	36	49	—	1 582	36	—	—	25	—	545	—	101	—
+ East Midlands	546 004	544 583	1 421	7 629	85	234 015	428	1 672	64	584	—	280 610	688	20 073	156
+ Newcastle	640 683	605 213	35 470	274 300	52	153 015	34 568	608	159	16 857	—	147 975	166	12 458	525
+ Tees-side	187 176	170 208	16 968	2 042	—	142 802	15 305	—	—	2 717	—	20 673	1 663	1 974	—
+ Bristol	252 627	194 768	57 859	56 031	34 541	9 206	4 900	22 365	2 452	22 875	15 930	73 165	35	11 126	1
+ Glamorgan	234 200	208 524	25 676	74 342	1 245	16 915	12 294	6 025	4 900	40 552	3 197	60 471	1 721	10 219	2 319
Swansea	3 997	3 820	177	—	—	2 492	174	—	—	—	—	1 301	3	27	—
+ Blackpool	123 699	123 411	288	—	—	118 747	215	—	—	—	—	3 492	69	1 172	4
+ Bournemouth	121 510	117 117	4 393	1 310	912	80 362	3 100	404	—	80	—	34 178	378	783	3
+ Cambridge	5 581	5 581	—	—	—	2 270	—	—	—	—	—	1 346	—	1 965	—
+ Exeter	77 909	69 334	8 575	—	—	62 456	8 501	—	—	—	—	1 485	56	5 393	18
Gloucester/Cheltenham	4 548	4 548	—	—	—	3 903	—	—	—	—	—	645	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	88 882	88 882	—	83 475	—	5 407	—	—	—	—	—	—	—	—	—
+ Lydd	90 231	90 166	65	—	—	90 085	65	—	—	—	—	55	—	26	—
+ Manston	5 373	5 373	—	—	—	—	—	—	—	—	—	4 737	—	636	—
+ Norwich	119 768	119 742	26	—	—	100 404	26	—	—	—	—	13 244	—	6 094	—
Penzance Heliport	83 475	83 475	—	83 475	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	320 011	318 689	1 322	97 623	588	218 771	653	14	—	203	—	1 433	25	645	56
+ Edinburgh	901 161	874 018	27 143	602 015	5 532	211 871	20 732	35 753	147	5 162	507	8 555	95	10 662	130
+ Glasgow	1 791 087	1 763 295	27 792	1 035 234	1 957	238 660	20	138 463	24 162	5 206	4	218 715	287	127 017	1 362
+ Prestwick	600 762	395 040	205 722	197 242	85 041	8 400	840	48 696	68 549	1 251	740	72 164	22 241	67 287	28 311
+ Aberdeen	660 022	644 813	15 209	345 836	12 310	85 572	81	185	125	33 702	—	159 496	394	20 022	2 299
Benbecula	37 064	22 757	14 307	21 484	14 181	1 273	126	—	—	—	—	—	—	—	—
Inverness	139 630	124 748	14 882	114 891	14 843	6 967	2	—	—	52	37	2 637	—	201	—
Islay	11 755	11 314	441	9 913	441	—	—	—	—	—	—	1 397	—	4	—
+ Kirkwall	106 629	91 938	14 691	63 126	11 471	—	—	1 924	2 524	5 728	—	21 115	673	45	23
Stornoway	50 803	47 390	3 413	45 521	3 398	1 293	—	—	—	—	—	565	15	11	—
+ Sumburgh	186 551	176 840	9 711	73 610	—	2 380	—	—	—	31,329	4	67 132	9 707	2 389	—
Tiree	3 597	2 942	655	315	318	2 448	309	—	—	—	—	179	28	—	—
Wick	65 978	28 604	37 374	27 764	37 332	—	—	—	—	—	—	749	42	91	—
+ Belfast	1 185 552	1 184 417	1 135	965 712	32	137 380	42	13 209	134	403	—	12 247	79	55 466	848
+ Isle of Man	413 741	394 103	19 638	224 851	14 929	165 006	4 490	—	219	585	—	2 991	—	670	—
TOTAL (Incl. London Area)	43 005 693	41 845 788	1 159 905	16 756 950	287 052	3 897 343	176 145	10 02 084	463 736	1 506 135	22 827	7 032 256	83 208	1 851 020	126 937
<b>Channel Islands Airports</b>															
Alderney	70 004	69 990	14	—	—	68 387	—	—	—	—	—	1 603	14	—	—
Guernsey	549 755	525 254	24 501	148 911	1 144	360 986	22 952	—	—	—	—	13 075	54	2 282	351
Jersey	1 437 692	1 417 543	20 149	600 734	1 514	748 107	17 503	24 300	30	1 855	86	14 174	702	28 373	314
TOTAL (Channel Is. Airports)	2 057 451	2 012 787	44 664	749 645	2 658	1 177 480	40 455	24 300	30	1 855	86	28 852	770	30 655	665

# International and Domestic Passenger Traffic 1973-1975

Table 3.15

## Terminal Passengers

	TOTAL					INTERNATIONAL					DOMESTIC				
	1975	1974	1973	Percentage change 1975 on 1974	Percentage change 1974 on 1973	1975	1974	1973	Percentage change 1975 on 1974	Percentage change 1974 on 1973	1975	1974	1973	Percentage change 1975 on 1974	Percentage change 1974 on 1973
<b>London Area Airports</b>															
+ Gatwick	5 342 254	5 119 392	5 728 457	4	-11	4 707 457	4 443 143	5 032 373	6	-12	634 797	676 249	696 084	-6	-3
+ Heathrow	21 294 841	20 077 270	20 288 425	6	-1	18 089 918	16 958 861	17 073 159	7	-1	3 204 923	3 118 409	3 215 266	3	-3
+ Luton	1 868 737	2 022 786	3 216 522	-8	-35	1 844 928	1 980 271	3 161 970	-7	-37	23 809	42 515	54 552	-44	-22
+ Southend	202 713	250 887	384 842	-19	-35	200 278 (a)	244 258 (a)	379 738 (a)	-18	-36	2 435	6 629	5 104	-63	30
+ Stansted	237 578	199 058	172 931	19	15	235 900	196 851	170 331	20	16	1 678	2 207	2 600	-24	-15
TOTAL (London Area)	28 946 123	27 669 393	29 791 177	5	-7	25 078 481	23 823 384	25 817 571	5	-8	3 867 642	3 846 009	3 973 606	1	-3
Westland Heliport (Battersea)	5 328	8 197	8 662	-35	-5	14	9	—	56	—	5 314	8 188	8 662	-35	-5
<b>Other UK Airports</b>															
+ Leeds/Bradford	277 690	283 049	280 092	-2	1	42 237	41 764	47 740	1	-13	235 453	241 285	232 352	-2	4
+ Liverpool	437 032	499 494	555 885	-15	-10	153 482	157 715	176 834	-3	-11	283 550	341 779	379 051	-17	-10
+ Manchester	2 579 288	2 321 630	2 574 214	11	-10	1 798 240	1 548 817	1 817 677	16	-15	781 048	772 813	756 537	1	2
+ Birmingham	1 082 372	1 017 028	1 131 845	6	-10	779 817	706 721	793 967	10	-11	302 555	310 307	337 878	-2	-8
+ Coventry	2 302	2 205	8 754	4	-75	319	512	3 345	-38	-85	1 983	1 693	5 409	17	-69
+ East Midlands	544 583	442 425	515 960	23	-14	358 288	236 614	306 600	51	-23	186 295	205 811	209 360	-9	-2
+ Newcastle	605 213	581 442	619 595	4	-6	250 860	224 767	256 202	12	-12	354 353	356 675	363 393	-1	-2
+ Tees-side	170 208	187 253	188 895	-10	-1	30 886	41 697	65 868	-26	-37	139 322	145 556	123 027	-4	18
+ Bristol	194 768	183 576	288 864	6	-36	150 640	131 965	230 363	14	-43	44 128	51 611	58 501	-14	-12
+ Glamorgan	208 524	229 567	283 550	-9	-20	135 051	151 770	201 285	-11	-25	73 473	77 797	82 265	-6	-5
+ Swansea	3 820	5 501	2 352	-31	—	278	2 488	137	-89	—	3 542	3 013	2 215	18	36
+ Ashford*	—	70 856	123 803	—	-43	—	67 075	119 685	—	-44	—	3 781	4 118	—	-8
+ Blackpool	123 411	133 488	142 571	-8	-6	6 384	7 098	8 783	-10	-19	117 027	126 390	133 788	-7	-6
+ Bournemouth	117 117	129 137	118 764	-9	9	35 664	36 418	40 665	-2	-10	81 453	92 719	78 099	-12	19
+ Cambridge	5 581	5 534	7 091	1	-22	2 748	2 701	3 881	2	-30	2 833	2 833	3 210	—	-12
+ Exeter	69 334	75 125	78 881	-8	-5	12 261	16 119	13 980	-24	15	57 073	59 006	64 901	-3	-9
+ Gloucester/Cheltenham	4 548	11 479	10 496	-60	9	—	—	—	—	—	4 548	11 479	10 496	-60	9
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Isles of Scilly	88 882	77 006	73 428	15	5	—	—	—	—	—	88 882	77 006	73 428	15	5
+ Lydd	90 166	12 115	1 576	—	—	90 021	11 865	1 177	—	—	145	250	399	-42	-37
+ Manston	5 373	4 624	6 381	16	-28	5 873	4 624	6 381	16	-28	—	—	—	—	—
+ Norwich	119 742	93 906	64 737	28	45	65 748	52 871	37 868	24	40	53 994	41 035	26 869	32	53
+ Penzance Heliport	83 475	72 837	69 022	15	6	—	—	—	—	—	83 475	72 837	69 022	15	6
+ Portsmouth	—	—	19 001	—	—	—	—	—	—	—	—	—	19 001	—	—
+ Southampton	318 689	308 844	308 479	3	—	5 611	7 352	12 768	-24	-42	313 078	301 492	295 711	4	2
+ Edinburgh	874 018	790 651	877 182	11	-10	76 661	56 593	69 187	35	-18	797 357	734 058	807 995	9	-9
+ Glasgow	1 763 295	1 935 446	2 142 437	-9	-10	505 838	502 045	586 710	1	-14	1 257 457	1 433 401	1 555 727	-12	-8
+ Prestwick	395 040	343 260	386 478	15	-11	338 136	300 048	341 664	13	-12	56 904	43 212	44 814	32	-4
+ Aberdeen	644 813	446 398	259 984	45	72	204 406	113 328	8 436	80	—	440 407	333 070	251 548	32	32
+ Benbecula	22 757	24 731	22 756	-8	9	—	—	—	—	—	22 757	24 731	22 756	-8	9
+ Inverness	124 748	130 211	133 695	-4	-3	180	293	175	-39	67	124 568	129 918	133 520	-4	-3
+ Islay	11 314	16 093	17 950	-30	-11	—	—	—	—	—	11 314	16 093	17 950	-30	-10
+ Kirkwall	91 938	84 344	75 013	9	12	2 235	2 127	2 149	5	-1	89 703	82 217	72 864	9	13
+ Stornoway	47 390	43 803	46 319	8	-5	18	6	2	—	—	47 372	43 797	46 317	8	-5
+ Sumburgh	176 840	149 249	73 360	19	—	53 524	44 887	1 673	19	—	123 316	104 362	71 687	18	46
+ Tiree	2 942	4 053	4 335	-28	-6	—	—	—	—	—	2 942	4 053	4 335	-27	-7
+ Wick	28 604	32 816	33 140	-13	-1	23	13	—	77	—	28 581	32 803	33 140	-13	-1
+ Belfast	1 184 417	1 225 209	1 312 953	-3	-7	79 571	68 526	74 251	16	-8	1 104 846	1 156 683	1 238 702	-4	-7
+ Isle of Man	394 103	430 436	464 862	-9	-7	13 277	11 371	13 120	17	-13	380 826	419 065	451 742	-9	-7
TOTAL (Incl. London Area)	41 845 788	40 082 411	43 124 539	4	-7	30 276 272	28 373 583	31 060 144	7	-9	11 569 516	11 708 828	12 064 395	-1	-3

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

\*Ashford closed 31 October 1974.

(a) Includes Channel Islands traffic.

# International Air Passenger Traffic to and from Airports 1973-75

Table 3.16

	1975			1974			1973			Total Passengers Percentage change	
	Total	Sched.	Charter	Total	Sched.	Charter	Total	Sched.	Charter	1975 on 1974	1974 on 1973
<b>EUROPE</b>											
<b>Austria</b>	170 627	110 530	60 097	156 420	106 798	49 622	160 061	115 086	44 975	9	—2
London—Vienna	154 225	109 731	44 494	125 276	95 138	30 138	122 207	99 108	23 099	23	3
Other Routes	16 402	799	15 603	31 144	11 660	19 484	37 854	15 978	21 876	—47	—18
<b>Belgium</b>	787 987	767 609	20 378	858 848	830 812	28 036	926 647	871 412	55 235	—8	—7
London—Brussels	539 204	536 681	2 523	560 120	557 574	2 546	541 418	532 473	8 945	— 4	3
Other S.E. England—Belgium	186 279	180 737	5 542	233 578	220 021	13 557	306 739	287 047	19 692	—20	—24
Other Routes	62 504	50 191	12 313	65 150	53 217	11 933	78 490	51 892	26 598	— 4	—17
<b>Denmark</b>	486 167	380 988	105 179	479 318	367 826	111 492	474 350	372 015	102 335	1	1
London—Copenhagen	398 952	318 600	80 352	383 296	297 694	85 602	376 836	302 003	74 833	4	2
Other Routes	87 215	62 388	24 827	96 022	70 132	25 890	97 514	70 012	27 502	— 9	— 2
<b>Finland</b>	100 686	76 716	23 970	87 853	68 151	19 702	84 233	58 629	25 604	15	4
<b>France</b>	2 739 957	2 503 594	236 363	2 678 145	2 422 065	256 080	2 910 259	2 510 702	399 557	2	— 8
London—Nice	163 788	145 821	17 967	142 362	132 677	9 685	148 467	135 864	12 603	15	— 4
—Paris	1 857 086	1 791 611	65 475	1 814 421	1 730 193	84 228	1 927 925	1 809 242	118 683	2	— 6
—N. France (a)	123 486	106 112	17 374	118 018	115 639	2 379	112 951	102 854	10 097	5	4
—Other France	248 505	198 146	50 359	230 831	181 391	49 440	208 858	147 470	61 388	8	11
Manchester—Paris	67 739	66 044	1 695	70 744	68 820	1 924	76 117	71 984	4 133	— 4	— 7
Other U.K.—Paris	101 684	82 068	19 616	111 798	91 911	19 887	142 377	99 391	42 986	— 9	—21
Luton—Other France	18 576	296	18 280	27 254	136	27 118	67 509	110	67 399	—32	—60
Other S.E. England—France	110 610	108 623	1 987	96 683	94 791	1 892	139 680	135 540	4 140	14	—31
Other Routes	48 483	4 873	43 610	66 034	6 507	59 527	86 375	8 247	78 128	—27	—24
<b>Germany (Fed. Republic)</b>	2 098 298	1 501 769	596 529	2 087 226	1 512 057	575 169	2 383 209	1 617 762	765 447	1	—12
London—Dusseldorf	289 749	253 001	36 748	292 216	255 984	36 232	285 617	273 250	12 367	— 1	2
—Frankfurt	528 234	454 994	73 240	506 183	450 349	55 834	530 225	494 018	36 207	4	— 5
—Hamburg	227 124	205 286	21 838	212 545	210 132	2 413	237 187	231 934	5 253	7	—10
—Munich	343 161	152 787	190 374	329 770	158 959	170 811	345 249	168 730	176 519	4	— 4
—Other Germany	363 163	333 767	29 396	371 866	332 115	39 751	406 076	336 945	69 131	— 2	— 8
Luton—Germany	167 500	417	167 083	192 270	789	19 481	309 507	467	309 040	—13	—38
Manchester—Germany	94 179	66 418	27 761	100 096	71 408	28 688	118 349	70 959	47 390	— 6	—15
Other Routes	85 188	35 099	50 089	82 280	32 321	49 959	150 999	41 459	109 540	4	—46
<b>Gibraltar</b>	92 562	87 758	4 804	91 818	89 130	2 688	82 767	79 736	3 031	1	11
<b>Greece</b>	690 679	325 118	365 561	542 994	238 735	304 259	746 489	302 996	443 493	27	—27
<b>Iceland</b>	44 122	42 361	1 761	48 493	46 807	1 686	37 820	36 928	892	— 9	28
London—Reykjavik	26 975	25 952	1 023	32 321	30 805	1 516	23 466	23 224	242	—17	38
Glasgow—Reykjavik	16 488	16 160	328	16 069	15 899	170	14 124	13 704	420	3	14
Other Routes	659	249	410	103	103	—	230	—	230	540	—55

Table 3.16 (cont'd)

	1975			1974			1973			Total passengers Percentage change	
	Total	Sched.	Charter	Total	Sched.	Charter	Total	Sched.	Charter	1975 on 1974	1974 on 1973
<b>Irish Republic</b>	1 671 606	1 644 980	26 626	1 641 390	1 618 749	22 641	1 709 403	1 669 721	39 682	2	— 4
London—Cork	136 049	134 366	1 683	135 889	133 604	2 285	127 146	125 571	1 575	—	7
—Dublin	807 266	798 980	8 286	807 367	796 835	10 532	832 578	829 278	3 300	—	— 3
—Shannon	109 405	107 529	1 876	102 468	101 322	1 146	108 732	104 543	4 189	7	— 6
Manchester—Dublin	140 429	139 602	827	139 725	139 520	205	144 905	143 541	1 364	1	— 4
Birmingham—Dublin	119 261	118 112	1 149	114 929	114 636	293	119 560	119 382	178	4	— 4
Glasgow—Dublin	75 844	75 526	318	81 837	81 448	389	85 981	85 778	203	— 7	— 5
Liverpool—Dublin	73 035	72 511	524	67 229	66 801	428	71 645	70 780	865	9	— 6
Leeds/Bradford—Dublin	31 722	31 254	468	30 312	30 208	104	32 091	31 849	242	5	— 6
Edinburgh—Dublin	38 635	35 361	3 274	27 005	26 974	31	31 433	27 817	3 616	43	—14
Bristol—Dublin	28 329	28 035	294	25 391	25 366	25	27 965	27 776	189	12	— 9
Other Routes	111 631	103 704	7 927	109 238	102 035	7 203	127 367	103 406	23 961	2	14
<b>Italy</b>	1 859 764	850 499	1 009 265	1 771 114	823 256	947 858	2 032 183	841 814	1 190 369	5	—13
London—Genoa (g)	15 675	—	15 675	14 760	—	14 760	13 601	—	13 601	6	9
—Milan	415 205	282 811	132 394	420 934	281 267	139 667	417 898	288 965	128 933	— 1	1
—Rimini (g)	34 672	—	34 672	38 528	—	38 528	45 374	—	45 374	—10	—15
—Rome	428 656	332 238	96 418	424 354	316 930	107 424	437 543	327 699	109 844	1	— 3
—Venice	99 059	49 576	49 483	83 477	45 966	37 511	110 415	51 816	58 599	19	—24
—Other Italy	306 652	159 232	147 420	308 660	158 132	150 528	337 646	159 633	178 013	— 1	— 9
Luton—Rimini	48 680	—	48 680	49 689	—	49 689	90 203	—	90 203	— 2	—45
—Other Italy	320 905	653	320 252	262 298	123	262 175	381 614	104	381 510	22	—31
Other S.E. England—Italy	84	—	84	—	—	—	—	—	—	—	—
N. England—Italy (h)	77 929	—	77 929	79 667	—	79 667	86 717	—	86 717	— 2	— 8
Other Routes	112 247	25 989	86 258	88 747	20 838	67 909	111 172	13 597	97 575	26	—20
<b>Luxembourg</b>	54 734	51 183	3 551	56 222	55 171	1 051	55 338	49 104	6 234	— 3	2
London—Luxembourg	52 212	50 971	1 241	55 591	55 171	420	51 356	49 053	2 303	— 6	8
Other Routes	2 522	212	2 310	631	—	631	3 982	51	3 931	300	—84
<b>Netherlands</b>	1 633 632	1 584 607	49 025	1 618 983	1 535 226	83 757	1 731 358	1 565 408	165 950	1	— 6
London—Amsterdam	1 006 261	987 279	18 982	1 027 879	996 914	30 965	1 085 684	1 030 334	55 350	— 2	— 5
—Rotterdam	208 950	205 296	3 654	211 252	203 727	7 525	240 952	222 654	18 298	— 1	—12
Other S.E. England—Netherlands	76 601	66 617	9 984	67 023	48 603	18 420	90 049	61 590	28 459	14	—26
Manchester—Amsterdam	102 884	101 871	1 013	99 007	98 523	484	98 529	96 668	1 861	4	—
Other Routes	238 936	223 544	15 392	213 822	187 459	26 363	216 144	154 162	61 982	12	— 1
<b>Norway</b>	351 139	268 116	83 023	275 283	210 128	65 155	278 707	201 040	77 667	28	— 1
London—Oslo	203 503	153 353	50 150	168 767	134 513	34 254	153 802	126 936	26 866	21	10
Other Routes	147 636	114 763	32 873	106 516	75 615	30 901	124 905	74 104	50 801	39	—15
<b>Portugal</b>	309 464	174 367	135 097	428 539	212 003	216 536	577 981	252 755	325 226	—28	—26
London—Lisbon	142 569	109 489	33 080	192 570	138 581	53 989	252 382	172 631	79 751	—26	—24
Other Routes	166 895	64 878	102 017	235 969	73 422	162 547	325 599	80 124	245 475	—29	—28
<b>Soviet Union and Eastern Europe (b)</b>	412 507	230 098	182 409	350 336	206 945	143 391	335 561	195 703	139 858	18	4
London—Moscow	81 768	68 571	13 197	63 314	51 617	11 697	49 846	44 776	5 070	29	27
—Prague	30 870	30 760	110	29 432	28 853	579	30 362	30 266	96	5	— 3
Other Routes	299 869	130 767	169 102	257 590	126 475	131 115	255 353	120 661	134 692	16	1



Table 3.16 (cont'd.)

										Total Passengers Percentage change	
										1975 on 1974	1974 on 1973
		1975			1974				1973		
	Total	Sched.	Charter	Total	Sched.	Charter	Total	Shed.	Charter		
<b>Spain</b>	5 297 677	1 114 563	4 183 114	4 841 979	1 020 601	3 821 378	5 972 389	892 263	5 080 126	9	-19
London—Barcelona	242 792	165 873	76 919	210 793	165 089	45 704	189 968	137 735	52 233	15	11
—Ibiza	132 508	19 363	113 145	116 430	20 283	96 147	147 058	17 843	129 215	14	-21
—Madrid	369 647	311 800	57 847	346 444	292 970	53 474	324 974	282 995	41 979	7	7
—Malaga	311 114	179 642	131 472	270 460	160 079	110 381	236 175	123 437	112 738	15	15
—Palma	711 658	193 744	517 914	655 784	168 431	487 353	796 503	140 224	656 279	9	-18
—Other Spain	708 785	226 579	482 206	622 643	192 876	429 767	661 379	167 213	494 166	14	- 6
Luton —Alicante	132 011	122	131 889	151 172	—	151 172	254 900	123	254 777	-13	-41
—Barcelona	41 711	37	41 674	67 693	—	67 693	98 370	—	98 370	-38	-31
—Gerona	87 397	224	87 173	102 066	—	102 066	165 541	—	165 541	-14	-38
—Ibiza	96 473	—	96 473	109 705	—	109 705	196 647	—	196 647	-12	-44
—Palma	234 920	212	234 708	259 652	—	259 652	425 740	—	425 740	-10	-39
—Other Spain	125 552	170	125 382	136 486	—	136 486	241 775	189	241 586	- 8	-44
Other S.E. England—Spain	2 825	—	2 825	2 308	—	2 308	3 860	—	3 860	22	-40
Manchester—Barcelona	54 736	—	54 736	37 459	—	37 459	32 571	1 293	31 278	46	15
—Palma	272 165	162	272 003	237 595	—	237 595	322 328	2 309	320 019	15	-26
Other N. England—Spain	611 354	8 038	603 316	532 313	9 259	523 054	648 395	11 315	637 080	15	-18
Scotland—Spain	271 358	3 250	248 108	242 934	7 703	235 231	308 950	1 037	307 913	12	-21
Other Routes	890 671	5 347	885 324	740 042	3 911	736 131	917 255	6 550	910 705	20	-19
<b>Sweden</b>	335 680	195 990	139 690	281 050	178 453	102 597	279 612	190 419	89 193	19	1
London—Stockholm	214 477	132 149	82 328	179 207	124 499	54 708	163 207	122 625	40 582	20	10
Other Routes	121 203	63 841	57 362	101 843	53 954	47 889	116 405	67 794	48 611	19	-13
<b>Switzerland</b>	1 092 553	818 607	273 946	1 032 438	795 502	236 936	1 176 311	832 869	343 442	6	-12
London—Basle	72 650	66 461	6 189	79 683	69 879	9 804	105 128	70 731	34 397	- 9	-24
—Geneva	412 737	322 883	89 854	385 033	314 576	70 457	393 528	332 627	60 901	7	- 2
—Zurich	477 131	374 486	102 645	457 168	370 825	86 343	490 042	387 690	102 352	4	- 7
Luton—Switzerland	64 352	105	64 247	59 041	220	58 821	106 997	253	106 744	9	-46
Other Routes	65 683	54 672	11 011	51 513	40 002	11 511	80 616	41 568	39 048	28	-35
<b>Yugoslavia</b>	410 346	153 504	256 842	323 616	116 822	206 794	393 901	89 625	304 276	27	-18
London—Dubrovnic	73 634	15 738	57 896	55 527	14 637	40 890	63 673	6 387	57 286	33	-13
—Ljubljana	21 729	19 631	2 098	28 120	24 450	3 670	16 861	12 488	4 373	-23	67
Luton—Yugoslavia	44 629	—	44 629	41 859	—	41 859	88 312	—	88 312	7	-53
Other Routes	270 354	118 135	152 219	198 110	77 735	120 375	225 055	70 750	154 305	36	-12
<b>Other Europe</b>	778 546	472 003	306 543	731 625	489 525	242 100	711 341	518 159	193 182	6	8
WESTERN HEMISPHERE											
<b>Canada</b>	1 406 896	833 469	573 427	1 302 953	841 627	461 326	1 288 888	764 614	524 274	8	1
London—Montreal	200 754	178 060	22 694	193 980	185 903	8 077	173 317	160 028	13 289	3	12
—Toronto	518 890	290 626	228 264	509 827	289 626	220 201	534 757	272 930	261 827	2	- 5
—Other Canada	367 458	185 369	182 089	307 880	183 575	124 305	281 711	158 835	122 876	19	9
Other U.K.—Montreal	23 805	22 688	1 117	17 670	16 967	703	31 404	27 343	4 061	35	-44
—Toronto	245 021	130 431	114 590	228 677	139 536	89 141	230 818	122 244	108 574	7	- 1
Other Routes	50 968	26 295	24 673	44 919	26 020	18 899	36 881	23 234	13 647	13	22

**Table 3.16** (cont'd)

	1975			1974			1973			Total Passengers Percentage change	
	Total	Sched.	Charter	Total	Sched.	Charter	Total	Sched.	Charter	1975 on 1974	1974 on 1973
<b>United States</b>	2 939 303	2 424 255	515 048	2 928 734	2 445 766	482 968	3 324 708	2 721 760	602 948	—	—12
London—New York	1 102 700	933 009	169 691	1 137 256	946 348	190 908	1 232 481	1 026 821	205 660	— 3	— 8
—Other East Coast U.S.A.	730 826	678 517	52 309	766 930	717 277	49 653	795 071	712 107	82 964	— 5	— 4
—Chicago and Detroit	331 941	267 726	64 215	318 910	270 440	48 470	306 622	250 104	56 518	4	4
—West Coast U.S.A.	530 320	412 109	118 211	504 079	407 933	96 146	626 041	508 031	118 010	5	—19
—Other U.S.A.	80 745	42 340	38 405	48 428	18 561	29 867	167 955	108 195	59 760	67	—71
Other U.K.—New York	128 265	87 320	40 945	120 421	81 746	38 675	149 068	111 191	37 877	7	—19
Other Routes	34 506	3 234	31 272	32 710	3 461	29 249	47 470	5 311	42 159	5	—31
<b>West Atlantic and Caribbean Islands</b>	276 258	274 987	1 271	262 033	236 382	25 651	248 944	214 913	34 031	5	5
<b>Central and South America</b>	114 563	110 474	4 089	92 056	89 464	2 592	93 845	90 209	3 636	24	— 2
REST OF THE WORLD											
<b>Canary Islands</b>	402 413	69 329	333 084	303 153	60 756	242 397	270 259	40 188	230 071	33	12
<b>North Africa (c)</b>	259 730	136 149	123 581	230 771	107 819	122 952	384 409	75 495	308 914	13	—40
<b>East Africa (d)</b>	150 438	127 877	22 561	137 540	109 694	27 846	153 019	114 962	38 057	9	—10
<b>Central Africa (e)</b>	82 955	82 620	335	75 301	75 060	241	70 009	69 331	678	10	8
<b>West Africa (d)</b>	157 036	139 906	17 130	135 212	118 953	16 259	117 125	105 967	11 158	16	15
<b>South Africa</b>	289 191	285 012	4 179	231 915	228 355	3 560	181 338	176 608	4 730	25	28
<b>Middle East (f)</b>	1 000 056	984 008	16 048	801 456	779 416	22 040	689 369	654 626	34 743	25	16
<b>India</b>	209 553	208 533	1 020	179 909	178 639	1 270	150 661	142 518	8 143	16	19
<b>Pakistan</b>	95 031	94 681	350	61 325	60 913	412	45 297	44 735	562	55	35
<b>Far East</b>	608 300	562 170	46 130	512 752	402 075	110 677	480 854	338 978	141 876	19	7
<b>Australia and New Zealand</b>	328 410	327 120	1 290	256 999	253 859	3 140	207 068	204 317	2 751	28	24
<b>Other Routes n.e.i.</b>	332 628	114 366	218 262	257 731	95 718	162 013	91 831	64 318	27 513	29	181
<b>ALL ROUTES</b>	30 071 494	20 129 916	9 941 578	28 153 530	19 029 258	9 124 272	30 857 544	19 087 685	11 769 859	7	— 9

**London** includes Heathrow, Gatwick and Stanstead.

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

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

**Glasgow** includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

Passengers at UK Airports and Seaports  
1973 to 1975

Table 3.17

Airport or Seaport	1975 (000)	1974 (000)	1973 (000)	Percentage Change	
				1975 on 1974	1974 on 1973
Heathrow	21 641	20 416	20 686	+ 6	− 1
Port of Dover	6 783	5 699	5 216	+19	+ 9
Gatwick	5 414	5 173	5 787	+ 5	−11
Manchester	2 680	2 421	2 688	+11	−10
Luton	1 879	2 030	3 227	− 7	−37
Glasgow	1 791	1 971	2 168	− 9	− 9
Port of Folkestone	1 592	1 493	1 282	+ 7	+16
Port of Harwich	1 489	1 359	1 362	+10	—
Belfast	1 186	1 226	1 314	− 3	− 7
Port of Southampton	1 140	1 039	1 133	+10	− 8
Birmingham	1 129	1 054	1 181	+ 7	−11
Edinburgh	901	810	893	+11	− 9
Port of Holyhead	791	824	788	− 4	+ 5
Aberdeen	660	460	274	+43	+68
Newcastle	641	616	648	+ 4	− 5
Prestwick	601	564	637	+ 7	−11
Port of Newhaven	600	552	579	+ 9	− 5
East Midlands	546	445	518	+23	−14
Liverpool	446	517	585	−14	−12
Isle of Man	414	450	484	− 8	− 7

International passengers only are shown for seaports.  
Terminal and transit passengers are shown for airports.

International Passengers at UK Airports  
and Seaports 1973 to 1975

Table 3.18

Airport or Seaport	1975 (000)	1974 (000)	1973 (000)	Percentage Change	
				1975 on 1974	1974 on 1973
Heathrow	18 090	16 959	17 073	+ 7	− 1
Port of Dover	6 783	5 699	5 216	+19	+ 9
Gatwick	4 707	4 443	5 032	+ 6	−12
Luton	1 845	1 980	3 162	− 7	−37
Manchester	1 798	1 549	1 818	+16	−15
Port of Folkestone	1 592	1 493	1 282	+ 7	+16
Port of Harwich	1 489	1 359	1 362	+10	—
Port of Southampton	1 140	1 039	1 133	+10	− 8
Port of Holyhead	791	824	788	− 4	+ 5
Birmingham	780	707	794	+10	−11
Port of Newhaven	600	552	579	+ 9	− 5
Glasgow	506	502	587	+ 1	−14
Port of Liverpool	385	357	403	+ 8	−11
East Midlands	358	237	307	+51	−23
Prestwick	338	300	342	+13	−12
Newcastle	251	225	256	+12	−12
Stansted	236	197	170	+20	+16
Aberdeen	204	113	8	+81	+1 243
Southend	200	244	380	−18	−36

International passengers only are shown for seaports.  
Terminal and transit passengers are shown for airports.

# Passengers Departing from UK Airports on Inclusive Tour Charter Flights

Table 3.19 (1974)

## WINTER (NOVEMBER TO MARCH) 1973-74

	Spain incl. Canaries and Balearics	Italy incl. Sicily	Germany	Greece	Switzerland	North Africa	Yugoslavia	Portugal	France	Other Countries
All Airlines	646 925	88 650	112 687	31 972	32 405	34 844	8 502	32 658	23 524	105 714
of which UK Airlines	609 227	81 334	103 848	31 972	31 256	34 844	5 567	30 642	22 801	70 332
Foreign Airlines	37 698	7 316	8 839	—	1 149	—	2 935	2 016	723	35 382
UK Originating Traffic	642 309	80 872	96 504	31 795	30 491	34 844	5 860	30 080	21 771	70 481
of which UK Airlines	609 227	78 641	96 504	31 795	30 491	34 844	5 567	28 064	21 771	68 073
Foreign Airlines	33 082	2 231	—	—	—	—	293	2 016	—	2 408
Non-UK Originating Traffic	4 616	7 778	16 183	177	1 905	—	2 642	2 578	1 753	35 242
of which UK Airlines	—	2 693	7 344	177	756	—	—	2 578	1 030	2 268
Foreign Airlines	4 616	5 085	8 839	—	1 149	—	2 642	—	723	32 974

## SUMMER (APRIL TO OCTOBER) 1974

All Airlines	1 433 562	318 572	155 399	123 686	60 100	31 455	95 987	67 533	65 458	297 063
of which UK Airlines	1 305 763	275 914	143 275	123 686	55 449	31 455	66 191	64 856	62 010	156 541
Foreign Airlines	127 799	42 658	12 124	—	4 651	—	29 796	2 677	3 448	140 522
UK Originating Traffic	1 421 113	281 330	112 418	123 325	46 863	31 455	94 795	58 592	60 591	169 483
of which UK Airlines	1 301 200	251 469	112 176	123 325	46 863	31 455	66 191	55 915	60 591	141 614
Foreign Airlines	119 913	29 861	242	—	—	—	28 604	2 677	—	27 869
Non-UK Originating Traffic	12 449	37 242	42 981	361	13 237	—	1 192	8 941	4 867	127 580
of which UK Airlines	4 563	24 445	31 099	361	8 586	—	—	8 941	1 419	14 927
Foreign Airlines	7 886	12 797	11 882	—	4 651	—	1 192	—	3 448	112 653

Passengers Departing from UK Airports on Inclusive Tour Charter Flights

Table 3.19 (1975)

WINTER (NOVEMBER TO MARCH) 1974/75

	Spain incl. Canaries and Balearics	Italy incl. Sicily	Germany	Greece	Switzerland	North Africa	Yugoslavia	Portugal	France	Other Countries
All Airlines	473 438	83 756	108 399	9 128	31 777	16 620	5 513	23 642	23 775	84 816
of which UK Airlines	460 702	66 807	95 743	9 128	30 096	16 620	4 314	23 642	23 161	45 885
Foreign Airlines	12 736	16 949	12 656	—	1 681	—	1 199	—	614	38 931
UK originating Traffic	463 138	67 011	64 173	9 128	28 695	16 620	4 662	20 217	21 666	41 496
of which UK Airlines	457 906	61 587	64 173	9 128	28 612	16 620	4 314	20 217	21 666	38 943
Foreign Airlines	5 232	5 424	—	—	83	—	348	—	—	2 553
Non-UK originating Traffic	10 300	16 745	44 226	—	3 082	—	851	3 425	2 109	43 320
of which UK Airlines	2 796	5 220	31 570	—	1 484	—	—	3 425	1 495	6 942
Foreign Airlines	7 504	11 525	12 656	—	1 598	—	851	—	614	36 378

736,806  
~~726,826~~

SUMMER (APRIL TO OCTOBER) 1975

All Airlines	1 720 332	324 894	145 208	160 510	83 241	37 568	108 114	44 235	57 918	307 983
of which UK Airlines	1 552 303	307 810	119 971	160 510	73 512	37 568	61 294	44 235	54 348	135 591
Foreign Airlines	168 029	17 084	25 237	—	9 729	—	46 820	—	3 570	172 392
UK originating Traffic	1 700 215	283 936	65 302	160 510	66 977	37 568	107 193	35 096	50 925	172 378
of which UK Airlines	1 550 157	274 369	65 302	160 510	66 977	37 568	61 106	35 096	50 841	123 260
Foreign Airlines	150 058	9 567	—	—	—	—	46 087	—	84	49 118
Non-UK originating Traffic	20 117	40 958	79 906	—	16 264	—	921	9 139	6 993	135 605
of which UK Airlines	2 146	33 441	54 669	—	6 535	—	188	9 139	3 507	12 331
Foreign Airlines	17 971	7 517	25 237	—	9 729	—	733	—	3 486	123 274

2,680,100

# Domestic Passengers by Main Routes 1974

Table 3.20 (1974)

	Heathrow	Gatwick	Luton	Southend	Stansted	Aberdeen	Belfast	Birmingham	Blackpool	Bournemouth	Bristol	Cambridge	Channel Islands	Coventry	East Midlands	East Scotland Airports (a)	Edinburgh	Glamorgan	Glasgow	Hebrides & Inverness (b)	Isle of Man	Leeds/Bradford	Liverpool	Manchester	Newcastle	Norwich	Prestwick	Southampton	Tees-side	Other Reporting Airports (c)	Other Routes (d)
Heathrow																															
Gatwick																															
Luton		0.9																													
Southend			0.1																												
Stansted			0.1																												
Aberdeen	141.4	0.3	0.1																												
Belfast	467.2	90.4		0.2																											
Birmingham	22.7	0.1	0.3	0.1		1.0	78.9																								
Blackpool	0.1						12.3																								
Bournemouth	0.1	0.1						1.7																							
Bristol	0.1		0.2				12.8																								
Cambridge																															
Channel Islands	344.2	202.5	28.5		1.0	0.1	5.2	96.6	6.9	70.1	24.6	2.3	1.7																		
Coventry																															
East Midlands	3.8	0.3	0.8	1.1	0.1	0.1	36.4	2.1		0.1	0.1		105.9																		
East Scotland Airports (a)	0.1	0.1				95.8	1.2									21.1 (e)															
Edinburgh	423.0	159.6	0.3			2.5	22.4	35.5					6.3	0.1	4.9																
Glamorgan	0.1	0.1	0.6				10.6			0.8	2.1		44.0	0.1			0.1														
Glasgow	622.1	160.8	5.6		0.4	47.4	116.7	61.3		1.1	0.3		19.0	45.7	70.0		4.0														
Hebrides & Inverness (b)	48.7	0.1	0.1			1.1	0.1	0.1							25.8		0.3		89.0	18.6 (e)											
Isle of Man	84.3	0.2	0.1		0.1	0.1	29.2	5.6	102.4		1.2		0.1	5.4			3.5	1.0	23.3	23.3											
Leeds/Bradford	121.7	0.1	0.6	0.1		6.2	41.7			2.0	0.1		33.6				0.2	0.2	23.0		8.8										
Liverpool	117.8	0.2	0.2			0.2	55.6	0.1		2.8	5.1	0.2	36.0		0.3	10.2	7.5	24.1	0.1	59.7	0.1										
Manchester	360.2	39.6	0.4		0.1	2.3	123.1	1.2	3.1	11.7	2.5		56.0	0.1	0.1	38.6	2.5	64.8		55.0		0.3									
Newcastle	239.2	17.1	1.8		0.1	2.6	23.5	1.1					14.8	0.1			2.0		19.4		7.9	0.2	11.7	7.8							
Norwich	0.1	0.1	0.1			16.9		0.2	0.4				9.1	0.1			0.5				1.6	3.1	0.1	0.3							
Prestwick	3.5	0.8	0.1			5.4	14.7	0.2						0.2			10.5		0.1	4.5	0.1	0.2	1.2	0.2							
Southampton		0.9					3.4						263.7					0.3	26.2		0.1	0.3									
Tees-side	116.4	0.2	0.3			8.0	0.6	1.4		0.1			9.8	0.4							2.9			1.1	0.1	2.9					
Other Reporting Airports (c)	0.1	0.3	0.1	0.2	0.1	0.2	10.5	0.1	0.2	0.1	0.1	0.1	44.7	0.1	0.2			0.1	0.1	0.2	0.1	0.1	0.5	0.4	0.1	0.2	0.2	2.9	0.1	2.0	
Other Routes (d)	1.5	1.4	0.8	4.8	0.2	1.4			1.0	2.0	2.4	0.2			1.4		0.6	7.7	9.1		0.4	0.8	5.5	0.6	8.5	3.3	1.3	4.7	1.3	0.7	1.8

Figures in Thousands.

(a) Kirkwall, Sunburgh and Wick

(b) Benbecula, Inverness, Islay, Stornoway and Tiree.

(c) Includes reporting airports listed when passengers are less than 50.

(d) Includes passengers to and from Non-reporting United Kingdom Airports (Other than Channel Islands).

(e) Passengers carried between Airports within the relevant group are counted once only.

Blank boxes indicate nil or less than 50 passengers.

Journeys between listed Airports counted in either direction.

Domestic Passengers by Main Routes 1975

Table 3.20 (1975)

	Heathrow	Gatwick	Luton	Southend	Stansted	Aberdeen	Belfast	Birmingham	Blackpool	Bournemouth	Bristol	Cambridge	Channel Isles	Coventry	East Midlands	East Scotland Airports (a)	Edinburgh	Glamorgan	Glasgow	Hebrides & Inverness (b)	Isle of Man	Leeds/Bradford	Liverpool	Manchester	Newcastle	Norwich	Prestwick	Southampton	Tees-side	Other Reporting Airports (c)	Other Routes (d)
Heathrow																															
Gatwick	0.2																														
Luton																															
Southend																															
Stansted			0.1																												
Aberdeen	182.2	0.5	0.3																												
Belfast	459.5	62.1	0.3	0.1	0.1	0.1																									
Birmingham	38.7	0.2				11.5	72.4																								
Blackpool		0.4					16.4	0.1																							
Bournemouth		0.4		0.1				0.8	0.1																						
Bristol			0.3				11.8																								
Cambridge																															
Channel Isles	363.5	199.3	17.1		1.1	1.8	5.2	86.6	3.6	62.8	25.6	2.3																			
Coventry													1.6																		
East Midlands	2.0		0.2	0.1	0.1	0.3	43.3	0.3					91.7																		
East Scotland Airports (a)	0.1					135.3	0.8	3.7								21.1 (e)															
Edinburgh	432.3	161.2	0.3		0.1	16.6	25.7	31.3		0.1			21.8		1.8	22.4															
Glamorgan			0.1				9.8				0.5		42.8		0.1		2.7														
Glasgow	648.1	120.3	1.1			42.3	90.3	46.1		2.9	0.7		17.7		37.1	48.1	0.3	0.2													
Hebrides & Inverness (b)	46.8		0.2			1.8		0.1								1.1	9.0		88.6	16.1 (e)											
Isle of Man	84.7	1.9				1.0	26.5	4.9	89.9		1.4		0.3		5.1		4.3	1.1	21.2												
Leeds/Bradford	119.0	0.1	0.3			6.1	42.5			0.4	0.8		39.8		0.1		0.2	0.1	12.2		6.7										
Liverpool	112.0	0.8	0.1			0.3	53.3				0.4	0.2	38.7		0.1	0.3	0.1	2.6	2.7		68.4										
Manchester	373.0	42.1	0.3			4.8	127.6	1.4	3.6				68.5		0.1	0.3	22.3	9.5	62.1	0.3	48.2		0.1								
Newcastle	223.3	41.7	0.5		0.1	6.4	22.6	2.8		13.2	2.4		13.8		0.5						7.2	0.1	0.5	9.1							
Norwich						17.7		1.6	0.6				5.9		0.3	0.1	18.7					5.1	0.1	0.3	0.1						
Prestwick	1.5	0.9	0.2			8.4	16.3	0.1			0.1		0.3		0.3		12.1			0.1	5.3	0.2		5.2	0.2						
Southampton							3.2			0.1			287.9						15.5					0.2	0.1						
Tees-side	113.6	0.1	0.5			0.4				0.7	0.1		11.3		0.8		0.2		0.1	0.1	2.6			0.3	5.0	3.5					
Other Reporting Airports (c)	3.0	0.2	0.2		0.1	0.6	14.7	0.1	0.3			0.3	45.5	0.1	0.2		0.1	0.1			0.1	0.3	0.5	0.7	0.1		3.4	3.6		2.1	
Other Routes (d)	1.4	2.4	1.7		0.1	2.0			2.0					0.3	1.7			3.9				1.5	2.4	1.0	4.7		2.3	2.3		0.9	2.0

Figures in Thousands.

(a) Kirkwall, Sumburgh and Wick.

(b) Benbecula, Inverness, Islay, Stornoway and Tiree.

(c) Includes reporting airports listed when passengers are less than 50.

(d) Includes passengers to and from Non-reporting United Kingdom Airports (Other than Channel Islands).

(e) Passengers carried between Airports within the relevant group are counted once only.

Blank boxes indicate nil or less than 50 passengers.

Journeys between listed Airports counted in either direction.

# Cargo by Type and Nationality of Operator—1974

Table 3.21 (1974)

	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	54 750.3	—	0.1	8 832.6	14 028.3	132.8	37.7	73.0	55.8	9 729.9	20 681.9	395.6	782.6
+ Heathrow	466 104.3	83 645.8	90 771.0	678.7	1 778.1	119 406.3	154 988.1	1 648.4	434.0	991.3	604.9	2 542.1	8 615.6
+ Luton	2 701.9	0.6	—	2.0	2.5	0.5	—	—	—	456.7	948.3	678.4	612.9
+ Southend	20 821.0	—	—	11 469.0	8 364.0	—	—	—	—	288.0	452.0	80.0	168.0
+ Stanstead	16 558.8	—	—	6.0	1.0	0.1	—	—	—	3 116.8	9 558.2	212.0	3 664.7
TOTAL (London Area)	560 936.3	83 646.4	90 771.1	20 988.3	24 173.9	119 539.7	155 025.8	1 721.4	489.8	14 582.7	32 245.3	3 908.1	13 843.8
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Leeds/Bradford	815.3	215.7	246.5	10.3	26.9	99.0	116.6	3.1	7.4	10.0	24.8	34.3	20.7
+ Liverpool	14 746.0	1 348.8	7 498.6	23.6	12.2	1 237.3	496.1	53.9	109.7	484.0	144.4	639.5	2 697.9
+ Manchester	43 441.9	8 645.4	6 948.7	133.9	40.8	11 171.5	14 020.0	162.0	21.4	79.8	1 495.6	433.5	289.3
+ Birmingham	3 212.7	729.9	766.8	135.5	28.8	600.4	850.3	—	—	10.2	31.5	16.1	43.2
+ Coventry	68.3	—	—	—	0.8	—	—	—	—	10.7	26.0	7.0	23.8
+ East Midlands	8 016.4	2.7	0.3	2 271.3	3 020.2	—	—	—	—	999.5	890.7	250.0	581.7
+ Newcastle	1 721.8	205.4	528.3	225.8	328.2	—	—	5.2	—	311.9	28.8	0.1	88.1
+ Tees-side	419.5	1.2	0.9	118.6	111.8	—	—	—	—	127.5	43.1	—	16.4
+ Bristol	730.1	102.6	72.1	10.2	4.7	265.9	244.2	1.8	0.3	8.5	13.5	6.3	—
+ Glamorgan	242.5	25.4	131.2	19.0	23.5	2.8	18.9	0.4	3.2	5.8	12.1	0.2	—
Swansea	10.3	—	—	—	—	—	—	—	—	5.5	4.8	—	—
+ Ashford	3 700.8	—	—	1 350.5	2 350.3	—	—	—	—	—	—	—	—
+ Blackpool	764.4	—	—	63.2	512.7	—	—	—	—	6.5	182.0	—	—
+ Bournemouth	5 100.3	—	—	3 229.9	1 716.4	—	—	—	—	124.6	25.0	1.3	3.1
+ Cambridge	910.2	—	—	—	0.5	—	—	—	—	6.5	13.9	495.8	393.5
+ Exeter	541.8	—	—	47.3	163.2	—	—	—	—	20.0	1.0	309.6	0.7
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	161.3	84.7	76.6	—	—	—	—	—	—	—	—	—	—
+ Lydd	796.9	—	—	—	—	—	—	—	—	327.5	469.4	—	—
+ Manston	3 886.0	—	—	—	—	—	—	—	—	1 863.2	1 510.0	288.6	224.2
+ Norwich	361.0	—	—	121.8	124.7	—	—	—	—	88.1	26.4	—	—
Penzance Heliport	160.5	65.0	95.5	—	—	—	—	—	—	—	—	—	—
+ Southampton	962.4	27.6	51.2	165.4	489.9	—	—	—	—	5.4	60.6	100.8	61.5
+ Edinburgh	3 496.2	1 677.3	530.8	595.6	582.8	52.2	45.3	0.1	0.1	—	1.0	10.9	0.1
+ Glasgow	24 202.2	6 904.9	7 200.7	929.5	893.2	2 661.2	4 168.7	0.2	38.1	821.9	48.7	129.9	405.2
+ Prestwick	14 462.0	5 245.0	2 200.1	19.5	1.5	3 431.2	2 199.0	1.5	2.6	40.6	26.0	120.0	1 175.0
+ Aberdeen	2 666.3	419.1	650.1	95.2	126.9	—	—	41.0	78.2	375.3	857.7	15.6	7.2
Benbecula	291.5	205.3	86.2	—	—	—	—	—	—	—	—	—	—
Inverness	329.8	91.7	238.1	—	—	—	—	—	—	—	—	—	—
Islay	78.7	48.1	30.6	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	507.4	332.2	133.5	—	—	0.2	—	2.1	—	4.4	26.8	—	8.2
Stornoway	494.5	299.5	127.2	46.1	8.6	—	—	—	—	3.1	0.3	—	9.7
+ Sumburgh	1 054.0	270.6	109.9	0.2	1.5	—	—	72.4	204.4	208.0	176.5	5.8	4.7
Tiree	17.0	10.6	5.9	—	—	—	—	—	0.1	0.3	0.1	—	—
Wick	104.7	49.9	22.1	—	—	—	—	—	—	1.5	6.6	—	24.6
+ Belfast	17 620.8	9 307.8	3 965.8	1 358.6	624.1	136.6	267.0	28.9	232.2	623.7	1 029.6	31.7	14.8
+ Isle of Man	3 672.6	2 114.4	800.8	646.3	92.5	—	—	—	—	10.7	7.9	—	—
TOTAL (Incl. London Area)	720 704.4	122 077.2	123 289.6	32 605.6	35 460.6	139 198.0	177 451.9	2 094.0	1 187.5	21 167.4	39 430.1	6 805.1	19 937.4
Channel Islands Airports													
Alderney	222.8	—	—	154.7	20.5	—	—	—	—	34.8	12.8	—	—
Guernsey	9 598.2	999.9	482.6	2 555.9	3 161.1	—	—	—	—	980.0	1 418.7	—	—
Jersey	12 728.0	2 094.1	1 922.8	5 161.8	2 574.8	40.3	14.5	0.4	18.3	448.0	432.2	18.2	2.6
TOTAL (Channel Islands Airports)	22 549.0	3 094.0	2 405.4	7 872.4	5 756.4	40.3	14.5	0.4	18.3	1 462.8	1 863.7	18.2	2.6



Cargo by Type and Nationality of Operator 1975

Table 3.21 (1975)

	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	73 909·5	34·8	4·0	6 576·4	11 962·4	300·2	350·2	195·2	58·6	14 118·3	37 652·3	966·4	1 690·7
+ Heathrow	402 075·8	63 222·6	74 377·4	293·4	1 621·1	112 460·9	134 915·9	897·4	716·7	1 210·4	2 359·0	3 490·1	6 510·9
+ Luton	1 776·8	8·0	—	0·1	0·1	5·6	1·1	—	—	230·6	303·2	502·3	725·8
+ Southend	15 753·0	—	—	7 978·0	5 908·0	—	—	—	—	66·0	1 448·0	112·0	241·0
+ Stansted	19 691·5	53·5	—	0·2	—	0·1	0·5	89·5	150·5	2 666·8	12 162·6	380·2	4 187·6
TOTAL (London Area)	513 206·6	63 318·9	74 381·4	14 848·1	19 491·6	112 766·8	135 267·7	1 182·1	925·8	18 292·1	53 925·1	5 451·0	13 356·0
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Leeds/Bradford	619·4	174·2	188·7	19·3	20·4	66·1	81·0	—	—	5·2	11·7	37·4	15·4
+ Liverpool	11 306·6	809·0	3 361·5	4·1	61·7	890·9	405·4	17·2	29·5	106·6	2 590·7	541·4	2 488·6
+ Manchester	34 527·2	4 663·6	3 635·6	134·6	42·0	11 316·2	12 387·5	32·0	0·2	45·3	1 704·7	81·4	484·1
+ Birmingham	2 800·7	673·6	700·5	101·2	28·0	454·0	564·3	0·1	—	3·0	49·8	3·9	222·3
+ Coventry	61·2	—	—	—	—	—	—	0·3	—	3·0	9·0	19·5	29·4
+ East Midlands	7 213·7	4·1	0·8	2 359·3	3 042·0	—	—	0·2	—	296·4	661·2	245·8	603·9
+ Newcastle	1 068·2	158·1	372·2	196·1	273·7	1·6	—	0·7	0·4	22·9	38·7	1·9	1·9
+ Tees-side	351·4	1·3	0·7	151·9	165·5	—	—	0·2	—	31·5	0·1	0·2	—
+ Bristol	578·1	81·7	54·9	24·0	3·7	199·1	203·7	1·2	0·5	0·9	1·5	5·1	1·8
+ Glamorgan	213·3	27·9	104·4	22·7	4·7	16·3	14·4	0·8	4·2	0·5	7·5	—	9·9
Swansea	0·1	—	—	—	—	—	—	—	—	—	—	—	0·1
+ Blackpool	581·2	—	—	58·7	488·7	—	—	—	—	1·3	32·1	—	0·4
+ Bournemouth	4 559·6	0·1	—	2 711·6	1 653·6	—	—	—	—	131·8	62·5	—	—
+ Cambridge	695·8	—	—	0·1	0·2	—	—	—	—	9·9	13·4	361·4	310·8
+ Exeter	385·0	—	—	52·2	171·4	—	—	—	—	8·6	19·6	13·5	119·7
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	110·8	83·7	27·1	—	—	—	—	—	—	—	—	—	—
+ Lydd	3 348·7	—	—	1·3	3·4	—	—	—	—	1 330·3	2 013·7	—	—
+ Manston	2 520·6	—	—	—	—	—	—	—	—	1 341·6	998·1	103·1	77·8
+ Norwich	454·3	—	—	207·4	216·1	—	—	—	—	11·9	18·3	0·6	—
Penzance Heliport	110·8	27·1	83·7	—	—	—	—	—	—	—	—	—	—
+ Southampton	1 483·2	36·3	79·1	265·8	932·8	—	—	—	—	3·4	22·1	102·0	41·7
+ Edinburgh	2 717·5	1 120·4	440·0	412·2	523·9	27·9	38·3	10·3	12·3	21·9	11·6	40·7	58·0
+ Glasgow	15 468·5	5 637·0	4 169·9	566·6	445·6	1 607·4	2 919·6	0·8	11·1	46·7	20·0	6·0	37·8
+ Prestwick	12 666·8	4 745·9	2 352·5	18·3	1·5	2 899·8	1 681·6	—	12·0	5·5	124·7	12 6·9	698·1
+ Aberdeen	3 701·0	394·6	688·8	252·8	311·8	—	0·5	118·2	270·6	470·5	1 147·3	32·6	13·3
Benbecula	249·8	201·2	46·4	2·2	—	—	—	—	—	—	—	—	—
Inverness	247·0	48·5	198·5	—	—	—	—	—	—	—	—	—	—
Islay	53·8	14·7	35·9	—	—	—	—	—	—	0·1	3·1	—	—
+ Kirkwall	510·0	338·9	104·6	—	—	1·0	0·6	18·5	2·1	6·2	33·5	—	4·6
Stornoway	403·8	299·3	98·4	0·1	2·2	—	—	—	—	1·9	1·9	—	—
+ Sumburgh	1 210·1	318·5	95·8	—	—	—	—	119·1	214·4	251·5	204·8	4·8	1·2
Tiree	11·2	0·5	0·2	9·5	1·0	—	—	—	—	—	—	—	—
Wick	86·0	39·4	20·0	—	—	—	—	—	—	0·8	12·2	—	13·6
+ Belfast	11 159·4	3 575·9	2 456·0	959·9	331·1	61·6	32·0	—	26·7	3 461·8	139·9	17·6	96·9
+ Isle of Man	3 019·2	1 830·4	646·9	467·8	57·8	—	—	—	0·1	8·1	8·1	—	—
TOTAL (Incl. London Area)	637 700·6	88 624·8	94 344·5	23 847·8	2 8274·4	130 308·7	153 596·6	1 501·7	1 509·9	25 921·2	63 886·9	7 196·8	18 687·3
Channel Islands Airports													
Alderney	264·4	—	—	203·7	25·4	—	—	—	—	28·1	7·2	—	—
Guernsey	9 016·9	368·8	152·8	2 142·2	1 511·9	—	—	—	—	1 571·9	3 269·3	—	—
Jersey	10 662·1	843·0	940·4	5 661·3	2 832·6	43·7	8·8	—	0·6	138·3	187·6	—	5·8
TOTAL (Channel Islands Airports)	19 943·4	1 211·8	1 093·2	8 007·2	4 369·9	43·7	8·8	—	0·6	1 738·3	3 464·1	—	5·8

## Cargo carried on International Air Services Table 3.22 (1974)

	1974 (tonnes)	1973 (tonnes)	Percentage change
<b>London Area Airports</b>			
+ Gatwick	45 442	38 170	19.1
+ Heathrow	435 714	418 229	4.2
+ Luton	2 200	2 457	-10.5
+ Southend	20 331	21 515	-5.5
+ Stansted	16 516	12 795	29.1
TOTAL (London Area)	520 203	493 166	5.5
Westland Heliport (Battersea)	—	—	—
<b>Other UK Airports</b>			
+ Leeds/Bradford	419	370	13.2
+ Liverpool	5 701	5 835	-2.3
+ Manchester	35 752	34 696	3.0
+ Birmingham	2 742	2 766	0.9
+ Coventry	57	—	—
+ East Midlands	1 691	1 270	33.1
+ Newcastle	684	725	-5.7
+ Tees-side	49	84	-41.7
+ Bristol	615	660	-6.8
+ Glamorgan	129	181	-28.7
Swansea	6	—	—
+ Ashford	*3 362	4 386	—
+ Blackpool	51	60	-15.0
+ Bournemouth	20	35	-42.9
+ Cambridge	910	—	—
+ Exeter	343	—	—
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	—	—	—
+ Lydd	797	—	—
+ Manston	3 886	—	—
+ Norwich	278	—	—
Penzance Heliport	—	—	—
+ Southampton	242	254	-4.7
+ Edinburgh	210	285	-26.3
+ Glasgow	9 199	8 301	10.8
+ Prestwick	12 405	15 246	-18.6
+ Aberdeen	1 189	10	—
Benbecula	—	—	—
Inverness	—	—	—
Islay	—	—	—
+ Kirkwall	10	—	—
Stornoway	10	—	—
+ Sumburgh	388	—	—
Tiree	—	—	—
Wick	31	—	—
+ Belfast	399	313	27.5
+ Isle of Man	27	6	—
TOTAL (Incl. London Area)	601 804	568 649	5.8
<b>Channel Islands Airports</b>			
Alderney	..	..	..
Guernsey	..	..	..
Jersey	..	..	..
TOTAL (Channel Islands Airports)	..	..	..

\*Ashford closed 31.10.74.

## Cargo carried on International Air Services Table 3.22 (1975)

	1975 (tonnes)	1974 (tonnes)	Percentage change
<b>London Area Airports</b>			
+ Gatwick	65 155	45 442	43.4
+ Heathrow	384 421	435 714	-11.8
+ Luton	1 693	2 200	-23.0
+ Southend	15 751	20 331	-22.5
+ Stansted	19 680	16 516	19.2
TOTAL (London Area)	486 700	520 203	-6.4
Westland Heliport (Battersea)	—	—	—
<b>Other UK Airports</b>			
+ Leeds/Bradford	311	419	-25.8
+ Liverpool	4 512	5 701	-20.9
+ Manchester	30 259	35 752	-15.4
+ Birmingham	2 422	2 742	-11.7
+ Coventry	55	57	-3.5
+ East Midlands	1 680	1 691	-0.7
+ Newcastle	496	684	-27.5
+ Tees-side	38	49	-22.4
+ Bristol	493	615	-19.8
+ Glamorgan	128	129	-0.8
Swansea	—	6	—
+ Ashford	—	*3 362	—
+ Blackpool	50	51	-2.0
+ Bournemouth	16	20	-20.0
+ Cambridge	694	910	-23.7
+ Exeter	125	343	-63.6
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	—	—	—
+ Lydd	3 349	797	—
+ Manston	2 521	3 886	-35.1
+ Norwich	321	278	15.5
Penzance Heliport	—	—	—
+ Southampton	184	242	-24.0
+ Edinburgh	267	210	27.1
+ Glasgow	5 758	9 199	-37.4
+ Prestwick	10 264	12 405	-17.3
+ Aberdeen	2 046	1 189	72.1
Benbecula	—	—	—
Inverness	—	—	—
Islay	—	—	—
+ Kirkwall	6	10	-40.0
Stornoway	—	10	—
+ Sumburgh	409	388	5.4
Tiree	—	—	—
Wick	19	31	-38.7
+ Belfast	271	399	-32.1
+ Isle of Man	11	27	-59.3
TOTAL (Incl. London Area)	553 404	601 804	-8.0
<b>Channel Islands Airports</b>			
Alderney	..	..	..
Guernsey	..	..	..
Jersey	..	..	..
TOTAL (Channel Islands Airports)	..	..	..

\*Ashford closed 31.10.74.

1975 Passenger Movements (000) Between Planning Regions and Airports

Table 3.23

PLANNING REGION

Airport	Scotland		Northern		Yorks/ Humberside		North- West		West Midlands		East Midlands		East Anglia		Wales		South- West		S.E. (G.L.C. and London Metropolitan)		S.E. (Remainder)		Northern Ireland		Total	
Glasgow	1 661.7	(50)	7.5	(1)	1.2	(0)	2.2	(0)	0.4	(0)	0.9	(0)	—	(0)	0.2	(0)	0.3	(0)	2.6	(0)	0.9	(0)	0.5	(0)	1 678.4	(5)
Edinburgh	845.8	(25)	3.8	(0)	0.2	(0)	0.5	(0)	0.5	(0)	0.7	(0)	—	(0)	—	(0)	—	(0)	—	(0)	—	(0)	0.2	(0)	851.7	(2)
Prestwick <sup>1</sup>	277.9	(8)	11.0	(1)	0.4	(0)	1.5	(0)	0.5	(0)	0.2	(0)	0.1	(0)	0.1	(0)	—	(0)	1.1	(0)	0.4	(0)	2.2	(0)	295.4	(1)
Aberdeen <sup>2</sup>	367.6	(11)	3.0	(0)	0.8	(0)	1.6	(0)	0.5	(0)	1.1	(0)	1.0	(0)	0.4	(0)	0.8	(0)	3.4	(0)	0.7	(0)	0.1	(0)	381.0	(1)
Newcastle	16.8	(1)	580.0	(66)	3.9	(0)	1.4	(0)	0.4	(0)	0.4	(0)	0.4	(0)	0.4	(0)	0.4	(0)	0.4	(0)	0.4	(0)	—	(0)	605.2	(2)
Leeds/Bradford	1.1	(0)	14.5	(2)	251.4	(19)	3.0	(0)	0.2	(0)	1.9	(0)	0.5	(0)	0.2	(0)	—	(0)	2.7	(0)	0.8	(0)	—	(0)	276.4	(1)
Manchester	34.3	(1)	82.5	(9)	382.6	(29)	1 846.9	(73)	104.5	(7)	43.9	(4)	1.1	(0)	65.3	(11)	4.5	(0)	12.4	(0)	3.4	(0)	—	(0)	2 581.4	(8)
Liverpool	1.5	(0)	4.3	(0)	14.3	(1)	326.8	(13)	8.1	(1)	7.9	(1)	1.1	(0)	14.3	(3)	4.9	(0)	11.4	(0)	2.6	(0)	—	(0)	397.1	(1)
Birmingham	4.5	(0)	7.9	(1)	54.6	(4)	24.6	(1)	798.2	(52)	100.2	(10)	4.0	(1)	15.5	(3)	25.9	(3)	10.8	(0)	17.3	(1)	—	(0)	1 063.5	(3)
East Midlands	2.5	(0)	8.0	(1)	129.5	(10)	10.7	(0)	67.0	(4)	311.9	(31)	2.8	(1)	0.7	(0)	3.5	(0)	4.0	(0)	2.3	(0)	0.4	(0)	543.3	(2)
Cardiff	0.3	(0)	0.3	(0)	0.3	(0)	0.3	(0)	0.3	(0)	0.3	(0)	0.3	(0)	194.4	(34)	11.3	(1)	0.3	(0)	0.3	(0)	—	(0)	208.5	(1)
Bristol	0.4	(0)	0.4	(0)	0.4	(0)	0.4	(0)	0.4	(0)	0.4	(0)	0.4	(0)	23.8	(4)	165.4	(17)	0.6	(0)	2.0	(0)	—	(0)	194.8	(1)
Heathrow	59.1	(1)	47.7	(5)	165.1	(13)	126.2	(5)	302.0	(20)	281.0	(28)	262.1	(54)	142.3	(25)	514.3	(52)	13 522.2	(74)	1 004.7	(56)	189.9	(13)	16 616.6	(48)
Gatwick	44.3	(1)	54.2	(6)	120.1	(9)	96.1	(4)	118.1	(8)	95.4	(9)	94.1	(21)	65.5	(12)	170.7	(17)	3 563.8	(19)	559.7	(31)	41.8	(3)	5 023.6	(15)
Luton	28.1	(1)	53.3	(6)	173.3	(13)	74.4	(3)	135.1	(9)	150.9	(15)	66.2	(15)	43.0	(8)	82.2	(8)	855.3	(5)	162.0	(9)	8.0	(1)	1 831.7	(5)
Southend	0.7	(0)	0.9	(0)	3.1	(0)	2.8	(0)	2.8	(0)	2.3	(0)	6.2	(1)	1.2	(0)	3.6	(0)	133.3	(1)	14.7	(1)	0.9	(0)	172.5	(1)
Stansted	3.0	(0)	4.0	(0)	7.1	(1)	3.9	(0)	6.7	(0)	6.1	(1)	5.8	(1)	1.5	(0)	3.7	(0)	179.2	(1)	12.7	(1)	1.6	(0)	235.3	(1)
Belfast	—	(0)	—	(0)	—	(0)	—	(0)	—	(0)	—	(0)	—	(0)	—	(0)	—	(0)	—	(0)	—	(0)	1 184.4	(83)	1 184.4	(3)
All Airports	3 349.7	(100)	883.3	(100)	1 308.3	(100)	2 523.4	(100)	1 545.7	(100)	1 005.5	(100)	446.1	(100)	568.8	(100)	991.5	(100)	18 303.6	(100)	1 784.9	(100)	1 430.0	(100)	34 140.8	(100)

<sup>1</sup> Prestwick Airport – Includes International Passengers Only.

<sup>2</sup> Aberdeen Airport – Excludes All Helicopter Movements.

Percentage figures shown in brackets.

The table above shows a national picture of air passenger movements between planning regions and eighteen major UK airports. The information is drawn from origin/destination surveys run by the Department of Trade and Industry in 1970 and 1971, and by the Authority in 1972 and 1975. The most recent information is used for those airports which have been covered by more than one survey. For those airports that were last surveyed in years before 1975 the percentages obtained in the years of the survey have been applied to 1975 levels of traffic. The report originally published for the 1970 survey contained some errors which have been corrected both in this table and in CAP 363.

Only terminating passengers are included in the table. These are passengers who arrive at or depart from the airport by surface modes of transport. Passengers who use the airport simply to change planes are omitted. The table is derived from passengers' origins/destinations, where origin/destination is defined as the town or district where the passenger started or ended his journey to or from the airport. Where a journey has been broken for a reason other than transit it is considered to start or finish at that point.

A further survey at Newcastle, Tees-side, Leeds/Bradford, Liverpool, Cardiff, Bristol and Southampton airports started in late July/early August 1976.

Airports were last surveyed as follows :

1970 – Leeds/Bradford, Liverpool.

1971 – Belfast, Birmingham, Bristol, Cardiff, East Midlands, Newcastle.

1972 – Gatwick, Heathrow, Luton, Southend, Stansted.

1975 – Aberdeen, Edinburgh, Glasgow, Manchester, Prestwick.

## **Part 4**

# **International Civil Aviation Statistics**

World Airlines—Scheduled Services 1974

Table 4.1

	Aircraft movements		Passengers carried		Average passenger load		Passenger load factors		Cargo tonne km		Average cargo load		Capacity tonne km		Load tonne km		Weight load factor %	
	Percentage change		Percentage change		Percentage change				Percentage change		Percentage change		Percentage change		Percentage change			
	000s	on 1973	millions	on 1973		on 1973	1974	1973	millions	on 1973	tonnes	on 1973	millions	on 1973	millions	on 1973	1974	1973
<b>North American airlines</b>																		
International services	674	−6.6	21.2	−1.9	93	3.2	53	55	2 806	5.2	4.64	13.2	17 624	−1.8	8 540	−1.7	48	48
Domestic services	9 522	−6.9	203.4	3.9	69	9.5	56	52	4 972	1.9	1.50	9.5	56 489	−3.4	27 048	2.8	48	45
TOTAL	10 196	−6.9	224.6	3.3	73	9.0	55	53	7 778	3.1	1.98	10.6	74 113	−3.0	35 588	1.7	48	46
<b>European airlines†</b>																		
International services	2 048	6.4	51.0	5.6	84	3.7	55	56	4 929	15.5	3.84	13.9	27 256	8.2	14 965	8.0	55	55
Domestic services	2 058	3.6	42.8	2.4	59	1.7	59	62	291	12.4	0.78	5.4	4 134	14.1	2 250	10.1	54	56
TOTAL	4 106	5.0	93.8	4.1	78	2.6	56	57	5 220	15.3	3.15	12.5	31 390	9.0	17 215	8.3	55	55
<b>United Kingdom airlines</b>																		
(included in European)																		
International services	448	2.2	10.3	−5.5	88	6.0	57	57	764	−0.9	2.90	7.8	5 375	−3.5	2 952	−1.1	55	54
Domestic services	312	−9.6	6.1	−6.2	48	−4.0	63	66	22	−12.0	0.47	−6.0	370	−3.9	213	−5.8	58	59
TOTAL	760	−2.9	16.4	−5.7	82	5.1	58	58	786	−1.3	2.53	6.8	745	−3.5	3 165	−1.4	55	54
<b>Other airlines*</b>																		
International services	1 126	−3.9	28.3	6.8	86	8.9	58	56	3 401	16.9	3.72	13.8	20 026	12.8	10 889	15.1	54	53
Domestic services	3 310	−14.7	76.7	10.5	57	5.6	65	66	630	6.1	0.73	1.4	8 026	14.9	4 618	10.8	58	60
TOTAL	4 436	−12.2	105.0	9.5	72	9.1	60	59	4 031	15.1	2.30	12.7	28 052	13.4	15 507	13.8	55	55
<b>Total world airlines*</b>																		
International services	3 848	0.8	100.5	4.3	87	4.8	56	55	11 136	13.1	3.96	12.8	64 906	6.6	34 394	7.5	53	53
Domestic services	14 890	−7.5	322.9	5.2	66	8.2	57	55	5 893	2.8	1.29	6.6	68 649	−0.6	33 916	4.3	49	47
TOTAL	18 738	−5.9	423.4	5.0	74	7.2	57	55	17 029	9.3	2.31	11.6	133 555	2.8	68 310	5.9	51	50
TOTAL including USSR	..	—	513.8	5.4	..	—	..	..	19 075	8.8	..	—	149 174	3.2	80 557	6.4	54	52
United Kingdom airlines percentage share of international services																		
	11.6		10.2						6.9				8.3		8.6			

†Excluding USSR  
\*Excluding USSR and China  
Source: International Civil Aviation Organisation

# Traffic at Major World Airports 1974

Table 4.2

(Airports which handled about 6 million or more terminal passengers\* shown in descending order)

Location	Airport	Country	Total aircraft movements		Air transport movements		Terminal passengers*		Total cargo†	
			000s	Percentage change on 1973	000s	Percentage change on 1973	000s	Percentage change on 1973	tonnes 000s	Percentage change on 1973
Chicago	O Hare	USA	..	..	694.7	-0.7	37 893.4	6.6	652.3	-0.6
Atlanta	Hartsfield	USA	486.8	-6.1	411.4	-0.8	25 605.7	9.6	230.2	-0.4
Los Angeles	International	USA	460.7	-6.2	342.5	-9.3	23 584.5	0.4	582.0	2.4
New York	J F Kennedy	USA	309.5	-10.7	284.3	-5.1	20 216.4	-5.5	916.0	-0.1
London	Heathrow	UK	288.2	-1.9	265.9	-0.6	20 077.3	-1.0	466.1	2.7
San Francisco	International	USA	332.7	-5.9	286.3	-2.8	17 410.6	4.9	328.7	-3.1
Tokyo	Haneda	Japan	171.7	1.2	151.1	-3.9	16 756.2	7.8	337.3	-1.1
New York	La Guardia	USA	287.3	-10.1	239.4	-12.8	13 703.0	-2.3	54.2	-3.4
Dallas—Fort Worth**	Regional	USA	309.0	—	270.3	—	13 583.4	—	65.0	—
Paris	Orly	France	188.3	-10.7	181.6	-10.7	12 689.6	-8.8	189.9	-25.4
Miami	International	USA	299.6	-14.7	210.1	-15.7	12 443.8	-3.0	352.8	8.0
Osaka	International	Japan	144.1	-4.3	137.5	-5.3	12 107.2	0.5	125.1	-6.9
Frankfurt	Rhein-Main	W Germany	209.3	4.3	193.9	3.9	11 405.8	7.4	423.7	6.3
Denver	Stapleton	USA	401.3	10.7	198.1	-6.8	11 202.8	8.0	93.4	1.6
Washington	National	USA	312.2	-8.1	202.8	-10.4	11 197.0	-0.3	45.9	-11.4
Boston	Logan	USA	272.2	-9.8	229.7	-9.2	10 709.9	0.1	154.2	1.2
Toronto	International	Canada	241.5	6.2	161.1	6.8	10 483.1	13.0	132.7	9.7
Honolulu	International	USA	305.7	-1.1	149.1	2.8	9 754.4	5.6	99.2	19.5
Rome	Leonardo da Vinci/Ciampino	Italy	..	..	160.2	-3.6	9 615.1	1.1	147.6	10.6
Detroit	Metropolitan	USA	246.3	-11.6	161.1	-13.7	7 863.9	-4.3	178.8	-11.8
Copenhagen	Kastrup	Denmark	167.0	-6.1	152.9	-3.6	7 592.6	-0.6	142.4	3.2
Madrid	Barajas	Spain	117.4	6.0	114.0	6.3	7 526.2	2.2	103.2	11.1
Philadelphia	International	USA	308.7	-5.5	148.3	-16.1	7 316.6	-1.9	125.1	1.2
Amsterdam	Schiphol	Netherlands	169.4	5.8	129.6	1.6	7 220.5	0.6	234.6	9.1
Montreal	Dorval	Canada	192.0	4.3	133.1	0.1	7 029.2	8.2	111.7	-11.1
New York	Newark	USA	171.2	-17.1	142.0	-18.5	6 451.9	-5.6	115.2	-22.1
Palma de Mallorca	Son San Juan	Spain	72.5	-9.8	71.5	-9.8	6 428.6	-8.4	20.9	-5.0
Sydney	Kingsford Smith	Australia	152.4	8.7	109.6	8.6	6 384.8	12.2	104.5	22.8

\*Terminal passengers carried on air transport flights (includes passengers in connecting transit)

†Cargo carried on air transport flights

\*\*Airport opened 1974

Sources: International Civil Aviation Organisation  
Aeroport de Paris

# Size Structure of Airports in the Western World 1974

Table 4.3

## Total Air Transport Movements (000s)

Location	Airport	Country or State	1974	1973	Percentage change
Chicago	O'Hare	Illinois, USA	694.7	699.3	-0.7
Atlanta	Hartsfield	Georgia, USA	411.4	414.6	-0.8
Los Angeles	International	California, USA	342.5	377.5	-9.3
San Francisco	International	California, USA	286.3	294.5	-2.8
New York	J F Kennedy	New York, USA	284.3	299.6	-5.1
Dallas—Fort Worth	Regional	Texas, USA	270.3	*	—
London	Heathrow	UK	265.9	267.6	-0.6
New York	La Guardia	New York, USA	239.4	274.6	-12.8
Boston	Logan	Massachusetts, USA	229.7	252.9	-9.2
Miami	International	Florida, USA	210.1	249.1	-15.7
Washington	National	Washington, USA	202.8	226.3	-10.4
Denver	Stapleton	Colorado, USA	198.1	212.5	-6.8

## International Air Transport Movements (000s)

London	Heathrow	UK	217.4	219.4	-0.9
Frankfurt	Rhein-Main	W Germany	125.8	122.9	2.4
Amsterdam	Schiphol	Netherlands	123.2	121.2	1.7
Copenhagen	Kastrup	Denmark	117.4	117.9	-0.4
Paris	Orly	France	107.9	127.9	-15.6
New York	J F Kennedy	New York, USA	99.3	122.2	-11.5
Rome†	Leonardo da Vinci/ Ciampino	Italy	..	..	—
Zurich	Kloten	Switzerland	99.0	96.8	2.3
Brussels	National	Belgium	72.0	74.5	-3.4
Geneva	Cointrin	Switzerland	60.1	61.1	-1.6
Toronto	International	Canada	58.9	62.9	-6.4
London	Gatwick	UK	55.0	58.7	-6.3

## Terminal Passengers\*\* (000s)

Chicago	O'Hare	Illinois, USA	37 893	35 548	6.6
Atlanta	Hartsfield	Georgia, USA	25 606	23 353	9.6
Los Angeles	International	California, USA	23 585	23 502	0.4
New York	J F Kennedy	New York, USA	20 216	21 389	-5.5
London	Heathrow	UK	20 077	20 288	-1.0
San Francisco	International	California, USA	17 411	16 591	4.9
Tokyo	Haneda	Japan	16 756	15 542	7.8
New York	La Guardia	New York, USA	13 703	14 027	-2.3
Dallas—Fort Worth	Regional	Texas, USA	13 583	*	—
Paris	Orly	France	12 690	13 918	-8.8
Miami	International	Florida, USA	12 444	12 822	-3.0
Osaka	International	Japan	12 107	12 046	0.5

## Terminal Passengers\*\* on International Flights (000s)

Location	Airport	Country or State	1974	1973	Percentage change
London	Heathrow	UK	16 959	17 073	-0.7
New York	J F Kennedy	New York, USA	10 331	11 422	-9.6
Paris	Orly	France	8 175	9 477	-13.7
San Francisco†	International	California, USA	..	..	—
Frankfurt	Rhein-Main	W Germany	7 809	7 421	5.2
Amsterdam	Schiphol	Netherlands	7 062	7 029	0.5
Copenhagen	Kastrup	Denmark	6 243	6 214	0.5
Rome	Leonardo da Vinci/ Ciampino	Italy	6 172	6 395	-3.5
Zurich	Kloten	Switzerland	5 295	5 278	0.3
Palma de Mallorca	Son San Juan	Spain	5 124	5 647	-9.3
Tokyo	Haneda	Japan	4 485	4 350	3.1
London	Gatwick	UK	4 443	5 032	-11.7

## Cargoφ (tonnes 000)

New York	J F Kennedy	New York, USA	916	917	-0.1
Chicago	O'Hare	Illinois, USA	652	656	-0.6
Los Angeles	International	California, USA	582	569	2.4
London	Heathrow	UK	466	454	2.7
Frankfurt	Rhein-Main	W Germany	424	399	6.3
Miami	International	Florida, USA	353	327	8.0
Tokyo	Haneda	Japan	337	341	-1.1
San Francisco	International	California, USA	329	339	-3.1
Amsterdam	Schiphol	Netherlands	235	215	9.1
Atlanta	Hartsfield	Georgia, USA	230	231	-0.4
Paris	Orly	France	190	255	-25.4
Detroit	Metropolitan	Michigan, USA	179	203	-11.8

\*Airport opened 1974

†Occupying 1972 position

\*\*Terminal passengers carried on air transport flights (includes passengers in connecting transit)

φCargo carried on air transport flights

Sources: International Civil Aviation Organisation

Aéroport de Paris

# Major European Airports—Aircraft Movements, Passengers and Cargo 1974

Table 4.4

Location	Airport	Country	Total aircraft movements		Aircraft transport movements		Total passengers		Terminal passengers		International terminal passengers		Total cargo	
			(000)	Percentage change on 1973	(000)	Percentage change on 1973	(000)	Percentage change on 1973	(000)	Percentage change on 1973	(000)	Percentage change on 1973	(000 tonnes)	Percentage change on 1973
Alicante	Alicante	Spain	23.4	..	20.2	..	1 852.0	..	1 850.2	..	1 442.4	..	8.2	..
Amsterdam	Schiphol	Netherlands	169.4	5.8	129.6	1.6	7 564.2	0.2	7 220.5	0.6	7 061.9	0.5	234.6	9.1
Athens	Hellinikon	Greece	91.4	-15.8	79.2	-11.8	5 222.9	-13.2	4 300.9	-16.8	2 679.5	-19.7	36.1	-18.0
Barcelona	Barcelona	Spain	71.0	7.6	66.4	8.1	4 115.4	2.5	3 984.9	2.7	1 368.9	-3.2	46.1	-0.6
Belgrade	Surcin	Yugoslavia	41.8	4.8	38.4	4.3	1 750.5	17.7	1 688.2	17.8	592.5	12.7	11.0	26.4
West Berlin*	Tempelhof/Tegel	W Germany	68.0	-12.6	66.6	-10.6	4 279.6	-10.4	4 279.4	-10.4	733.0	2.0	17.6	-13.3
Brussels	National	Belgium	99.8	-1.7	72.0	-9.0	4 018.7	2.9	3 924.9	3.9	3 924.1	4.4	105.4	1.1
Cologne-Bonn	Wahn	W Germany	67.7	5.5	36.7	14.0	1 785.4	2.1	1 664.9	3.4	796.1	-9.6	14.9	—
Copenhagen	Kastrup	Denmark	167.0	-6.1	152.9	-3.6	8 005.7	-0.1	7 592.6	-0.6	6 242.8	0.5	142.4	3.2
Dublin	Dublin	Ireland	70.2	-2.5	35.1	—	2 075.1	-2.2	2 075.1	-2.2	1 851.3	-2.2	51.3	6.2
Dusseldorf	Lohansen	W Germany	114.7	3.1	80.0	5.4	4 870.1	7.3	4 761.9	7.9	3 307.7	3.6	32.8	1.2
Frankfurt	Rhein-Main	W Germany	209.3	4.3	193.9	3.9	12 191.8	7.6	11 405.8	7.4	7 808.5	5.2	423.7	6.3
Geneva	Cointrin	Switzerland	117.7	1.7	63.5	-1.9	3 606.8	-2.5	3 146.8	-3.1	2 595.0	-3.6	34.2	4.9
Glasgow	Abbotsinch	UK	86.2	2.3	42.7	-1.4	1 971.2	-9.1	1 935.4	-9.7	502.0	-14.4	24.2	10.0
Hamburg	Fuhlsbuttel	W Germany	95.1	5.0	63.7	6.9	3 528.6	9.3	3 396.1	9.4	1 520.9	4.6	25.3	4.5
Hanover	Langenhagen	W Germany	75.4	-0.7	36.9	7.3	1 947.3	2.7	1 839.4	0.7	739.6	6.4	10.0	9.0
Helsinki	Helsinki	Finland	79.5	12.1	49.2	12.8	2 525.8	11.3	2 524.1	11.2	1 446.7	5.6	20.5	9.6
Istanbul	Yesilkoy	Turkey	52.7	-13.9	48.1	-11.4	2 936.9	-7.3	2 734.3	-4.6	1 724.9	5.3	17.6	1.7
Las Palmas	Las Palmas	Spain	48.5	..	47.1	..	3 456.1	..	3 328.8	..	1 581.5	..	31.0	..
Lisbon	Portela de Sacavern	Portugal	51.4	-5.7	42.6	-3.2	2 973.0	-7.8	2 513.3	-7.3	1 624.2	-12.6	40.4	11.9
London	Gatwick	UK	105.3	-5.2	72.0	-4.1	5 172.8	-10.6	5 119.4	-10.6	4 443.1	-11.7	54.8	18.4
London	Heathrow	UK	288.2	-1.9	265.9	-0.6	20 416.3	-1.3	20 077.3	-1.0	16 958.9	-0.7	466.1	2.7
Luton	Luton	UK	47.2	-23.4	20.8	-32.2	2 030.2	-37.1	2 022.8	-37.1	1 980.3	-37.4	2.7	3.8
Madrid	Barajas	Spain	117.4	6.0	114.0	6.3	7 816.4	2.2	7 526.2	2.2	3 245.2	2.2	103.2	11.1
Malaga	Malaga	Spain	40.7	-1.0	35.9	7.2	2 717.9	-1.6	2 665.6	-0.8	1 940.4	-1.3	6.0	5.2
Manchester	Ringway	UK	65.4	-1.5	45.5	-4.6	2 421.2	-9.9	2 321.6	-9.8	1 548.8	-14.8	43.4	2.1
Marseille	Marignane	France	78.8	3.8	42.0	8.2	2 252.9	4.1	2 013.8	3.5	899.3	7.9	13.3	-4.3
Milan	Linate	Italy	93.9	6.9	77.5	4.7	4 222.8	6.5	4 086.9	6.6	2 504.0	15.0	66.2	2.2
Munich	Riem	W Germany	113.7	4.2	76.1	5.7	4 330.2	2.3	4 063.2	1.3	2 325.0	-6.3	28.6	1.8
Nice	Cote d'Azur	France	57.8	2.8	37.2	-5.1	2 087.7	0.1	1 920.6	0.1	798.6	-0.7	12.0	-7.7
Oslo	Fornebu	Norway	78.0	-4.9	48.8	-9.0	2 578.5	-0.3	2 560.5	-0.1	1 136.6	6.0	22.7	5.6
Palma de Mallorca	Son San Juan	Spain	72.5	-9.8	71.5	-9.8	6 467.4	-8.4	6 428.6	-8.4	5 123.9	-9.3	20.9	-5.0
Paris†	Charles de Gaulle	France	40.8	—	39.1	—	2 628.2	—	2 506.5	—	2 295.1	—	131.0	—
Paris	Le Bourget	France	85.8	-14.2	43.5	-23.4	1 742.2	-35.7	1 703.4	-35.7	1 538.9	-37.5	33.7	-50.2
Paris	Orly	France	188.3	-10.7	181.6	-10.7	12 959.8	-9.7	12 689.6	-8.8	8 174.5	-13.7	189.9	-25.4
Prague	Ruzyně	Czechoslovakia	58.0	1.9	47.2	5.4	2 025.3	9.1	1 968.1	9.5	1 099.7	8.0	12.9	0.8
Rome*	Leonardo da Vinci/Ciampino	Italy	..	—	160.2	3.6	..	—	9 615.1	1.1	6 172.2	-3.5	147.6	10.6
Stockholm	Arlanda	Sweden	78.2	-4.0	60.1	-3.5	3 479.5	2.6	3 405.0	3.4	2 613.6	3.5	38.3	-1.3
Stuttgart	Echterdingen	W Germany	92.3	11.4	50.4	15.3	2 271.8	12.6	2 122.6	12.3	1 181.6	10.0	21.9	-15.1
Vienna	Schwechat	Austria	63.6	4.6	43.8	3.5	2 083.8	1.2	1 892.3	1.3	1 887.5	1.9	26.2	3.6
Zurich	Kloten	Switzerland	133.2	0.5	102.7	2.4	6 202.7	-0.4	5 846.0	-0.1	5 294.7	0.3	118.6	4.1

†Data for two airports serving the city are combined

\*Airport opened 1974

Sources: International Civil Aviation Organisation  
Aéroport de Paris



# Indicators of the Changing Structure of Scheduled Air Traffic of 129 ICAO Contracting States\* 1964-1974

Table 4.5

Year	Stage Distance km			AVERAGES PER AIRCRAFT Speed km/hr			Payload Capacity tonnes			Weight Load Factor %		
	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic
1964	521	1 096	407	448	550	408	10.5	12.5	9.3	51.2	53.1	49.8
1965	548	1 159	427	469	571	428	11.1	13.3	9.8	51.7	53.7	50.3
1966	573	1 191	445	483	592	438	11.6	14.0	10.3	52.9	53.8	52.2
1967	616	1 283	482	518	614	478	12.2	14.6	10.9	50.7	51.7	50.0
1968	663	1 352	528	548	634	513	13.0	15.2	11.9	48.6	51.0	47.0
1969	707	1 387	560	570	648	535	13.6	15.9	12.3	47.6	51.5	44.9
1970	739	1 436	579	582	654	548	14.3	17.2	12.7	47.5	51.0	44.9
1971	738	1 438	579	587	656	554	15.5	18.9	13.6	46.1	48.8	44.0
1972	747	1 448	583	591	661	557	16.3	20.4	14.0	48.7	51.0	46.8
1973	760	1 469	591	591	656	559	17.3	21.7	14.6	49.7	52.7	47.1
1974	787	1 460	613	590	656	556	18.1	23.1	15.0	51.1	53.0	49.4

\*Excluding USSR, also China and other States that were not members of ICAO at 31 December 1974.

Source: International Civil Aviation Organisation.

## Indicators of the Changing Structure of Scheduled Air Traffic of UK Airlines 1964-1975

Year	Stage Distance km			AVERAGES PER AIRCRAFT Speed km/hr			Payload Capacity tonnes			Weight Load Factor %		
	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic	Total	Inter-national	Domestic
1964	626	853	267	444	500	282	11.0	11.9	6.8	52.4	51.6	59.3
1965	668	923	272	465	528	285	12.1	13.0	6.9	52.1	51.0	63.0
1966	658	910	282	473	536	303	12.9	14.1	7.3	53.3	52.6	59.7
1967	691	972	287	496	562	316	12.8	13.9	7.3	53.4	52.7	59.5
1968	722	1 024	287	504	566	321	13.2	14.3	7.5	52.7	52.0	59.4
1969	753	1 112	259	529	595	320	13.9	14.9	7.5	54.0	53.4	62.1
1970	816	1 218	264	545	613	317	14.1	15.1	7.8	51.2	50.6	59.3
1971	841	1 239	273	550	615	327	15.0	16.1	7.8	49.4	48.8	57.2
1972	839	1 260	281	548	616	329	17.4	19.0	7.7	50.6	50.0	59.1
1973	858	1 310	284	548	617	330	17.7	19.4	7.8	53.9	53.6	58.8
1974	816	1 175	300	529	594	328	18.5	20.4	7.9	55.1	54.9	57.8
1975	816	1 183	296	535	606	321	20.9	23.2	8.0	55.4	55.3	57.8

## **Part 5**

# **Miscellaneous UK Statistics**

# Operating Statistics and Accident Data: Passenger Carrying Services of UK Operators

Table 5.1.1

This table does not include statistics relating to British-registered aircraft operated by foreign companies or accidents involving only a third party.

## A. Scheduled Passenger Services 1966–1975

	Stage Flights (000)	Revenue Aircraft km (000 000)	Revenue Hours (000)	Revenue Passenger km (000 000)	Revenue Passengers Carried (000)	Notifiable Accidents		Passengers Killed	Crew Killed
						Total	Fatal		
1966	342.8	222.6	467.9	13 347	12 059	3	1	113	11
1967	347.2	237.0	475.0	14 066	12 318	11	1	59	7
1968	334.5	238.3	470.5	14 092	12 184	5	2	48	5
1969	349.0	257.0	484.9	16 235	13 222	5	—	—	—
1970	349.3	279.2	513.6	17 429	13 874	9	—	—	—
1971	352.7	290.6	531.0	18 661	14 462	5	1	55	8
1972	358.1	295.3	539.3	22 166	15 768	6	1	112	6
1973	378.1	319.8	583.5	26 187	17 364	8	—	—	—
1974	356.5	290.0	532.1	25 397	16 396	5	—	—	—
1975	332.1	268.5	507.2	27 544	16 322	8	—	—	—

## B. Non-Scheduled Passenger Services 1966–1975 (excluding air taxi operations)

1966	59.4	70.8	170.2	6 148	3 179	6	1	91	6
1967	58.3	79.0	167.6	6 169	3 447	6	2	152	8
1968	67.9	82.2	159.4	6 832	3 962	1	—	—	—
1969	80.6	97.2	172.0	8 941	5 383	2	—	—	—
1970	97.8	111.7	203.7	11 430	6 625	2	1	105	7
1971	120.5	159.0	258.3	16 299	8 937	2	—	—	—
1972	131.7	177.6	289.8	19 117	10 074	3	—	—	—
1973	143.5	181.1	302.7	19 654	10 910	3	1	100	4
1974	157.5	155.0	294.9	15 245	8 584	7	—	—	—
1975	167.3	164.0	291.2	16 664	9 590	1	—	—	—

## C. All Passenger Services 1966–1975 (This table is the total of Tables A and B)

1966	402.2	293.4	638.1	19 495	15 238	9	2	204	17
1967	405.5	316.0	642.6	20 235	15 765	17	3	211	15
1968	402.4	320.5	629.9	20 924	16 146	6	2	48	5
1969	429.6	354.2	656.9	25 176	18 605	7	—	—	—
1970	447.1	390.9	717.3	28 859	20 499	11	1	105	7
1971	473.2	449.6	789.3	34 960	23 399	7	1	55	8
1972	489.8	472.9	829.1	41 283	25 842	9	1	112	6
1973	521.6	500.9	886.2	45 841	28 274	11	1	100	4
1974	514.0	445.0	818.0	40 642	24 980	12	—	—	—
1975	499.4	432.5	798.4	44 208	25 912	9	—	—	—

# Operating Statistics and Accident Data

Table 5.1.2

All Public Transport Services (Passenger and Freight) of U.K. Operators 1966-1975

This table excludes accidents involving only a third party and accidents to aircraft for which no operating statistics are available.

## A. Scheduled Services

	Stage Flights (000)	Revenue Aircraft km (000 000)	Revenue Hours (000)	Notifiable Total	Accidents Fatal
1966	351.6	231.2	488.7	3	1
1967	355.6	245.5	495.2	12	2*
1968	342.8	247.5	491.5	6	2
1969	359.0	270.3	510.9	5	—
1970	359.4	293.0	538.2	9	—
1971	363.9	306.0	556.5	5	1
1972	369.3	309.9	565.8	6	1
1973	391.4	335.8	613.2	8	—
1974	380.2	310.3	586.1	5	—
1975	350.9	286.4	535.7	8	—

## B. Non-Scheduled Services (excluding air taxi operators)

1966	74.9	82.9	205.2	8	1
1967	70.6	87.9	193.5	6	2
1968	81.8	92.8	189.0	2	1
1969	96.6	110.5	206.0	3	—
1970	115.2	128.9	243.2	2	1
1971	140.9	181.0	308.5	2	—
1972	157.0	194.7	344.8	4	—
1973	169.3	210.9	365.9	4	1
1974	171.6	177.4	328.5	9	—
1975	185.8	195.4	360.1	1	—

## C. All Services

1966	426.5	314.1	693.9	11	2
1967	426.2	333.4	688.8	18	4
1968	424.6	340.3	680.5	8	3
1969	455.6	380.8	716.9	8	—
1970	474.6	421.9	781.4	11	1
1971	504.8	487.0	865.0	7	1
1972	526.3	504.6	910.6	10	1
1973	560.7	546.7	979.2	12	1
1974	551.8	487.7	914.6	14	—
1975	536.7	481.8	895.8	9	—

\*Including one fatal accident on an all freight flight in which the crew of two were killed.

# Applications for Air Transport Licences 1974 and 1975

Table 5.2

	1974	1975
<b>Scheduled Service (Class 1) Licences</b>		
Received	190	210
Withdrawn	38	23
Refused	12	13
Granted	142	133
 <b>Non-Scheduled Service Licences</b>		
Received	1 076	626
Withdrawn	145	149
Refused	46	4
Granted	908	564

# Appendix A Definitions—Traffic Statistics

## MOVEMENTS AT AIRPORTS

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

## AIR PASSENGERS

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

## TYPES OF SERVICES

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

**Non-scheduled or charter services** include all air transport flights other than scheduled services.

**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.

**Inclusive tour** consists of a round trip or circle trip performed in whole or in part by air, organised by a tour operator and offered to the public at a comprehensive price including besides air transport, accommodation for the duration of the trip, surface transport and, where appropriate, other amenities.

**Advance booking charters** Charter flights operated under Class 2 licences between the UK and territories overseas in respect of which an operator has sold blocks of seats to one or more licensed travel organisers for resale to passengers. Advance details of sales to travel organisers and sales of seats to passengers have to be notified to the Civil Aviation Authority.

**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.

**Licence** means an air transport licence granted under Section 22 of the Civil Aviation Act 1971. At present licences are issued in the following categories

**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.

**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.

**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.

**Cargo** means the weight of any property carried on an aircraft including the weight of vehicles carried, mail and diplomatic bags, but excluding passengers' baggage. When related to the activity of an airline or airlines, cargo uplifted means the number of tonnes of revenue cargo that 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. When related to the activity of an airport it is usual to measure cargo as uplifted and set down. 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.

## Appendix B Measures and their Computation

The Civil Aviation Authority follows closely the statistical practices of the International Civil Aviation Organisation.

<b>Aircraft accident</b>	An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, in which (a) any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or (b) the aircraft incurs damage or structural failure which adversely affects the structure strength, performance or flight characteristics of the aircraft and which would normally require major repair or replacement of the affected component.
<b>Aircraft days available</b>	The sum of the number of days each aircraft is available for use during the year. This 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 possession of others or is not available because of government action such as grounding by government regulatory agencies.
<b>Aircraft departures</b>	The number of take-offs of aircraft. For statistical uses, departures are equal to the number of landings made or flight-stages flown.
<b>Aircraft hours</b>	An aircraft hour is said to be performed when an aircraft operates one hour; aircraft hours are measured on the basis of block-to-block time.
<b>Aircraft hours flown per day</b>	This is an average per aircraft measure computed by dividing the actual hours of use by the number on days on which the aircraft are available.
<b>Aircraft kilometres performed</b>	Aircraft kilometres equal the sum of the products obtained by multiplying the number of flights performed by the stage distance.
<b>Aircraft movements</b>	An aircraft take-off or landing at an airport. For airport traffic purposes one arrival and one departure are counted as two movements.
<b>All cargo services</b>	Services relating to scheduled or non-scheduled flights performed by aircraft carrying loads other than passengers, i.e. freight, baggage, mail.
<b>Baggage</b>	Personal property of passengers and crew carried on an aircraft by agreement with the operator.
<b>Block-to-block/ chock-to-chock time</b>	The total number of hours (and minutes) measured from the time the aircraft moves from the loading point until it stops at the unloading point.
<b>Capacity offered per aircraft hour</b>	This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft hours of flight.
<b>Capacity offered per flight</b>	This is an average per aircraft computed by dividing the tonne-kilometres available by the related number of aircraft departures.
<b>Cargo (or mail) tonne-kilometres performed</b>	A metric tonne of cargo carried one kilometre. Cargo tonne-kilometres equal the sum of the products obtained by multiplying the number of tonnes of cargo, diplomatic bags carried on each flight stage by the stage distance. Mail tonne-kilometres are computed in the same way.



<b>Cargo (or mail) tonnes carried</b>	The number of tonnes of cargo carried is obtained by counting each tonne of cargo or mail 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. The same principle is used in calculating mail tonnes carried.
<b>Distance flown per passenger</b>	The average distance flown per passenger is computed by dividing the passenger-kilometres by the related number of passengers carried.
<b>Distance flown per tonne of cargo</b>	The average distance flown per tonne of cargo is computed by dividing the cargo tonne-kilometres performed by the related number of tonnes of cargo carried.
<b>Flights (commercial air transport)</b>	The operation of aircraft on a stage or number of stages with an unchanging flight number is counted as one flight. (Technical stops are not counted.) An air transport operation having both international and domestic stages would be counted as an international flight and also a domestic flight.
<b>Passenger-kilometres performed</b>	A passenger-kilometre is performed when a passenger is carried one kilometre. Calculation of passenger-kilometres equals the sum of the products obtained by multiplying the number of revenue passengers carried on each flight stage by the stage distance. The resultant figure is equal to the number of kilometres travelled by all passengers.
<b>Passenger load factor</b>	Passenger-kilometres performed divided by seat-kilometres available and expressed as a percentage.
<b>Passenger revenue per traffic-unit</b>	This is a type of financial measurement which relates the passenger traffic applicable to the passenger revenues. It is computed by dividing passenger revenues by the passenger-kilometres performed.
<b>Passengers carried</b>	The number of passengers carried is obtained by counting each passenger on a particular flight (with one flight number) once only and not repeatedly on each individual stage of that flight, with a single exception that a passenger flying on both the international and domestic stages of the same flight is counted as both a domestic and an international passenger.
<b>Passengers carried per aircraft</b>	The average number of passengers per aircraft is computed by dividing passenger-kilometres by the related aircraft kilometres flown.
<b>Payload capacity</b>	Total of aircraft capacity available for the carriage of revenue load (passengers, baggage, cargo and mail) measured in metric tonnes.
<b>Payload capacity per aircraft</b>	This is an average per aircraft computed by dividing the tonne-kilometres available by the related aircraft kilometres flown.
<b>Payload carried</b>	The revenue load of passengers, baggage, cargo and mail carried in the aircraft as measured in metric tonnes.
<b>Seat-kilometres available</b>	A seat-kilometre is available when a seat is flown one kilometre. Seat-kilometres available are equal to the sum of the products obtained by multiplying the number of passenger seats available for sale on each flight stage by the stage distance. Seats not actually available for the carriage of passengers because of the weight of fuel or other load are excluded in the calculations.

**Seats available per aircraft** This is an average per aircraft computed by dividing the seat-kilometres available by the related aircraft kilometres flown.

**Speed flown per aircraft** This is an average per aircraft measure computed by dividing the aircraft kilometres flown by the related aircraft hours of flight.

**Stage distance flown per aircraft** The average stage distance flown per aircraft is computed by dividing the aircraft kilometres flown by the related number of aircraft departures.

**Tonne-kilometres available** A metric tonne of available payload space flown one kilometre. Tonne-kilometres available equals the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers, cargo and mail) on each flight stage by the stage distance.

**Tonne-kilometres performed** A metric tonne of revenue load carried one kilometre. Tonne-kilometres performed equals the sum of the products obtained by multiplying the number of tonnes of revenue load carried on each flight stage by the stage distance.

**Tonnes available** The capacity of the aircraft for the carriage of payload measured in tonnes.

**Weight load factor** Tonne-kilometres performed divided by tonne-kilometres available and expressed as a percentage.

# Appendix C Quarterly and Annual Returns of Airline Financial Statistics

## NOTES ON COMPILATION

Annual returns on CAA Forms No Stats 250, 251 and 252\* should relate to the airline's own financial year, and should be dispatched as soon as possible and not later than three months after the end of that year. If based on audited accounts, they should be accompanied by those accounts. If Audited Accounts are not available within the above timescale, these three returns should be based on Draft Accounts followed by the Audited version as soon as this is available, accompanied by revised forms if the figures differ materially from those in the Draft Accounts.

The returns should be dispatched to the Civil Aviation Authority at the address shown at the foot of the form which also shows the relevant number for telephone enquiries.

### *General Instructions*

The 'Page Header' and 'Cols' boxes at the head of each table are for official use and should be left blank.

Revenues and expenses are to be reported in £ (000).

Negative figures should be indicated by placing a minus sign immediately before the number.

## NOTES ON INDIVIDUAL FORMS

### CAA FORM NO STATS 250 – QUARTERLY AIRLINE PROFIT AND LOSS STATEMENT

#### QUARTERLY REVENUES

Operating revenues are those arising from the operation of air transport services. Some special arrangements that affect the classification of operating revenues are listed below. The advice of CAA should be sought when additional explanation is needed.

**Pooled Services** Each airline participating in pooled services should report the revenues accruing to it under the pool in the appropriate revenue items, and the expenses it incurs for its own operations under the pool in the appropriate expense items of this Form. Revenues from capacity equalisation payments should be included in item 7, 'Incidental Revenues'. Payments made for capacity equalisation of pooled services should be entered in item 13, 'Rental of flight equipment'.

**Leased, Chartered and Interchanged Aircraft** Revenues from aircraft leased, chartered or interchanged to another airline should be reported in item 7, Incidental Revenues, when the aircraft are not operated under the control of the reporting carrier. Revenues from the charter sale of the whole capacity of an aircraft to other parties when the transportation responsibility is that of the reporting carrier should be reported in item 6(d), Non-scheduled Flights – Cargo where only cargo is carried otherwise it should be reported under item 6(e) – Non-scheduled Flights – Other.

\* Copies appear at the end of this Appendix.

The expenditure involved in obtaining aircraft from other carriers or parties by lease, charter or interchange agreement should be reported in item 13, Rental of flight equipment.

**Blocked-Off Charters** A blocked-off charter arises from the blocking-off for charter sale of the whole capacity of a flight published as a scheduled flight and carried out as a charter flight on the same or similar routing and operating time. Revenues obtained from blocking-off charters should be reported in item 6, Non-scheduled Flights, in the appropriate category.

**Blocked-Space** The gross revenues obtained from selling part of the capacity of an aircraft for re-sale by a carrier or other party should be reported in item 7, Incidental Revenues. The expenses incurred in the purchase of blocked-space by the reporting airline should be entered in item 13, Rental of flight equipment. Such revenues and expenses should be identified separately by footnote.

- 1 *Scheduled passenger* (individually booked seats direct to passenger) Report under this heading revenues earned in services scheduled and performed according to a published timetable (or from services so regular or frequent as to constitute a recognisably systematic series), which are open to use by members of the public, including revenue earned from extra flights occasioned by overflow traffic from such scheduled services. Exclude from this heading the fares of passengers carried on scheduled services under part-charter arrangements, and other block-booked seats.
- 2 *Scheduled passenger* (all block-booked seats including part-charter) Only the fares of passengers carried on scheduled services whose seats have not been booked individually are to be shown under this heading.

#### NOTE TO COVER HEADINGS 1 AND 2

Passenger revenue shall include the revenue from the transportation of passengers on scheduled flights, after the deduction of applicable discounts and rebates. It shall not include the value of such tickets shall be carried forward until such time as the flight takes place or the value is refunded. Cancellation fees shall be included under item 7 'Incidental revenues'.

Passenger revenue shall be credited with revenue upon the basis of published tariffs, excursion, other special fares and agreed inter-line pro-rates of through fares; and revenue from berth, compartment or other special accommodation furnished on the basis of fares or contracts for space occupied. It shall not include taxes on sales of passenger transportation.

Revenues from the sale of food and drinks not included in the price of the ticket shall be excluded and reported under item 7 'Incidental revenues'.

Revenues from nominal service charges for persons travelling on a non-revenue basis (such as staff members) shall be excluded and reported under item 7 'Incidental revenues'.

Passenger revenue shall not be charged with payments made for ground transportation, commission on sales or other expenses connected with passenger handling or interrupted flights. Such expenses shall be charged to appropriate expenditure accounts.

- 3 *Scheduled excess baggage* shall include revenue arising from the transportation of passenger baggage in excess of the fixed free weight and fixed valuation allowance; excess baggage arising from passengers carried under heading 2 should be included.

- 4 *Scheduled cargo, and diplomatic bags* Cargo shall include revenue, after deduction of applicable discounts and rebates, on the basis of published tariffs and agreed inter-line pro-rates of through-tariffs.

Cargo revenue shall also include revenue from the carriage of diplomatic bags.

Where the airline's staff has the privilege of sending personal consignments at reduced rates, such revenue shall be taken as normal cargo revenue.

Revenue from cargo carried on non-scheduled services shall be included under heading 6.

- 5 *Scheduled mail* Mail shall include: payments received from the carriage of all domestic and foreign mail at prevailing rates, irrespective of the fact that such rates may be fixed in advance or in arrears. Adjustments to mail revenue for previous years shall be included under item 4 of CAA Form No Stats 251 Annual Airline Appropriation Account.
- 6 *Non-scheduled flights* Shall include revenue derived from all flights performed for remuneration, including empty flights related thereto, other than those reported as scheduled services in heads 1 and 2. Item 6 (b) shall include TGC sales and item 6 (e) shall include revenues from sales of the whole capacity of an aircraft when the responsibility for the performance of transportation is that of the reporting carrier.
- 7 *Incidental revenues* Shall include *net* revenues (ie gross revenues less related direct expenses) from such sources as surface transport; food services; service and maintenance sales; property and other incidental net operating revenues which accrued to the airline from sources other than air transportation. This item shall also include *gross* revenues from passengers paying less than 25% of the normal applicable fare; commissions received on sales of transportation on other carriers; 'no-show' and cancellation fees; providing aircraft to other airlines or parties for operations under their control, such as in leasing, chartering or interchange agreements; revenues from capacity equalisation payments arising from pooled services; from the sale of blocked-space to other carriers on aircraft operated by the reporting carrier (such revenues should be identified separately by footnote); and any other operating revenues not classifiable in headings 1 to 6.
- 8 *Total operating revenues* The sum of headings 1 to 7.

## EXPENSES

- 9 *Flight crew salaries and expenses* Shall include pay and allowances, pensions, insurance, travelling and other similar expenses, including crew equipment costs. Pay, allowances and other related expenses of purses, cabin attendants and passenger service personnel shall not be charged under this account, but included under 'Passenger services' (item 23 (a)). Training costs shall not be included in this item (see 14 and 20).
- 10 *Aircraft fuel and oil* Shall include non-refundable duties and taxes.
- 11 *Flight equipment insurance* Shall include: insurance against accidental damage to flight equipment while in flight and on the ground and insurance against liability occurring from operation of aircraft.

- 12 *Uninsured losses* Shall include the expenses incurred but not covered by insurance for which the airline is liable in respect of accidental damage to flight equipment while in flight and on the ground, and liability which has occurred from the operation of aircraft.
- 13 *Rental of flight equipment* Shall include expenses incurred for the rental of aircraft and crews from other carriers such as in leasing, chartering and interchange agreements and payments made for capacity equalisation arising from pooled services. This item shall also include payments for the purchase of blocked-space on aircraft operated by other carriers, identifying the total amount of such payments separately by footnote.
- 14 *Flight crew training (when not amortised)* Shall include the cost of training flight crew, when separately identifiable, if this cost is not to be amortised over two or more years (see also item 20).
- 15 *Flight expenses other than items 9 to 14* Shall include expenses pertaining to inflight operation and related standby time of aircraft, which are not classifiable under items 9 to 14 inclusive.
- 16 *Maintenance and overhaul* Shall include not only the cost of current maintenance of aircraft, engines, components and spares in an operative condition, but also the cost of repair and overhaul, including certificate of airworthiness overhaul where such is carried out under Government mandatory requirements. Expenditure grouped under this account refers to the cost of engineering labour, not only hourly rated or costed labour, but engineering supervision, planning, inspection, etc., which can be determined as relating solely to engineering work in the particular type of aircraft, or to the particular unit within the airline's organisation. It shall include also the cost of materials used in maintaining the flight equipment in an operative condition. The cost can be determined according to the airline's internal methods.

Indirect expenditure arising under the above heading shall also be charged, whether by direct allocation or by pro-rating or apportionment. This will include items such as: pay of supervisory personnel at maintenance and overhaul shops; pay of engineers and other employees at the maintenance and overhaul shops, including stores and supplies personnel, accounting personnel, timekeepers, etc; travel, training and other expenses of maintenance and overhaul employees; maintenance and insurance of equipment used at the maintenance and overhaul shops, where separately assessed; accommodation costs; office supplies and expenses, telephone and cable costs, transportation costs.

The cost of repair, overhaul and maintenance of the flight equipment by outside contractors and manufacturers, or by specialist units within the airline's organisation, shall also be included.

If the airline's organisation permits the separate cost of engineering staff at out-stations to be ascertained, then such costs should normally be included under this account. When this is not possible, such costs should be included in item 22 with a note to this effect.

Where direct and related indirect maintenance of ground facilities cannot be segregated for inclusion under 'Station and other ground expenses' it shall be included under item 16.

17 *Depreciation of aircraft fleet including spares* The historic cost depreciation appropriate to the quarter included in heading 1 of CAA Form No Stats 253 Airline Balance Sheet.

18 *Depreciation of ground property and equipment* The historic cost depreciation appropriate to the quarter included in heading 1 of CAA Form No Stats 252 Airline Balance Sheet.

Note: Normal depreciation of an asset shall be the proportion of the historical cost of the asset which is charged against the operating expenses in a particular year. The accrued normal depreciation of an asset shall never exceed the historical cost of that asset.

19 *Amortisation of development and pre-operating costs* This item shall include charges for the amortisation of capitalised development and pre-operating costs and other intangible assets applicable to air transport.

20 *Flight crew training (when amortised)* Shall include charges for the training of flight crew, when separately identifiable, and amortised over two or more years (see also item 14).

21 (a) *Landing and departure fees* Shall include, exclusively, fees levied against the airline for landings and departures of its aircraft.

(b) *Aerodrome en route and other navigation service charges*

22 *Station and ground expenses other than heading 21* Shall include such items as: housing, mooring, parking and picketing charges at all airports; pay; allowances and expenses of all station staff engaged in handling and servicing aircraft and load, including flight supervisors, dispatchers and ground radio operators; station accommodation costs; maintenance and insurance of airport facilities, where separately assessed; representation and traffic handling fees charged by third parties for handling the air services of the airline; station stores charges, including local duties on equipment, transport, packing and materials, rental of stores, storekeepers' pay, allowances and expenses, etc.

The cost of providing services to third parties shall be credited to this account.

When the cost of maintenance expenditures at outstations cannot be segregated for reporting in item 16, it should be reported in item 22 and identified separately with a footnote.

23 *Passenger services* Shall include:

(a) Pay, allowances and expenses of cabin attendants and passenger service personnel, including pensions, uniforms, insurance, etc; premiums for passenger liability insurance and passenger accident insurance paid by the airline; meals and accommodation, including costs of supplies and personal services furnished to passengers.

(b) Expenses of handling passengers incurred because of interrupted flights, including hotels, meals, taxi fares and other expenses items; costs of other services provided for passengers, such as pay, allowances and expenses of room reservation personnel, and all other services provided for the comfort of passengers in transit.

- 24 *Ticketing, sales and promotion* Shall include items such as: pay, allowances and related expenses of all staff engaged in ticketing, sales and promotion activities; accommodation costs; commissions on tickets sales; agency fees for outside services; advertising and publicity through various media and expenses related thereto.
- 25 *General and administrative* Shall include expenses incurred in performing the general and administrative functions of the airline and those expenses relating to matters of a general corporate nature, whether separately assessed or apportioned in conformity with the airline's accounting practices.  
  
Note: Overhead costs directly related to operating expense items 9 to 16, 21, 22, 23 and 24 should be included in the expense items to which they are related and not in this item 25.
- 26 *Other operating expenses* Shall include operating expenses which cannot be assigned to headings 9 to 25.
- 27 *Total operating expenses* The sum of items 9 to 26.
- 28 *Operating result* The difference between heading 8 and 27.
- 29 *Profits/losses* On disposal of fixed assets.
- 30 *Interest payable less receivable (net)* Should include all such interest whether on long or short-term borrowings or lendings/advances, including transactions with other companies within the same group.
- 31 *Direct subsidies* From public funds.
- 32 *Other payments* From public funds: other payments made by Government bodies, not accounted for elsewhere.
- 33 *Dividends receivable* Should include dividends from all sources, ie, other Companies in the same group, associated companies, trade or other investments.
- 34 *Other non-operating items* Should include any items not appropriate for inclusion elsewhere.
- 35 *Non-operating items balance* The net balance of items 29 to 34.
- 36 *Profit and loss before taxation* The difference between item 28 and item 35.

## CAA FORM NO STATS 251 – ANNUAL AIRLINE APPROPRIATION ACCOUNT

This return has been designed to accord with the accounting practices of United Kingdom airlines; significant departures from these practices, that might impair the comparison of figures provided under some heads with those of other airlines, should be explained in the 'remarks' section.

- 1 The opening item is the Profit (or Loss) before Taxation for the year as shown in the airlines' annual accounts.



- 5 All movements on reserves (other than movements on capital reserves not available for  
and distribution, eg share premium account and self-insurance notional premiums charged to  
8 operating costs) should be included in this account. Accumulated balances of profit  
should be treated as reserves and only the movement (increase or decrease) in the year  
included in this account.

#### **CAA FORM NO STATS 252 – AIRLINE BALANCE SHEET**

This return has been designed to accord with the accounting practices of UK airlines; significant departures from these practices, that might impair comparison of figures provided under some heads with those of other airlines, should be explained in the 'remarks' section.

- 1 Spare engines and other spares having a service life relative to that of the aircraft fleet should be included here together with the amounts provided for their amortisation and depreciation (including consumption provisions where appropriate).
- 2 'Group Companies' embraces parent, subsidiary and fellow subsidiary companies.

# Civil Aviation Authority

COMMERCIAL IN CONFIDENCE  
(when wholly or partly completed)

## QUARTERLY/ANNUAL AIRLINE PROFIT AND LOSS STATEMENT

PAGE HEADER

AIRLINE	YY	Q
S	O	

CAA Form No Stats 250

COLS 1-5 ALL CARDS

AIRLINE
S

Airline \_\_\_\_\_

Quarter/Year ended \_\_\_\_\_ 197\_\_\_\_

Description	Amount (£000)
<b>REVENUES</b>	
1 Scheduled Passenger (individually booked seats direct to passenger)	1
2 Scheduled Passenger (all block-booked seats, including part-charter)	
3 Scheduled Excess baggage	
4 Scheduled Freight and diplomatic bags	
5 Scheduled Mail	
6 Non-scheduled flights (a) Inclusive tours	
(b) ABC other than part-charter	
(c) Affinity groups	
(d) Cargo	
(e) Other	
7 Incidental revenue	
8 TOTAL OPERATING REVENUES	
<b>EXPENSES</b>	
9 Flight crew salaries and expenses	2
10 Aircraft fuel and oil	
11 Flight equipment insurance	
12 Uninsured losses	
13 Rental of flight equipment	
14 Flight crew training (when not amortised)	
15 Flight expenses other than Items 9 to 14	
16 Maintenance and overhaul	
17 Depreciation of aircraft fleet (including spares)	
18 Depreciation of ground property and equipment	
19 Amortisation of development and pre-operating costs	
20 Flight crew training (when amortised)	3
21a Landing and departure fees	
21b Aerodrome, En route, and other Navigation service charges	
22 Station and ground expenses other than item 21	
23a Passenger services — cabin staff and other flight expenses	
23b Passenger services — other passenger service costs	
24 Ticketing, sales and promotion	
25 General and administrative	
26 Other operating expenses	
27 TOTAL OPERATING EXPENSES	
27a (of which services bought in under 16, 24 and 25 above)	
28 OPERATING PROFIT (OR LOSS)	
29 Profit or loss on disposal of fixed assets	4
30 Interest payable less receivable (Net)	
31 Direct subsidies from public funds	
32 Other payments from public funds	
33 Dividends receivable	
34 Other non-operating items	
35 NON-OPERATING ITEMS (balance)	
36 PROFIT OR LOSS ( - ) BEFORE TAXATION	

REMARKS

Address the completed return to: Civil Aviation Authority  
Ec/S Division, Room 611  
Aviation House, 129 Kingsway  
London WC2B 6NN  
for enquiries telephone: 01-405 6922 ext. 411

Signature of compiler \_\_\_\_\_  
Compiler's name (CAPS) \_\_\_\_\_  
Full address \_\_\_\_\_  
Telephone Number \_\_\_\_\_ Ext \_\_\_\_\_

Civil Aviation Authority

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ANNUAL AIRLINE APPROPRIATION ACCOUNT

Airline \_\_\_\_\_

PAGE HEADER

	AIRLINE NO	YY
A		

CAA Form No. Stats 251

COLS 1-5 ALL CARDS

	AIRLINE NO
A	

Year ended \_\_\_\_\_ 197\_\_\_\_\_

DESCRIPTION	AMOUNT (£000)	AMOUNT (£000)
1 Profit (or Loss) before Taxation		1
2 Taxation		
3 Profit (or Loss) after Taxation		
4 Exceptional items and prior year adjustments (SPECIFY)		
5 Transfers from reserves (SPECIFY)		
6 Available for appropriation		
7 Dividends		
8 Transfers to reserves (SPECIFY)		

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# Civil Aviation Authority

COMMERCIAL IN CONFIDENCE

(when wholly or partly completed)

PAGE HEADER

CAA Form No. Stats 252

AIRLINE		YY	
B		0	

COLS 1-5 ALL CARDS

AIRLINE	
B	

## AIRLINE BALANCE SHEET

AIRLINE \_\_\_\_\_

Parent Company \_\_\_\_\_

Ultimate holding company (where applicable) \_\_\_\_\_

As at \_\_\_\_\_ 197 \_\_\_\_\_

Based on Audited/Draft Accounts (delete as appropriate)

	£000		£000
<b>ASSETS EMPLOYED</b>			
<b>1 OPERATING EQUIPMENT AND PROPERTY</b>		<b>6 UNAMORTISED COSTS</b>	
Aircraft fleet (including spares)	1	Pre-operational training and development	4
Less: provision for amortisation and depreciation		Other items (specify) _____	(£000)
Aircraft fleet after depreciation			
Property and other equipment			
Less: provisions for amortisation and depreciation			
Property and other equipment after depreciation			
Payments on account of aircraft under construction.			
		<b>7 OTHER ASSETS (specify) _____</b>	(£000)
<b>2 INTERESTS IN GROUP COMPANIES</b>		<b>TOTAL ASSETS</b>	
Shares		<b>FINANCED BY:—</b>	
Advances and debts not currently receivable			
		<b>8 SHAREHOLDERS FUND</b>	
<b>3 TRADE INVESTMENTS</b>		Share capital	5
Shares		Share premium account	
Advances and debts not currently receivable.		Reserves: Capital	
		Self-insurance	
<b>4 CURRENT ASSETS</b>		Revenue	
Stores and work in progress	2	Other	
Debtors and prepayments		<b>9 BORROWINGS ETC. (repayable more than one year ahead)</b>	
Short term loans and deposits		Advances from other Group companies	6
Bank balance and cash		Bank loans	
Group companies' advances and debts currently receivable		Other loans	
Other items (specify) _____	(£000)	Hire purchase liabilities	
<b>TOTAL CURRENT ASSETS</b>		<b>10 DEFERRED LIABILITIES</b>	(£000)
<b>5 LESS: CURRENT LIABILITIES</b>		Taxation	
Creditors and accruals	3	Other (specify) _____	
Traffic revenue received in advance			
Taxation		<b>TOTAL LIABILITIES</b>	
Dividends			
Bank overdrafts			
Instalments of borrowings and hire purchase liabilities repayable within one year			
Group companies advances and debts currently payable			
Other items (specify) _____	(£000)		
<b>TOTAL CURRENT LIABILITIES</b>			
<b>TOTAL NET CURRENT ASSETS</b>			

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