

Civil Aviation Authority



CAA Monthly Statistics
(up to and including April 1975)

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ISSN 0306 3577

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Foreword

1 CONTENT

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

2 CONVENTIONS

- 2.1 **Symbols and Abbreviations** The following are used throughout:
- + = UK Customs airport
 - .. = not available
 - = nil or less than half the final digit shown
 - n.e.i. = not elsewhere included
 - a.t-km = available tonne-kilometres
- A.T. Movements = Air Transport Movements
- 2.2 **Rounding of Figures** In tables where figures have been rounded to the nearest final digit, there may be an apparent slight discrepancy between the sum of the constituent items and the total as shown.
- 2.3 **Units of Measurement** Metric measurements are used throughout *CAA Monthly Statistics*.
- Tonne = 1000 kilogrammes
 - Tonne-kilometres = The product obtained by multiplying the number of tonnes carried by the distance flown measured in kilometres
- Conversion factors (foot/pound system to metric system)
- 1 short ton (2000 lbs) = 0.9072 tonnes
 - 1 ton (2240 lbs) = 1.0160 tonnes
 - 1 statute mile (5280 feet) = 1.6093 kilometres
 - 1 short ton-mile = 1.4600 tonne-kilometres

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

3 ENQUIRIES

- 3.1 **Statistics** Enquiries concerning the information in *CAA Monthly Statistics* should be addressed, according to the subject, as follows:
- | | |
|--|--|
| Airport and Air
Passenger Statistics: | Civil Aviation Authority
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3.2 **Distribution** Enquiries concerning orders and subscriptions should be addressed to:

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

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

The series comprise:

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

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

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

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

Table 31.1

Boeing 707–120/120B	12 080
Boeing 707–320C/336	40 625
Boeing 707–420	74 108
Boeing 747	91 681
DC 10	18 747
Total	1 864 505

Table 31.2

BAOD	Boeing 707–420	21 152
	Boeing 747	91 681
	Total	180 195
British Airtours	Boeing 707–420	52 956
Dan Air Services	Boeing 707-320C/336	6 709
	Total	152 739
Laker Airways	DC 10	18 747
	Boeing 707–120/120B	12 080
	Total	58 261
Grand Total		1 864 505

July 1976

Civil Aviation Statistics—April 1975

Activity at UK Airports

During the month of April 1975 the level of air transport movements declined against April 1974 by 5.2 per cent to just over 56 500. London area movements fell by 9.2 per cent whilst over the rest of the UK the decline was only marginal. When comparing the three month period February to April 1974 with 1975, the national rate of decline of 1.2 per cent comprised a 2.7 per cent decline in the London area against a marginal growth elsewhere in the UK. Stansted was the only London area airport over this period to report a growth (10.8 per cent growth; 32 additional movements per month). Heathrow recorded a decline of under 1 per cent (137 less movements per month) and Gatwick a decline of 1.4 per cent (70 less movements per month). Luton reported a decline of 31.6 per cent (548 less movements per month) and Southend a decline of 2.6 per cent (23 less movements). Outside the London area the greatest increases in actual movements continued to be recorded at Aberdeen (a monthly average of 812 additional movements; 61.4 per cent growth) followed by Edinburgh which, as a result of the continued industrial action at Glasgow, recorded a 46.2 per cent growth (468 additional movements per month). Lydd which reported the third highest increase in movements (343 per month) also recorded the greatest rate of growth (13 fold its April 1974 level). Glasgow again suffered the heaviest actual decline in movements (1429 per month) and Gloucester the heaviest rate of decline (72.6 per cent). Whilst total charter movements increased marginally scheduled movements declined by 1.6 per cent. The UK operators' share of scheduled movements decreased slightly to 72.3 per cent and their share of charter movements also dropped slightly to 89.4 per cent. A maintenance supervisors' strike at Manchester resulted in 52 of the 157 diversions during April.

During the month of April 1975 3.1 million terminal passengers travelled through UK airports, an increase of 200 000 on March 1975 but a 5.4 per cent decrease against April 1974. Throughout the month the number of passengers handled in the London area declined by 6.4 per cent and over the rest of the country by 2.8 per cent. Over the three month period February to April 1975 London area passengers increased marginally compared with a year earlier whilst those over the rest of the UK fell by 4.8 per cent. The aggregate UK decline over this period against February to April 1974 was 1.1 per cent. Amongst London area airports only Heathrow and Stansted reported growth in passengers handled (5.8 per cent; 81 559 additional passengers per month and 15.4 per cent; 1907 additional passengers respectively). Terminal passengers at Gatwick fell by 6.6 per cent (21 934 less passengers) and those at Southend by 26.6 per cent (4507 less per month). Luton recorded the heaviest decline in the area (29.0 per cent; 48 113 less passengers). Outside the London area Edinburgh, Aberdeen and Prestwick achieved the greatest increases in actual passengers handled (17 446 passengers, 30.5 per cent growth; 14 849 passengers, 52.6 per cent growth and 9418 passengers, 76.2 per cent growth respectively). Cambridge recorded the highest growth rate of 79.1 per cent, whilst Swansea the heaviest decline (86.9 per cent). The 1.1 per cent

decline in passengers travelling through UK airports between February and April 1975 compared with 1974 comprised a 1.6 per cent growth in those travelling by scheduled services against a 10.1 per cent drop in those by charter services. The UK operators' share of total passengers carried declined 2.3 percentage points to 70.4 per cent. Their share of charter traffic passengers grew marginally to 87.9 per cent but their share of scheduled traffic passengers fell by 2.5 percentage points to 65.8 per cent.

Over the period February to April 1975 a monthly average of 2.7 million passengers used UK airports, 1.9 million travelling by international services (1.6 per cent growth compared with a year earlier) and 0.8 million by domestic services (7.3 per cent decline). Total international scheduled passengers at UK airports grew by 9.0 per cent over this period when the most heavily used scheduled services were again those to France with 13.5 per cent (10.1 per cent growth), followed by those to USA with 10.7 per cent (0.1 per cent growth) and those to the Netherlands with 8.5 per cent (6.3 per cent growth). Charter service passengers declined overall by 10.6 per cent. Services to Spain continued to carry the largest proportion of charter service passengers (39.6 per cent; 9.9 per cent decline) followed by services to Germany with 10.7 per cent (7.7 per cent decline).

The 6.2 per cent aggregate decline in passengers travelling on domestic routes comprised a 53.3 per cent growth in those travelling to and from Edinburgh and a 4.5 per cent growth in those to the Channel Islands against declines of 53.4 per cent, 10.1 per cent, 5.0 per cent and 3.9 per cent in those travelling to and from Glasgow, Belfast, London and the Isle of Man.

The amount of air freight handled in the UK during April 1975 was nearly 55 000 tonnes, an overall decline of 6.7 per cent on 1974. London area tonnage fell by 4.6 per cent and that over the rest of the UK by 14.4 per cent. When comparing the three month period February to April 1975 with the corresponding period a year earlier, the level of air freight dropped by 7.0 per cent overall. Airports outside the London area reported handling an aggregate 19.8 per cent less cargo than a year earlier. London area airports reported an aggregate drop in freight of 3.5 per cent. Gatwick handled 29.0 per cent more cargo (1315 additional tonnes per month) and Stansted 21.2 per cent more (278 additional tonnes) whilst Heathrow, Stansted and Luton reported declines of 7.9 per cent (3108 less tonnes per month), 3.4 per cent (59 less tonnes) and 34.1 per cent (83 less tonnes) respectively. Lydd continued to report both the highest rate of growth over the whole country and the greatest increase in actual tonnage outside the London area (315 additional tonnes per month; 19 fold growth). Edinburgh reported handling 189 additional tonnes per month (102.4 per cent growth) and Aberdeen 89 additional tonnes (52.2 per cent growth). Glasgow reported the largest decline in actual tonnage (1177 less tonnes; 57.4 per cent decline) and Tiree against the heaviest rate of decline (70 per cent). The 7.0 per cent overall decline in air freight tonnage comprised a 13.3 per cent decline in that carried by scheduled services against a 39.4 per

cent growth in that carried by charter services. Most of this growth was handled by UK operators whose share of charter tonnage increased 6.3 percentage points to 75.8 per cent. Their share of scheduled service cargo fell by 2.0 percentage points to 48.6 per cent whilst their share of total tonnage carried rose marginally to 53.5 per cent.

Output of UK Airlines

The output of UK airlines for all services in April 1975 was 638 million available tonne-kilometres, a decrease of 4.5 per cent on April 1974.

The scheduled service output of 427 million available tonne-kilometres was 7.6 per cent less than a year earlier. The overall load factor of 53.9 per cent compared with 55.6 per cent in April 1974. Seat kilometres used were 56.4 per cent of those available compared

with 55.1 a year earlier. Seat factors on domestic and international scheduled services were 60.5 and 56.0 per cent respectively compared with 67.4 and 54.3 per cent in April 1974.

The non-scheduled output of 211 million available tonne-kilometres was 2.3 per cent higher than a year earlier. Advance Booking Charters and Inclusive Tour Charters accounted for 15.2 and 70.7 million available tonne-kilometres respectively compared with 3.8 and 80.4 million in April 1974.

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

Size Structure of UK

Table 1

Airports and Airlines Year ended 31 March 1975

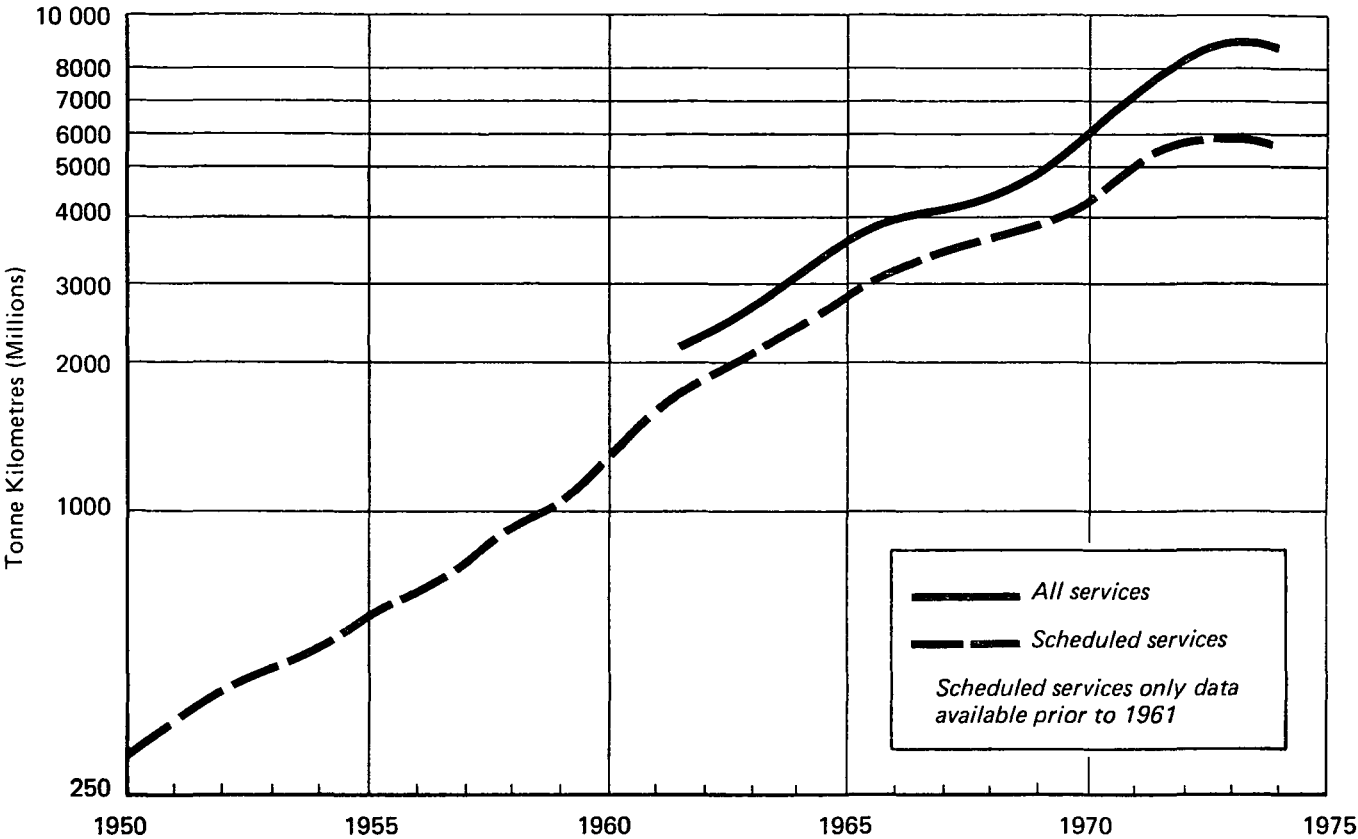
Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	20 338	50.71	100	100.00
Gatwick	5 113	12.75	98	49.29
Manchester	2 268	5.65	95	36.55
Luton	1 912	4.77	93	30.89
Glasgow	1 732	4.32	91	26.12
Belfast	1 210	3.02	89	21.81
Birmingham	1 026	2.56	86	18.79
Edinburgh	819	2.04	84	16.23
Newcastle	580	1.45	82	14.19
Liverpool	504	1.26	80	12.75
Aberdeen	490	1.22	77	11.49
East Midlands	455	1.14	75	10.27
Isle of Man	434	1.08	73	9.13
Prestwick	374	0.93	70	8.05
Southampton	310	0.77	68	7.12
Leeds/Bradford	280	0.70	66	6.34
Southend	248	0.62	64	5.65
Glamorgan	231	0.58	61	5.03
Stansted	208	0.52	59	4.45
Tees-side	184	0.46	57	3.94
Bristol	176	0.44	55	3.48
Sumburgh	160	0.40	52	3.04
Others (22 reporting airports)	1 058	2.64	50	2.64

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of all UK airlines with a.t – km of this size and smaller
British Airways Overseas Division	4 191	50.16	100	100.00
British Airways European Division	1 148	13.74	98	49.84
British Caledonian Airways	826	9.89	96	36.10
Dan-Air Services	326	3.90	94	26.21
Laker Airways	318	3.81	92	22.31
Britannia Airways	291	3.48	90	18.50
Trans-Meridian Air Cargo	209	2.50	88	15.02
British Airtours	149	1.78	86	12.52
Tradewinds Airways	139	1.66	84	10.74
Monarch Airlines	129	1.54	82	9.08
Court Line Aviation*	106	1.27	80	7.54
British Midland Airways	86	1.03	78	6.27
International Aviation Services	79	0.95	76	5.24
British Airways—Northeast Airlines	64	0.77	73	4.29
Invicta International Airlines	58	0.69	71	3.52
British Airways—Cambrian Airways	52	0.62	69	2.83
British Airways—Channel Islands Airways	52	0.62	67	2.83
British Island Airways	29	0.35	65	1.59
British Airways—Scottish Airways	28	0.34	63	1.24
Donaldson International Airways*	17	0.20	61	0.90
British Air Ferries	12	0.14	59	0.70
Others (28 airlines)	47	0.56	57	0.56

*Estimated

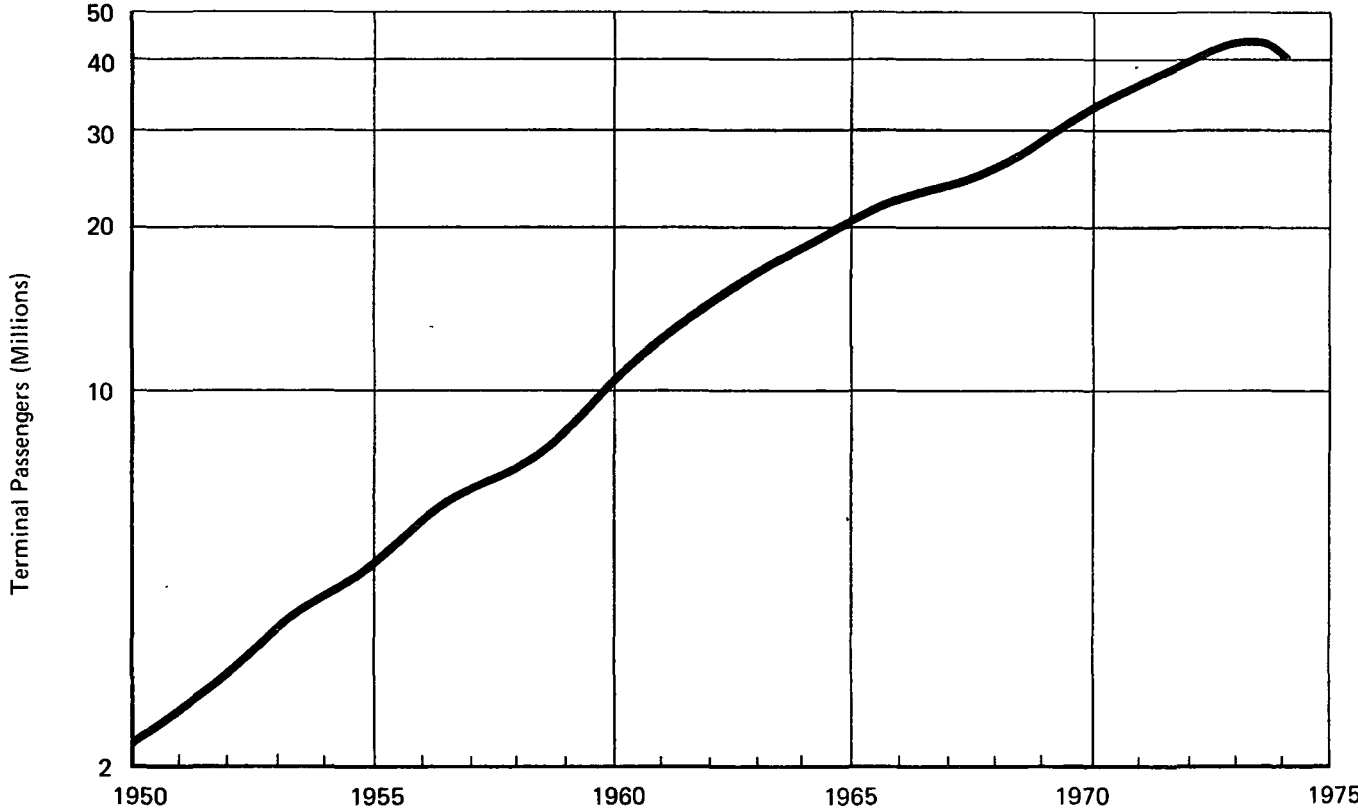
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1974

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
Year ended						
April 1974	1 850	718	42 810	8 879	5 947	2 932
April 1975	1 881	711	39 934	8 325	5 777	2 548
Mean rates of growth (percentages) to 1974						
20 years	6.5	5.1	12.5	..	13.6	..
10 years	7.7	3.7	9.1	12.5	9.9	19.7
5 years	6.4	4.6	7.1	10.2	9.6	16.9
Latest year's growth (percentages)						
	1.7	-1.0	-6.7	-6.2	-2.9	-13.1

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1974	59.2	3 340	35.1	1 699	10.2	666	12.4	844	1.5	131
1973 1st quarter	46.9	2 517	27.7	1 285	7.8	576	10.5	594	0.9	62
2nd quarter	65.0	3 838	38.3	1 884	11.9	913	12.8	870	2.1	171
3rd quarter	74.2	4 926	42.3	2 261	14.8	1 271	14.0	1 079	3.1	315
4th quarter	53.4	3 095	31.7	1 578	8.9	638	11.3	768	1.5	111
1974 1st quarter	47.0	2 523	27.7	1 351	8.0	473	10.5	640	0.8	59
2nd quarter	64.2	3 512	38.3	1 777	11.1	722	13.1	876	1.7	137
3rd quarter	71.7	4 482	42.2	2 168	13.2	1 011	13.9	1 066	2.4	237
4th quarter	53.7	2 844	32.1	1 502	8.5	459	12.0	794	1.1	89
1975 1st quarter	48.4	2 532	28.4	1 338	8.1	431	11.1	703	0.9	59
1973 October	61.0	3 656	35.8	1 816	10.6	792	12.7	889	1.9	159
November	52.7	2 917	32.0	1 511	8.5	611	10.9	699	1.3	97
December	46.4	2 710	27.3	1 407	7.7	511	10.3	715	1.2	77
1974 January	47.9	2 562	28.5	1 400	7.8	450	10.8	658	0.8	54
February	43.5	2 229	25.9	1 232	7.2	413	9.7	542	0.7	43
March	49.6	2 777	28.5	1 419	9.0	557	11.1	719	1.0	81
April	59.7	3 275	35.9	1 707	10.2	694	12.2	763	1.4	111
1974 October	60.4	3 412	36.0	1 736	9.7	599	13.1	936	1.6	141
November	51.1	2 574	30.5	1 392	8.2	398	11.5	719	0.9	64
December	49.7	2 547	29.8	1 377	7.8	381	11.3	727	0.9	63
1975 January	51.0	2 506	30.9	1 375	7.8	369	11.5	706	0.8	56
February	44.3	2 186	26.5	1 178	7.0	352	10.3	617	0.6	38
March	50.0	2 904	27.8	1 460	9.6	572	11.4	787	1.2	84
April	56.6	3 100	33.4	1 624	9.9	577	12.0	814	1.3	84

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total	Commercial			Non-commercial			
	Total	Total	Air transport	Other	Total	Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(000)
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1974	154.1	66.0	59.2	6.9	88.1	65.2	15.0	7.9
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8	7.1
4th quarter	134.2	60.0	53.4	6.6	74.2	53.1	14.2	6.9
1974 1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
2nd quarter	174.4	71.7	64.3	7.5	102.7	76.4	16.6	9.6
3rd quarter	184.1	81.4	71.7	9.7	102.7	80.6	14.6	7.6
4th quarter	135.0	59.6	53.7	5.8	75.4	54.9	12.7	7.8
1975 1st quarter	134.2	53.5	48.4	5.0	80.7	55.1	17.9	7.7
1973 October	160.0	69.2	61.0	8.2	90.8	64.8	16.4	9.6
November	138.5	59.1	52.7	6.4	79.4	57.0	15.6	6.8
December	104.0	51.8	46.5	5.3	52.2	37.4	10.5	4.4
1974 January	112.3	51.9	47.9	4.0	60.4	40.8	13.6	6.0
February	118.1	47.5	43.5	4.1	70.5	49.1	15.2	6.2
March	138.3	54.6	49.6	5.0	83.6	57.0	19.0	7.6
April	165.1	66.2	59.7	6.5	98.9	71.5	19.0	8.4
1974 October	153.9	67.6	60.4	7.2	86.3	64.0	13.6	8.8
November	131.1	56.9	51.1	5.8	74.2	53.3	13.2	7.7
December	120.1	54.3	49.7	4.5	65.8	47.3	11.5	7.0
1975 January	128.5	55.5	51.0	4.4	73.0	48.6	16.9	7.5
February	116.3	48.5	44.3	4.2	67.8	44.5	16.7	6.6
March	157.8	56.4	50.0	6.4	101.4	72.2	20.1	9.1
April	163.3	62.0	56.6	5.4	101.3	72.6	19.4	9.4

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	21 259	5 101	1 354	821	1 426	4 785	3 755	1 263	2 525	4 381
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 964	7 634
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1974	31 110	5 793	2 609	1 422	1 176	4 080	5 623	4 380	2 982	7 952
1973 1st quarter	26 294	5 075	2 035	1 027	984	2 227	4 797	2 143	2 331	5 645
2nd quarter	35 420	6 377	3 035	1 516	1 453	5 140	6 075	2 597	3 364	10 210
3rd quarter	39 664	7 247	3 521	1 751	1 673	5 956	7 294	2 926	4 198	12 436
4th quarter	29 164	5 420	2 508	1 273	1 075	3 483	5 351	2 520	2 590	6 798
1974 1st quarter	25 752	4 776	1 814	1 145	835	2 538	4 576	3 473	2 104	4 956
2nd quarter	33 689	6 168	2 876	1 516	1 355	4 880	6 025	4 483	3 238	9 053
3rd quarter	36 786	6 801	3 398	1 740	1 478	5 578	6 924	5 043	3 961	11 103
4th quarter	28 212	5 427	2 347	1 286	1 036	3 324	4 966	4 519	2 624	6 697
1975 1st quarter	26 019	4 738	1 951	1 195	1 011	2 919	3 860	4 570	2 200	5 880
1973 October	33 157	6 125	3 098	1 383	1 302	4 283	6 109	2 743	2 822	8 909
November	28 101	5 550	2 574	1 319	1 027	3 390	5 502	2 665	2 557	6 278
December	26 233	4 585	1 851	1 116	897	2 777	4 443	2 152	2 391	5 207
1974 January	26 735	4 817	1 773	1 205	778	2 353	4 658	3 420	2 200	4 647
February	23 666	4 469	1 650	1 079	768	2 290	4 307	3 315	1 959	4 517
March	26 854	5 043	2 020	1 152	959	2 972	4 762	3 684	2 153	5 704
April	32 544	5 537	2 546	1 275	1 253	4 360	5 507	3 822	2 817	8 518
October	31 279	5 943	2 859	1 510	1 103	4 221	5 903	4 928	2 678	8 209
November	26 697	5 400	2 196	1 240	1 018	2 890	4 614	4 341	2 665	5 924
December	26 660	4 938	1 986	1 109	986	2 862	4 380	4 289	2 530	5 958
1975 January	26 821	5 174	1 907	1 286	1 047	2 755	4 770	4 838	2 420	5 485
February	23 496	4 333	1 748	1 095	878	2 541	3 996	4 257	1 983	5 052
March	27 739	4 707	2 199	1 205	1 109	3 456	2 814	4 616	2 198	7 104
April	29 564	5 156	2 545	1 340	1 136	4 186	5 189	5 012	2 441	7 658

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1965	1 055	167	44	25	18	60	169	22	99	108
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1974	2 306	259	122	64	35	84	256	78	138	163
1973 1st quarter	1 748	202	91	45	37	39	215	42	98	66
2nd quarter	2 658	305	147	72	51	107	286	56	156	195
3rd quarter	3 356	395	197	94	66	138	386	73	221	287
4th quarter	2 167	236	117	58	38	61	249	52	117	117
1974 1st quarter	1 760	197	78	51	26	40	213	59	99	72
2nd quarter	2 435	271	128	67	37	98	259	75	141	198
3rd quarter	3 043	351	180	86	50	133	338	96	204	262
4th quarter	1 986	215	103	53	26	62	212	80	108	122
1975 1st quarter	1 810	180	85	50	24	49	165	76	94	89
1973 October	2 539	286	150	67	47	86	288	62	129	179
November	2 009	233	120	61	39	55	246	51	104	91
December	1 954	188	80	46	27	42	212	42	119	80
1974 January	1 808	196	69	52	25	32	219	58	103	61
February	1 530	186	67	49	24	35	193	55	90	61
March	1 940	210	96	52	30	53	227	64	104	93
April	2 332	232	110	56	34	85	225	67	134	165
October	2 351	265	140	64	31	92	259	90	120	182
November	1 790	201	95	50	25	49	196	74	93	97
December	1 815	180	72	44	21	45	182	76	112	88
1975 January	1 782	181	64	48	22	39	192	78	100	67
February	1 535	161	76	44	20	41	162	69	78	74
March	2 112	197	114	58	30	67	141	80	105	125
April	2 183	223	116	56	28	82	212	86	114	140

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months									Tonnes	
	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	22 066	2 537	259	155	248	6 942	1 309	151	1 182	1 344
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967	26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968	30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969	34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970	34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971	34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972	40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973	45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1974	46 745	4 917	941	178	82	1 445	3 513	462	1 774	1 879
1973 1st quarter	42 467	5 078	959	203	72	1 469	3 299	254	1 934	2 293
2nd quarter	43 564	4 899	1 041	194	94	1 254	3 368	278	1 931	2 443
3rd quarter	45 736	4 585	921	178	102	1 289	3 229	285	1 718	2 042
4th quarter	48 471	5 316	901	262	103	1 472	4 300	280	1 650	1 801
1974 1st quarter	46 527	5 038	794	286	72	1 593	3 630	371	1 467	2 256
2nd quarter	48 460	5 128	980	151	90	1 587	3 511	453	1 618	1 906
3rd quarter	45 066	4 678	926	128	86	1 314	3 313	518	1 646	1 893
4th quarter	46 926	4 824	1 066	148	81	1 288	3 599	505	2 366	1 461
1975 1st quarter	45 025	4 197	783	138	67	1 284	2 327	429	1 227	1 825
1973 October	51 356	5 404	956	185	89	1 462	4 063	293	1 767	2 018
November	49 668	5 442	895	183	115	1 380	4 652	298	1 740	1 800
December	44 390	5 103	851	418	106	1 573	4 184	251	1 443	1 584
1974 January	43 967	5 050	700	472	57	1 390	3 635	386	1 432	1 823
February	45 222	4 888	863	238	85	1 744	3 657	339	1 406	2 444
March	50 391	5 175	821	149	73	1 645	3 597	389	1 563	2 503
April	46 284	4 829	882	144	76	1 473	3 360	413	1 394	2 097
October	49 110	4 885	947	176	80	1 462	3 586	528	1 894	1 668
November	48 607	5 389	1 492	146	76	1 201	3 873	511	3 824	1 335
December	43 061	4 199	759	123	87	1 199	3 339	476	1 381	1 381
1975 January	42 296	4 257	815	127	63	1 256	2 511	437	1 212	1 796
February	43 036	3 979	769	161	74	1 217	2 246	376	1 145	1 850
March	49 744	4 355	765	126	64	1 380	2 223	475	1 325	1 829
April	44 145	4 028	858	125	59	1 296	2 577	592	1 230	1 708

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966	249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973	496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1974	478.9	263.9	9.9	65.5	188.5	55.1	3 684.7	2 117.4	57.5
1973 1st quarter	420.9	217.9	9.0	62.3	146.7	51.7	3 138.5	1 667.8	53.1
2nd quarter	520.6	271.2	8.7	63.8	198.7	52.1	4 040.6	2 240.9	55.5
3rd quarter	565.7	316.7	8.8	67.3	240.6	60.0	4 403.0	2 767.5	62.9
4th quarter	477.1	264.3	10.6	71.8	181.9	55.4	3 601.7	2 052.9	57.0
1974 1st quarter	417.4	228.2	9.0	65.4	153.8	54.7	3 116.4	1 718.1	55.1
2nd quarter	455.1	238.0	8.2	58.9	170.9	52.3	3 578.2	1 928.6	53.9
3rd quarter	572.8	328.2	9.8	69.3	249.2	57.3	4 454.6	2 820.1	63.3
4th quarter	470.2	261.0	12.5	68.4	180.1	55.5	3 589.5	2 002.9	55.8
1975 1st quarter	493.3	241.6	10.8	63.2	167.7	55.0	3 315.6	1 868.7	56.4
1973 October	502.9	262.2	8.9	68.3	185.0	52.1	3 863.1	2 090.3	54.1
November	452.4	240.4	9.4	71.1	159.9	53.1	3 395.8	1 795.3	52.9
December	476.0	290.4	13.6	76.0	200.7	61.0	3 546.2	2 273.0	64.1
1974 January	392.8	214.4	7.6	51.8	155.0	54.6	2 985.4	1 740.9	58.3
February	376.7	201.7	8.4	62.6	130.8	53.5	2 808.7	1 453.1	51.7
March	482.8	268.5	11.0	81.8	175.7	55.6	3 555.2	1 960.3	55.1
April	462.1	244.3	8.4	63.8	172.0	52.9	3 608.6	1 945.4	53.9
1974 October	488.8	267.2	10.0	66.0	191.2	54.7	3 794.2	2 125.2	56.0
November	432.2	232.9	11.2	67.3	154.4	53.9	3 270.9	1 705.9	52.2
December	489.7	283.0	16.4	71.9	194.6	57.8	3 703.5	2 177.7	58.8
1975 January	422.5	226.6	9.2	50.8	166.7	53.6	3 253.4	1 863.7	57.3
February	392.3	209.0	10.3	59.3	139.4	53.3	2 957.6	1 543.7	52.2
March	503.2	289.2	12.9	79.4	196.9	57.5	3 735.7	2 198.6	58.9
April	426.9	230.2	9.4	59.1	161.7	53.9	3 221.4	1 816.0	56.4

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
1966	24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969	24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970	25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971	26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972	28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973	32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1974	30.8	17.8	0.2	1.9	15.7	57.8	298.2	188.0	63.0
1973 1st quarter	25.4	13.7	0.3	2.0	11.4	54.2	240.9	148.2	61.3
2nd quarter	34.7	20.3	0.2	2.2	17.9	58.5	341.6	215.9	63.2
3rd quarter	39.2	24.2	0.3	2.0	21.9	61.7	385.0	264.7	68.8
4th quarter	28.8	17.1	0.3	1.9	14.9	59.4	274.5	184.7	67.3
1974 1st quarter	24.3	14.8	0.2	1.8	12.7	60.9	228.1	152.2	66.7
2nd quarter	34.6	19.1	0.2	1.9	17.0	55.2	337.9	204.1	60.4
3rd quarter	37.6	22.5	0.2	1.9	20.4	59.8	374.2	243.4	65.0
4th quarter	26.7	14.8	0.3	1.8	12.8	55.4	252.7	152.2	60.2
1975 1st quarter	21.7	11.7	0.2	1.2	10.2	53.9	202.8	121.4	59.9
1973 October	32.5	19.7	0.3	2.1	17.4	60.7	313.1	225.4	72.0
November	28.7	16.4	0.3	2.0	14.1	57.0	272.1	170.5	62.7
December	25.3	15.3	0.3	1.8	13.2	60.4	238.3	158.3	66.5
1974 January	25.4	15.4	0.3	1.7	13.4	60.8	237.6	158.7	66.8
February	23.1	14.0	0.2	1.8	11.9	60.6	215.6	142.1	65.9
March	24.5	15.0	0.2	1.9	12.9	61.4	231.1	155.7	67.4
April	31.9	17.5	0.2	1.8	15.4	54.7	308.8	186.0	60.2
1974 October	31.8	18.3	0.3	1.9	16.1	57.4	307.6	192.4	62.6
November	24.3	13.4	0.3	1.8	11.3	55.4	228.0	135.2	59.3
December	23.9	12.7	0.3	1.6	10.9	53.2	222.4	129.0	58.0
1975 January	25.0	12.6	0.3	1.5	10.8	50.4	232.8	128.3	55.1
February	21.0	10.6	0.2	1.1	9.3	50.7	195.8	110.5	56.4
March	19.1	11.9	0.2	1.1	10.6	62.4	179.8	125.4	69.7
April	27.5	15.0	0.2	1.3	13.5	54.6	264.8	160.2	60.5

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	201.7	102.8	4.5	24.1	74.2	51.0	1 472.1	894.8	60.8
1966	225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1974	448.1	246.1	9.6	63.7	172.8	54.9	3 386.5	1 929.4	57.0
1973 1st quarter	395.6	204.2	8.7	60.3	135.2	51.5	2 897.5	1 519.6	52.4
2nd quarter	485.8	250.8	8.5	61.6	180.8	51.6	3 699.1	2 024.9	54.7
3rd quarter	526.5	292.5	8.5	65.3	218.7	55.6	4 018.0	2 502.7	62.3
4th quarter	448.3	247.2	10.3	69.8	167.1	55.1	3 327.2	1 868.1	56.2
1974 1st quarter	393.2	213.4	8.8	63.5	141.0	54.3	2 888.2	1 565.8	54.2
2nd quarter	420.6	218.9	7.9	57.1	153.9	52.0	3 240.2	1 724.4	53.2
3rd quarter	535.2	305.8	9.5	67.4	228.9	57.1	4 080.5	2 576.6	63.1
4th quarter	443.5	246.2	12.3	66.6	167.3	55.5	3 336.9	1 850.7	55.5
1975 1st quarter	417.6	229.8	10.6	61.9	157.5	55.0	3 112.7	1 747.2	56.1
1973 October	470.4	242.5	8.6	66.2	167.7	51.6	3 550.0	1 864.9	52.5
November	423.7	224.1	9.1	69.1	145.9	52.9	3 123.6	1 624.8	52.0
December	450.7	275.1	13.3	74.2	187.6	61.0	3 307.9	2 114.6	63.9
1974 January	367.5	199.0	7.3	50.0	141.6	54.1	2 747.8	1 582.2	57.6
February	353.7	187.7	8.2	60.7	118.8	53.1	2 593.1	1 310.9	50.6
March	458.3	253.4	10.8	79.9	162.7	55.3	3 324.1	1 804.6	54.3
April	430.2	226.8	8.2	62.0	156.6	52.7	3 299.8	1 759.4	53.3
1974 October	456.9	248.9	9.8	64.0	175.1	54.5	3 486.6	1 932.8	55.4
November	407.9	219.5	10.9	65.5	143.1	53.8	3 043.0	1 570.7	51.6
December	465.8	270.3	16.2	70.4	183.8	58.0	3 481.1	2 048.7	58.8
1975 January	397.4	214.0	9.0	49.3	155.8	53.9	3 020.6	1 735.4	57.5
February	371.3	198.3	10.1	58.1	130.2	53.4	2 761.8	1 433.2	51.9
March	484.1	277.2	12.6	78.2	186.4	57.3	3 555.8	2 073.1	58.3
April	399.4	215.2	9.1	57.8	148.3	53.9	2 956.6	1 655.8	56.0

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1965	55.0	19.8	11.9	4.3	7.4	2.6	35.7	12.9
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1974	211.7	30.4	86.3	12.4	44.5	6.1	81.1	12.0
1973 1st quarter	203.4	32.6	83.0	13.3	30.1	4.8	90.4	14.5
2nd quarter	265.9	33.8	120.7	15.3	63.0	8.0	82.2	10.5
3rd quarter	330.4	36.9	152.7	17.0	89.0	9.9	88.7	9.9
4th quarter	217.0	31.3	89.5	12.9	27.3	3.9	100.2	14.4
1974 1st quarter	174.5	29.5	69.4	11.7	20.5	3.5	54.6	14.3
2nd quarter	221.6	32.7	101.2	15.0	44.1	6.5	76.3	11.3
3rd quarter	281.0	32.9	116.9	13.7	85.2	10.0	78.8	9.2
4th quarter	169.7	26.5	57.7	9.0	27.4	4.2	84.6	13.3
1975 1st quarter	175.4	28.5	48.9	7.9	23.8	3.8	102.7	16.8
1973 October	246.2	32.9	107.7	14.4	37.4	5.0	101.1	13.5
November	200.6	30.7	88.4	13.5	17.7	2.7	94.5	14.5
December	204.2	30.0	72.3	10.6	26.9	4.0	105.0	15.4
1974 January	181.1	31.6	66.2	11.6	27.7	4.8	87.2	15.1
February	152.7	28.8	61.7	11.7	14.0	2.6	77.1	14.6
March	189.7	28.2	80.4	12.0	19.7	2.9	89.6	13.3
April	206.3	30.9	93.8	14.0	34.6	5.2	77.9	11.7
1974 October	190.8	28.1	77.4	11.4	38.1	5.6	75.3	11.1
November	144.9	25.1	51.9	9.0	13.7	2.4	79.3	13.7
December	173.4	26.2	43.9	6.6	30.3	4.6	99.2	15.0
1975 January	183.4	30.3	41.5	6.9	27.8	4.6	114.1	18.8
February	146.8	27.2	41.1	7.6	13.8	2.6	91.9	17.1
March	196.1	28.0	64.1	9.2	29.8	4.3	102.2	14.6
April	211.2	33.1	70.7	11.1	29.5	4.6	111.0	17.4

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	137.3	115.9	84.4	99.4	1 569	1 580	1 007	1 166
1966	239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1974	991.5	794.9	80.1	519.5	5 124	7 493	1 462	1 530
1973 1st quarter	954.8	776.7	81.3	489.5	5 165	7 744	1 499	1 587
2nd quarter	1 411.0	1 065.7	75.5	752.2	7 787	10 805	1 388	1 417
3rd quarter	1 780.7	1 508.2	84.7	1 030.6	9 400	13 268	1 411	1 463
4th quarter	1 042.7	813.8	78.1	528.5	5 329	7 938	1 490	1 540
1974 1st quarter	787.6	600.0	76.2	380.7	4 023	6 007	1 493	1 576
2nd quarter	1 168.2	874.9	74.9	579.6	6 025	8 606	1 428	1 509
3rd quarter	1 346.4	1 152.9	85.6	764.0	6 996	10 161	1 453	1 509
4th quarter	663.8	551.7	83.0	353.8	3 450	5 199	1 507	1 559
1975 1st quarter	559.8	486.7	86.9	328.8	3 048	4 376	1 436	1 480
1973 October	1 257.6	984.1	78.3	657.1	6 541	9 449	1 445	1 498
November	1 033.7	840.3	81.3	534.1	5 140	7 854	1 528	1 573
December	836.8	617.1	73.7	394.3	4 305	6 512	1 513	1 565
1974 January	752.8	559.6	74.3	341.3	3 832	5 786	1 510	1 640
February	704.9	541.6	76.8	349.9	3 626	5 354	1 477	1 548
March	905.0	698.8	77.2	450.8	4 610	6 880	1 492	1 550
April	1 082.5	821.2	75.9	551.0	5 712	7 999	1 400	1 490
October	894.0	738.5	82.6	481.5	4 677	6 939	1 484	1 534
November	597.5	517.3	86.6	324.5	3 035	4 692	1 546	1 594
December	500.0	399.2	79.8	255.5	2 638	3 966	1 503	1 562
1975 January	475.3	390.0	82.0	259.4	2 539	3 742	1 474	1 504
February	469.9	423.1	90.1	285.8	2 616	3 711	1 419	1 480
March	734.2	647.0	88.1	441.4	3 990	5 676	1 423	1 466
April	807.9	675.7	83.6	453.6	4 362	6 216	1 425	1 489

Non-scheduled Services by UK Airlines

Table 9.3

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

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	72.7	61.1	84.1	21.9	562	722	1 285	2 790
1966	128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1974	436.1	352.7	80.9	104.8	1 523	2 483	1 630	3 366
1973 1st quarter	243.2	197.4	81.2	44.7	1 031	1 479	1 435	4 416
2nd quarter	584.5	463.4	79.3	111.7	1 857	3 202	1 724	4 149
3rd quarter	946.6	770.9	81.4	194.0	2 562	5 118	1 998	3 974
4th quarter	251.7	200.7	79.7	59.9	1 153	1 511	1 310	3 351
1974 1st quarter	192.5	149.5	77.7	43.7	959	1 220	1 272	3 421
2nd quarter	435.5	334.2	76.7	102.5	1 537	2 434	1 584	3 260
3rd quarter	840.4	710.5	84.5	211.0	2 540	4 751	1 883	3 391
4th quarter	276.0	216.6	78.5	61.8	1 055	1 525	1 446	3 505
1975 1st quarter	241.7	198.8	82.3	59.4	1 026	1 442	1 406	3 347
1973 October	339.4	273.4	80.5	78.2	1 343	1 994	1 485	3 496
November	162.5	122.9	75.6	34.7	917	985	1 074	3 542
December	253.3	205.8	81.3	66.7	1 198	1 553	1 296	3 085
1974 January	249.7	201.1	80.5	49.6	1 023	1 525	1 491	4 054
February	131.9	103.5	78.5	26.3	750	859	1 145	3 935
March	196.0	144.0	73.5	55.3	1 103	1 277	1 158	2 605
April	350.6	253.7	72.4	94.1	1 427	1 936	1 357	2 696
1974 October	385.2	291.9	75.8	80.0	1 246	2 013	1 616	3 649
November	139.7	112.2	80.3	32.1	725	780	1 076	3 495
December	303.1	245.6	81.0	73.2	1 195	1 781	1 490	3 355
1975 January	275.2	227.9	82.8	64.0	1 062	1 653	1 556	3 561
February	140.1	113.0	80.7	31.5	718	840	1 170	3 587
March	309.9	255.5	82.5	82.8	1 297	1 832	1 413	3 086
April	289.1	225.0	77.8	77.7	1 237	1 686	1 363	2 896

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation
Monthly Averages

European continent and Mediterranean Sea area ^(b)	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968	914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969	1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970	1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971	1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972	1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973	1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1974	1 648	72	40	223	187	45	148	67	135	23	36	36	403	23	86	27	96
1973 1st quarter	1 272	59	29	155	191	26	95	44	99	12	34	19	323	15	82	7	83
2nd quarter	2 040	87	42	297	220	70	199	58	184	28	48	33	497	27	111	38	101
3rd quarter	2 601	97	51	305	252	106	268	111	162	35	68	57	746	30	127	68	117
4th quarter	1 575	68	36	219	179	47	114	46	133	18	44	34	426	20	73	19	89
1974 1st quarter	1 216	56	32	178	180	27	89	46	102	15	32	30	266	14	76	6	68
2nd quarter	1 778	78	44	241	199	62	167	61	157	26	39	35	413	26	94	32	103
3rd quarter	2 237	84	50	277	212	67	232	93	152	31	46	53	615	32	105	54	131
4th quarter	1 361	68	34	196	157	24	103	67	129	20	26	27	320	21	70	16	84
1975 1st quarter	1 244	57	32	192	179	20	99	66	111	20	22	30	241	20	81	7	68
Feb–April	1 370	53	33	203	184	27	114	69	123	21	23	31	296	22	83	12	76

Rest of World	Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa ^(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa ^(c) (000)	Others (000)
1968	270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9
1969	327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6
1970	392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8
1971	433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8
1972	512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8
1973	560.3	—	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2
1974	551.1	21.4	21.5	108.6	11.5	23.2	10.5	19.3	243.8	11.3	80.0
1973 1st quarter	375.5	14.1	18.9	46.2	12.0	17.9	6.9	14.7	170.4	7.4	66.8
2nd quarter	573.7	16.2	18.8	112.0	10.4	15.1	9.7	12.8	308.1	7.5	63.2
3rd quarter	808.7	19.3	26.1	200.5	17.3	36.0	11.9	16.1	401.1	14.3	66.0
4th quarter	483.4	19.5	18.1	70.9	11.3	23.6	9.6	16.9	227.1	9.8	76.7
1974 1st quarter	384.2	18.4	17.9	47.1	11.5	21.0	8.5	17.9	157.2	8.8	75.9
2nd quarter	537.0	19.6	19.2	109.9	9.0	18.4	10.0	16.7	258.9	8.8	66.7
3rd quarter	794.3	24.5	28.4	200.5	15.0	24.8	12.2	21.8	355.7	17.0	94.5
4th quarter	488.9	23.2	20.7	76.9	10.4	28.5	11.5	20.9	203.4	10.5	82.9
1975 1st quarter	425.0	21.0	19.4	56.1	11.7	27.7	14.4	21.4	158.9	10.0	84.4
Feb–April	428.6	20.4	19.1	59.7	10.7	26.1	14.5	19.3	168.1	9.6	81.1

The above figures are derived from airport statistics.

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

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

(c) Commonwealth countries only.

(d) Oil Rigs *not* included.

Aircraft Movements April 1975

Table 11

	Total	Commercial Movements					Non-commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	8 227	5 519	—	497	—	438	116	—	1 605	—	52
+ Heathrow	22 987	21 212	—	71	—	164	212	—	1 248	20	60
+ Luton	4 322	1 573	137	342	49	91	36	1 337	738	1	18
+ Southend	5 956	990	2	—	—	482	—	2 380	2 075	27	—
+ Stansted	3 087	270	—	50	—	1 857	31	56	737	84	2
Total (London Area)	44 579	29 564	139	960	49	3 032	395	3 773	6 403	132	132
Westland Heliport (Battersea)	820	265	—	109	—	—	—	—	334	—	112
Other UK Airports											
+ Leeds/Bradford	4 199	829	2	39	30	82	16	2 392	789	12	8
+ Liverpool	5 749	833	—	153	62	53	17	3 655	902	28	46
+ Manchester	5 343	3 494	34	309	92	46	237	355	714	6	56
+ Birmingham	5 062	1 604	—	48	8	362	20	1 992	1 020	—	8
+ Coventry	4 938	27	2	5	83	890	67	2 650	1 212	—	2
+ East Midlands	4 465	914	—	181	16	692	51	1 788	745	8	70
+ Newcastle	2 527	940	—	16	396	452	3	448	242	8	22
+ Tees-side	2 796	400	297	23	7	93	—	1 341	437	—	198
+ Bristol	2 363	558	—	6	2	9	30	788	950	—	20
+ Glamorgan	5 048	549	—	70	—	450	—	3 688	285	—	6
+ Swansea	2 002	29	—	18	23	6	—	1 702	202	—	22
+ Blackpool	6 260	353	68	12	21	376	—	4 507	833	8	82
+ Bournemouth	5 379	528	—	133	2	1 933	—	1 285	1 431	4	63
+ Cambridge	4 001	24	—	20	18	392	4	766	464	—	2 313
+ Exeter	2 317	232	—	5	121	194	—	1 023	435	—	307
+ Gloucester/Cheltenham	3 745	46	16	—	14	954	—	1 972	707	—	36
+ Hawarden	1 009	—	—	—	—	64	—	658	255	—	32
+ Isles of Scilly	516	408	—	6	10	24	—	—	54	—	14
+ Lydd	4 023	358	—	—	—	2	—	2 539	1 108	—	16
+ Manston	288	120	—	14	12	10	—	—	132	—	..
+ Norwich	1 927	527	2	164	51	306	8	—	867	—	2
+ Penzance Heliport	352	326	—	—	2	—	22	—	2	—	—
+ Southampton	5 588	999	11	61	61	3 842	17	152	418	21	6
+ Edinburgh	5 662	1 585	16	11	—	916	17	2 261	701	2	153
+ Glasgow	6 623	2 941	—	35	—	86	34	1 890	737	7	893
+ Prestwick	4 849	663	—	38	—	2 665	30	619	278	—	556
+ Aberdeen	7 611	2 390	—	214	2	788	16	3 208	938	6	49
+ Benbecula	188	132	—	4	26	—	—	—	2	—	24
+ Inverness	1 839	499	—	2	254	246	2	716	114	4	2
+ Islay	131	88	—	12	17	—	—	6	8	—	—
+ Kirkwall	1 074	604	—	42	88	—	5	275	58	—	2
+ Stornoway	237	169	—	12	10	8	—	—	—	6	32
+ Sumburgh	1 446	865	—	100	199	86	—	192	—	—	4
+ Tiree	74	63	—	2	9	—	—	—	—	—	—
+ Wick	309	202	—	9	22	—	4	62	2	—	8
+ Belfast	6 176	1 692	—	42	17	4	—	1 248	360	—	2 813
+ Isle of Man	1 795	749	—	220	4	293	—	387	136	—	6
Total (Incl. London Area)	163 310	56 569	587	3 095	1 728	19 356	995	48 338	24 275	252	8 115
Channel Islands Airports											
Alderney	829	829	..	..	..	..	..	..	..	..	..
Guernsey	2 611	2 611	..	..	..	..	..	..	..	..	..
Jersey	4 218	4 218	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	7 658	7 658	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator April 1975

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	5 519	55	2 601	322	307	1 883	351
+ Heathrow	21 212	10 471	300	9 955	262	13	211
+ Luton	1 573	—	14	—	—	1 458	101
+ Southend	990	—	673	—	—	292	25
+ Stansted	270	—	1	—	—	73	196
TOTAL (London Area)	29 564	10 526	3 589	10 277	569	3 719	884
Westland Heliport (Battersea)	265	—	—	—	—	265	—
Other UK Airports							
+ Leeds/Bradford	829	392	354	26	—	48	9
+ Liverpool	833	538	—	72	19	158	46
+ Manchester	3 494	1 550	310	795	37	769	33
+ Birmingham	1 604	871	270	110	43	307	3
+ Coventry	27	—	—	—	—	27	—
+ East Midlands	914	81	536	16	1	262	18
+ Newcastle	940	340	527	—	5	68	—
+ Tees-side	400	—	370	—	—	30	—
Bristol	558	294	136	36	64	22	6
Glamorgan	549	190	154	36	52	53	64
Swansea	29	—	—	—	—	27	2
+ Blackpool	353	—	326	—	—	25	2
+ Bournemouth	528	4	397	—	—	125	2
+ Cambridge	24	—	—	—	—	18	6
Exeter	232	—	227	—	—	4	1
Gloucester/Cheltenham	46	—	16	—	—	30	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	408	408	—	—	—	—	—
+ Lydd	358	—	199	—	—	159	—
Manston	120	—	—	—	—	116	4
Norwich	527	—	368	—	—	157	2
Penzance Heliport	326	326	—	—	—	—	—
+ Southampton	999	209	762	—	1	16	11
+ Edinburgh	1 585	807	719	40	1	11	7
+ Glasgow	2 941	1 625	771	329	14	168	34
+ Prestwick	663	358	4	201	—	25	75
+ Aberdeen	2 390	684	358	9	195	1 088	56
Benbecula	132	132	—	—	—	—	—
Inverness	499	332	123	—	2	42	—
Islay	88	46	—	—	—	42	—
+ Kirkwall	604	192	—	14	8	390	—
Stornoway	169	150	—	—	—	19	—
+ Sumburgh	865	166	86	—	199	412	2
Tiree	63	—	53	—	—	10	—
Wick	202	190	—	—	—	11	1
+ Belfast	1 692	1 255	350	26	1	40	20
+ Isle of Man	749	431	294	16	8	—	—
TOTAL (Incl. London Area)	56 569	22 097	11 299	12 003	1 219	8 663	1 288
Channel Islands Airports							
Alderney	829	—	774	—	—	55	—
Guernsey	2 611	286	2 081	—	—	244	—
Jersey	4 218	905	2 812	64	11	374	52
TOTAL (Channel Islands Airports)	7 658	1 191	5 667	64	11	673	52

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages

	February 1975 —April 1975	February 1974 —April 1974	Percentage Change
London Area Airports			
+Gatwick	4 880	4 950	-1.4
+Heathrow	19 787	19 924	-0.7
+Luton	1 186	1 734	-31.6
+Southend	855	878	-2.6
+Stansted	225	203	10.8
TOTAL (London Area)	26 933	27 688	-2.7
Westland Heliport (Battersea)	240	197	21.8
Other UK Airports			
+Leeds/Bradford	634	571	11.0
+Liverpool	1 009	1 069	-5.6
+Manchester	3 089	3 377	-8.5
+Birmingham	1 377	1 354	1.7
+Coventry	23	7	228.6
+East Midlands	764	711	7.5
+Newcastle	827	802	3.1
+Tees-side	386	367	5.2
+Bristol	510	459	11.1
+Glamorgan	509	471	8.1
Swansea	22	63	-65.1
+Ashford	..	366	—
+Blackpool	284	268	6.0
+Bournemouth	494	528	-6.4
+Cambridge	26	25	4.0
+Exeter	161	157	2.5
Gloucester/Cheltenham	31	113	-72.6
Hawarden	—	—	—
Isles of Scilly	251	221	13.6
+Lydd	370	27	1 270.4
+Manston	102	100	2.0
+Norwich	458	301	52.2
Penzance Heliport	217	198	9.6
+Southampton	760	707	7.5
+Edinburgh	1 480	1 012	46.2
+Glasgow	1 822	3 251	-44.0
+Prestwick	698	596	17.1
Aberdeen	2 135	1 323	61.4
Benbecula	113	114	-0.9
Inverness	437	388	12.6
Islay	68	133	-48.9
+Kirkwall	587	508	15.6
Stornoway	144	153	-5.9
+Sumburgh	889	711	25.0
Tiree	50	63	-20.6
Wick	206	212	-2.8
+Belfast	1 578	1 691	-6.7
+Isle of Man	629	619	1.6
TOTAL (Incl. London Area)	50 313	50 921	-1.2
Channel Islands Airports			
Alderney	636	587	8.3
Guernsey	2 347	2 272	3.3
Jersey	3 622	3 388	6.9
TOTAL (Channel Islands Airports)	6 605	6 246	5.7

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

Air Transport Landings Diverted to UK Reporting Airports April 1975

Table 14

Airport of intended landing	Total number of diversions	Date of diversions																														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Gatwick	6						3St							1Pr 1Lu									1Bi									
Heathrow	2															1GI					1Ma											
Luton	4						1He 3Bi																									
Leeds	1																								1He							
Manchester	52				2Bi 14Em			1Lb 1Bi 1Bi 13Em	12Em	1Em 1Lu															2Lb 3Li 1GI							
Birmingham	1																							1He								
East Midlands	1																												1Ma			
Blackpool	2													1Ma																	1Li	
Bournemouth	2																															
Lydd	8													2Ga	1Ga 1Bo 5GI			4Ga 1Bo	1Ga													
Southampton	2																															
Edinburgh	11				1GI																3GI		2GI									
Glasgow	3							1Pr 1Ed 1GI	1Ed 2Ed					1Pr																		
Aberdeen	5	1Ed																														
Benbecula	3	1Sw																							1Sw 1GI							
Inverness	2																				1GI		1GI									
Kirkwall	3																	1In 1GI			1GI 1GI											
Stornoway	1	1Ed																														
Sumburgh	3																															
Tiree	1																															
Wick	1																															
Belfast	4		1Em																													
Isle of Man	1																															
Other UK	19										1Ex		1Bo 2Sh 1He	2Bo	1Bo 3Ex 1Ki	1Ex 1Li	1Ex	1Ex	1Ex	1He		1BI 3Ex		1Ti		1GI						
Overseas	19				1He	1He 1St	3He				1Lu								1He 1Im		2Ma	1He			2He 1Ma						1Im	
All Aerodromes	157	3	1	—	18	2	10	19	15	2	2	—	4	8	12	3	1	9	4	5	3	10	2	1	14	3	1	—	3	—	2	—

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator April 1975

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators					
				British Airways		Others		British Airways		Others					
				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit				
London Area Airports															
+ Gatwick	361 344	354 723	6 621	1 898	—	98 820	—	4 077	—	44 341	—	175 552	334	30 035	6 287
+ Heathrow	1 660 711	1 639 389	21 322	826 628	113	12 345	—	759 947	16 325	26 507	119	201	—	13 761	4 765
+ Luton	154 559	154 231	328	—	—	398	20	—	—	—	—	147 646	291	6 187	17
+ Southend	15 694	15 694	—	—	—	14 921	—	—	—	—	—	571	—	202	—
+ Stansted	18 794	18 669	125	—	—	97	—	—	—	—	—	777	—	17 795	125
TOTAL (London Area)	2 211 102	2 182 706	28 396	828 526	113	126 581	20	764 024	16 325	70 848	119	324 747	625	67 980	11 194
Westland Heliport (Battersea)	359	359	—	—	—	—	—	—	—	—	—	359	—	—	—
Other UK Airports															
+ Leeds/Bradford	24 938	22 785	2 153	17 580	—	3 495	2 150	1 212	—	—	—	130	3	368	—
+ Liverpool	32 735	32 035	700	25 736	400	—	—	2 856	294	1 302	—	1 694	6	447	—
+ Manchester	174 670	168 025	6 645	75 775	1 065	4 903	1 138	23 487	2 364	2 679	—	57 947	1 824	3 234	254
+ Birmingham	78 143	74 767	3 376	33 637	807	3 357	2 148	5 546	315	2 375	—	29 695	106	157	—
+ Coventry	52	52	—	—	—	—	—	—	—	—	—	52	—	—	—
+ East Midlands	41 676	41 662	14	3 302	—	17 940	—	944	14	119	—	17 975	—	1 382	—
+ Newcastle	45 497	42 330	3 167	23 457	—	11 734	3 167	—	—	315	—	6 824	—	—	—
+ Tees-side	15 147	13 742	1 405	—	—	11 469	1 394	—	—	—	—	2 273	11	—	—
+ Bristol	16 313	10 898	5 415	4 185	3 354	622	438	1 337	397	1 704	1 226	2 678	—	372	—
+ Glamorgan	20 810	16 961	3 849	6 143	15	1 329	977	760	588	3 185	—	5 544	—	—	2 269
Swansea	114	114	—	—	—	—	—	—	—	—	—	101	—	13	—
+ Blackpool	6 506	6 495	11	—	—	6 250	11	—	—	—	—	158	—	87	—
+ Bournemouth	9 744	9 638	106	73	32	6 648	69	—	—	—	—	2 736	5	181	—
+ Cambridge	238	238	—	—	—	—	—	—	—	—	—	68	—	170	—
+ Exeter	5 513	5 037	476	—	—	4 900	476	—	—	—	—	104	—	33	—
Gloucester/Cheltenham	268	268	—	—	—	174	—	—	—	—	—	94	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	8 056	8 056	—	7 728	—	328	—	—	—	—	—	—	—	—	—
+ Lydd	8 344	8 344	—	—	—	8 344	—	—	—	—	—	—	—	—	—
+ Manston	374	374	—	—	—	—	—	—	—	—	—	343	—	31	—
+ Norwich	9 659	9 659	—	—	—	8 375	—	—	—	—	—	1 257	—	27	—
Penzance Heliport	7 728	7 728	—	7 728	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	25 979	25 781	198	8 237	67	17 283	131	—	—	43	—	108	—	110	—
+ Edinburgh	71 719	69 649	2 070	50 006	213	16 681	1 857	1 923	—	31	—	504	—	504	—
+ Glasgow	127 088	124 902	2 186	79 423	145	18 503	—	9 543	1 736	812	—	13 162	—	3 459	305
+ Prestwick	32 017	17 579	14 438	11 086	5 382	50	—	2 094	4 722	—	—	1 975	745	2 374	3 589
Aberdeen	48 474	47 141	1 333	25 238	862	7 490	16	150	95	1 762	—	11 400	67	1 101	293
Benbecula	3 056	1 794	1 262	1 794	1 262	—	—	—	—	—	—	—	—	—	—
Inverness	10 917	9 695	1 222	8 951	1 185	617	—	—	—	—	37	127	—	—	—
Islay	910	846	64	705	64	—	—	—	—	—	—	141	—	—	—
+ Kirkwall	7 891	6 870	1 021	4 848	790	—	—	48	154	258	—	1 716	77	—	—
Stornoway	4 205	3 833	372	3 731	372	—	—	—	—	—	—	102	—	—	—
+ Sumburgh	13 579	13 163	416	5 400	—	303	—	—	—	2 485	—	4 927	416	48	—
Tiree	277	267	10	—	—	247	7	—	—	—	—	20	3	—	—
Wick	5 098	2 130	2 968	2 041	2 966	—	—	—	—	—	—	47	2	42	—
+ Belfast	91 884	91 856	28	79 876	—	9 811	—	439	15	38	—	181	—	1 511	13
+ Isle of Man	23 998	21 841	2 157	14 898	1 762	6 725	286	—	109	218	—	—	—	—	—
TOTAL (Incl. London Area)	3 185 078	3 099 620	85 458	1 330 104	20 856	294 159	14 285	814 363	27 128	88 174	1 382	489 189	3 890	83 631	17 917
Channel Islands Airports															
Alderney	5 057	5 057	—	—	—	4 883	—	—	—	—	—	174	—	—	—
Guernsey	38 686	36 265	2 421	10 655	95	25 048	2 326	—	—	—	—	562	—	—	—
Jersey	100 779	99 001	1 778	44 444	107	49 609	1 515	1 728	—	322	—	1 041	155	1 857	1
TOTAL (Channel Is. Airports)	144 522	140 323	4 199	55 099	202	79 540	3 841	1 728	—	322	—	1 777	155	1 857	1

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	February 1975 —April 1975	February 1974 —April 1974	Percentage change
London Area Airports			
+ Gatwick	312 854	334 788	-6.6
+ Heathrow	1 485 502	1 403 943	5.8
+ Luton	118 040	166 153	-29.0
+ Southend	12 436	16 943	-26.6
+ Stansted	14 292	12 385	15.4
TOTAL (London Area)	1 943 123	1 934 211	0.5
Westland Heliport (Battersea)	343	503	-31.8
Other UK Airports			
+ Leeds/Bradford	17 209	17 490	-1.6
+ Liverpool	33 404	33 141	0.8
+ Manchester	143 031	158 689	-9.9
+ Birmingham	69 134	64 960	6.4
+ Coventry	90	105	-14.3
+ East Midlands	32 932	26 184	25.8
+ Newcastle	40 017	39 128	2.3
+ Tees-side	12 431	13 133	-5.3
+ Bristol	9 757	12 884	-24.3
+ Glamorgan	16 136	15 645	3.1
Swansea	81	616	-86.9
+ Ashford	—	6 414	—
+ Blackpool	5 194	4 721	10.0
+ Bournemouth	7 556	7 928	-4.7
+ Cambridge	206	115	79.1
+ Exeter	3 680	3 722	-1.1
Gloucester/Cheltenham	250	673	-62.9
Hawarden	—	—	—
Isles of Scilly	5 017	4 115	21.9
+ Lydd	7 790	351	—
+ Manston	373	230	62.2
+ Norwich	8 505	5 515	54.2
Penzance Heliport	4 888	3 997	22.3
+ Southampton	19 318	19 521	-1.0
+ Edinburgh	74 572	57 126	30.5
+ Glasgow	75 413	145 688	-48.2
+ Prestwick	21 771	12 353	76.2
Aberdeen	43 088	28 239	52.6
Benbecula	1 608	1 832	-12.2
Inverness	8 830	10 009	-11.8
Islay	585	1 308	-55.3
+ Kirkwall	6 412	5 673	13.0
Stornoway	3 176	3 223	-1.5
+ Sumburgh	12 472	9 165	36.1
Tiree	160	278	-42.4
Wick	2 113	2 466	-14.3
+ Belfast	80 861	89 428	-9.6
+ Isle of Man	18 172	19 577	-7.2
TOTAL (Incl. London Area)	2 729 698	2 760 356	-1.1
Channel Islands Airports			
Alderney	3 895	3 617	7.7
Guernsey	29 826	26 919	10.8
Jersey	79 177	75 797	4.5
TOTAL (Channel Islands Airports)	112 899	106 333	6.2

Ashford Airport closed with effect from 31.10.74.

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
	Feb.-Apr. 1975	Feb.-Apr. 1975	Feb.-Apr. 1974	Per- centage change	Feb.-Apr. 1975	Feb.-Apr. 1974	Per- centage change
London Area Airports							
+ Gatwick	312 854	270 619	286 247	-5	42 235	48 541	-13
+ Heathrow	1 485 502	1 258 257	1 168 851	8	227 244	235 092	-3
+ Luton	118 040	117 556	164 111	-28	484	2 042	-76
+ Southend	12 436	12 258(a)	16 315(a)	-25	178	628	-72
+ Stansted	14 292	14 242	12 172	17	49	213	-77
TOTAL (London Area)	1 943 123	1 672 933	1 647 696	2	270 190	286 516	-6
Westland Heliport (Battersea)	343	2	1	100	341	502	-32
Other UK Airports							
+ Leeds/Bradford	17 209	2 670	2 950	-9	14 539	14 540	—
+ Liverpool	33 404	10 704	8 396	27	22 700	24 745	-8
+ Manchester	143 031	91 094	100 348	-9	51 937	58 343	-11
+ Birmingham	69 134	49 592	45 417	9	19 543	19 543	—
+ Coventry	90	50	105	-52	40	—	—
+ East Midlands	32 932	21 831	14 835	47	11 101	11 349	-2
+ Newcastle	40 017	14 519	14 203	2	25 497	24 925	2
+ Tees-side	12 431	2 326	2 580	-10	10 105	10 553	-4
+ Bristol	9 757	6 901	9 563	-28	2 856	3 321	-14
+ Glamorgan	16 136	9 896	10 897	-9	6 240	4 748	31
+ Swansea	81	18	572	-97	64	44	45
+ Ashford	—	—	6 414	—	—	—	—
+ Blackpool	5 194	474	292	62	4 720	4 429	7
+ Bournemouth	7 556	1 984	2 319	-14	5 571	5 609	-1
+ Cambridge	206	164	83	98	42	32	31
+ Exeter	3 680	452	759	-40	3 228	2 963	9
+ Gloucester/Cheltenham	250	—	—	—	250	673	-63
+ Hawarden	—	—	—	—	—	—	—
+ Isles of Scilly	5 017	—	—	—	5 017	4 115	22
+ Lydd	7 790	7 790	327	2 282	—	24	—
+ Manston	373	373	230	62	—	—	—
+ Norwich	8 505	4 817	3 648	32	3 688	1 866	98
+ Penzance	4 888	—	—	—	4 888	3 997	22
+ Portsmouth	—	—	—	—	—	—	—
+ Southampton	19 318	527	463	14	18 791	19 058	-1
+ Edinburgh	74 572	5 402	3 589	51	69 170	53 536	29
+ Glasgow	75 413	15 544	29 057	-47	59 869	116 631	-49
+ Prestwick	21 771	18 275	10 436	75	3 497	1 917	82
+ Aberdeen	43 088	13 357	6 828	96	29 731	21 411	39
+ Benbecula	1 608	—	—	—	1 608	1 832	-12
+ Inverness	8 830	3	8	-63	8 827	10 001	-12
+ Islay	585	—	—	—	585	1 308	-55
+ Kirkwall	6 412	176	122	44	6 237	5 551	12
+ Stornoway	3 176	—	—	—	3 176	3 223	-1
+ Sumburgh	12 472	4 053	2 747	48	8 419	6 419	31
+ Tiree	160	—	—	—	160	278	-42
+ Wick	2 113	—	—	—	2 113	2 466	-14
+ Belfast	80 861	1 945	2 819	-31	78 916	86 608	-9
+ Isle of Man	18 172	456	416	10	17 716	19 161	-8
TOTAL (Incl. London Area)	2 729 698	1 958 327	1 928 120	2	771 371	832 237	-7

(a) Includes Channel Islands Traffic.

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

International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages

	February —April 1975			February —April 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	10.6	7.7	2.8	10.4	7.2	3.2	2
London – Vienna	9.8	7.7	2.1	7.2	6.2	1.0	36
Other Routes	0.7	—	0.7	3.1	1.0	2.2	–77
Belgium	60.5	58.8	1.6	59.0	58.2	0.8	2
London – Brussels	43.2	43.2	—	42.1	42.0	0.1	3
Other S.E. England – Belgium	12.5	11.8	0.6	12.5	12.3	0.2	—
Other Routes	4.8	3.8	1.0	4.4	3.9	0.6	8
Denmark	32.8	26.3	6.6	33.9	26.0	7.9	–3
London – Copenhagen	27.8	22.3	5.4	26.0	21.3	6.2	7
Other Routes	5.1	4.0	1.1	6.4	4.6	1.8	–20
Finland	6.3	5.3	1.0	5.2	4.5	0.8	21
France	211.8	190.2	21.6	199.9	172.8	27.1	6
London – Nice	9.1	8.3	0.8	7.7	7.3	0.4	18
– Paris	146.7	140.2	6.5	135.4	127.3	8.1	8
– N. France (a)	9.8	8.4	1.4	8.5	8.2	0.3	16
– Other France	17.5	12.2	5.3	13.5	10.7	2.8	30
Manchester – Paris	5.0	5.0	—	5.4	5.2	0.2	–7
Other UK – Paris	7.5	6.6	0.9	9.4	6.2	3.3	–20
Luton – Other France	2.8	—	2.8	5.7	—	5.7	–50
Other S.E. England – France	9.1	9.0	—	7.3	7.3	—	24
Other Routes	4.3	0.4	4.0	7.0	0.6	6.5	–38
Germany (Fed. Republic)	170.9	113.7	57.3	177.2	115.1	62.1	–4
London – Dusseldorf	22.5	19.1	3.4	22.1	19.5	2.6	2
– Frankfurt	40.2	33.9	6.3	37.2	34.2	3.1	8
– Hamburg	16.7	15.7	1.0	16.4	16.2	0.2	1
– Munich	35.6	11.7	23.9	33.4	11.6	21.8	7
– Other Germany	28.6	26.0	2.6	30.2	25.4	4.8	–5
Luton – Germany	11.3	—	11.3	21.9	0.3	21.7	–48
Manchester – Germany	7.0	4.8	2.2	9.1	5.6	3.5	–23
Other Routes	9.1	2.6	6.5	7.0	2.4	4.5	30
Gibraltar	7.2	7.0	0.1	6.7	6.7	—	6
Greece	27.0	17.0	10.0	35.9	16.3	19.7	–25
Iceland	1.9	1.8	0.1	2.0	2.0	—	–4
London – Reykjavik	1.1	1.1	—	1.3	1.3	—	–13
Glasgow – Reykjavik	0.7	0.7	—	0.7	0.7	—	–1
Other Routes	0.1	—	0.1	—	—	—	—

Table 18 cont.

	February —April 1975			February —April 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	109.7	108.1	1.6	120.7	118.3	2.5	−9
London – Cork	8.6	8.4	0.2	9.4	9.2	0.2	−9
– Dublin	55.2	55.1	0.1	62.1	61.1	1.0	−11
– Shannon	6.1	6.0	0.1	6.2	6.1	0.2	−1
Manchester – Dublin	10.0	10.0	—	10.9	10.9	—	−8
Birmingham – Dublin	8.4	8.0	0.4	8.7	8.6	0.1	−4
Glasgow – Dublin	2.5	2.5	—	5.3	5.3	—	−52
Liverpool – Dublin	5.1	5.0	—	5.8	5.7	0.1	−12
Leeds/Bradford – Dublin	2.0	1.9	0.1	2.1	2.1	—	−5
Edinburgh – Dublin	3.3	3.2	—	1.4	1.4	—	—
Bristol – Dublin	1.8	1.7	0.1	1.6	1.6	—	10
Other Routes	6.8	6.2	0.6	9.2	8.4	0.8	−26
Italy	114.5	62.0	52.5	119.3	57.7	61.6	−4
London – Genoa (g)	0.4	—	0.4	0.1	—	0.1	—
– Milan	30.9	22.4	8.5	32.8	21.9	10.9	−6
– Rimini (g)	0.2	—	0.2	0.1	—	0.1	23
– Rome	32.6	26.0	6.6	32.2	23.0	9.2	1
– Venice	5.9	2.3	3.5	6.4	2.4	4.0	−8
– Other Italy	17.6	9.4	8.2	21.3	8.9	12.4	−18
Luton – Rimini	1.2	—	1.2	—	—	—	—
– Other Italy	20.7	—	20.7	19.6	—	19.6	5
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	2.0	—	2.0	4.1	—	4.1	−53
Other Routes	3.1	1.8	1.3	2.6	1.4	1.2	18
Luxembourg	4.6	3.8	0.8	4.3	4.0	0.2	8
London – Luxembourg	4.0	3.8	0.2	4.1	4.0	0.1	−2
Other Routes	0.6	—	0.6	0.2	—	0.2	—
Netherlands	126.2	119.7	6.5	123.6	112.6	10.9	2
London – Amsterdam	75.7	74.0	1.7	73.9	71.1	2.8	2
– Rotterdam	17.8	17.1	0.7	16.8	15.7	1.0	6
Other S.E. England – Netherlands	6.0	4.5	1.6	6.4	3.0	3.4	−5
Manchester – Amsterdam	7.8	7.8	0.1	8.6	8.5	0.1	−9
Other Routes	18.8	16.4	2.5	17.9	14.3	3.6	5
Norway	21.3	17.5	3.8	17.2	13.1	4.1	24
London – Oslo	12.7	10.6	2.1	11.0	9.3	1.7	15
Other Routes	8.6	6.9	1.7	6.2	3.8	2.4	39
Portugal	22.9	12.9	10.0	38.0	17.2	20.8	−40
London – Lisbon	10.8	8.5	2.4	17.1	11.6	5.5	−37
Other Routes	12.1	4.4	7.7	20.9	5.6	15.3	−42
Soviet Union and Eastern Europe (b)	25.3	15.9	9.4	22.5	13.0	9.5	12
London – Moscow	6.8	5.1	1.7	4.8	3.5	1.3	40
– Prague	2.1	2.1	—	1.7	1.7	—	19
Other Routes	16.4	8.7	7.7	15.9	7.8	8.1	3

Table 18 cont.

	February —April 1975			February —April 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	296.0	84.1	212.0	303.2	68.0	235.2	-2
London — Barcelona	20.4	13.7	6.8	14.2	11.6	2.5	44
— Ibiza	5.1	0.9	4.2	6.2	0.7	5.5	-18
— Madrid	29.1	25.1	4.1	26.0	21.1	4.9	12
— Malaga	22.2	14.7	7.5	19.4	12.2	7.2	14
— Palma	39.5	13.0	26.5	38.2	10.8	27.4	3
— Other Spain	30.7	15.2	15.5	32.1	10.6	21.5	-4
Luton — Alicante	8.9	—	8.9	16.1	—	16.1	-45
— Barcelona	8.0	—	8.0	4.3	—	4.3	86
— Gerona	—	—	—	4.7	—	4.7	—
— Ibiza	5.1	—	5.1	7.0	—	7.0	-27
— Palma	14.9	—	14.9	19.9	—	19.9	-25
— Other Spain	6.7	—	6.7	12.3	—	12.3	-45
Other S.E. England — Spain	0.2	—	0.2	—	—	—	—
Manchester — Barcelona	2.8	—	2.8	1.1	—	1.1	—
— Palma	13.1	—	13.1	15.1	—	15.1	-13
Other N. England — Spain	27.8	0.9	26.9	27.0	0.6	26.4	3
Scotland — Spain	12.5	0.5	12.0	13.4	0.1	13.3	-7
Other Routes	49.0	0.3	48.7	46.2	0.3	45.9	6
Sweden	22.3	13.6	8.7	16.8	11.4	5.4	33
London — Stockholm	14.7	9.0	5.8	11.0	8.0	3.0	34
Other Routes	7.6	4.6	3.0	5.8	3.4	2.4	31
Switzerland	83.5	62.8	20.6	82.1	60.0	22.1	2
London — Basle	6.1	5.2	0.9	5.8	5.3	0.5	5
— Geneva	35.6	26.3	9.3	33.4	24.0	9.4	6
— Zurich	35.1	27.9	7.2	35.9	27.9	8.0	-2
Luton — Switzerland	3.0	—	3.0	3.4	0.1	3.4	-14
Other Routes	3.7	3.4	0.3	3.5	2.7	0.8	4
Yugoslavia	11.8	7.0	4.8	9.2	5.4	3.8	28
London — Dubrovnic	2.2	0.2	2.1	1.7	0.2	1.5	32
— Ljubljana	1.4	1.4	—	1.3	1.0	0.3	7
Luton — Yugoslavia	0.4	—	0.4	0.1	—	0.1	—
Other Routes	7.7	5.4	2.4	6.1	4.2	1.9	27
Other Europe	47.4	29.9	17.5	52.4	38.0	14.4	-9
WESTERN HEMISPHERE							
Canada	59.7	46.5	13.2	50.8	40.6	10.2	18
London — Montreal	11.6	10.6	0.9	10.6	10.0	0.6	9
— Toronto	24.9	17.6	7.4	18.9	14.1	4.7	32
— Other Canada	13.1	9.2	3.9	12.4	8.7	3.7	6
Other UK — Montreal	1.6	1.6	—	1.1	1.0	—	54
— Toronto	7.0	6.2	0.8	6.8	6.0	0.8	3
Other Routes	1.5	1.3	0.2	1.1	0.7	0.3	40

Table 18 cont.

	February —April 1975			February —April 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	168.1	150.5	17.6	169.8	150.4	19.5	-1
London — New York	67.3	60.6	6.7	67.0	59.2	7.8	—
— Other East Coast USA	47.7	44.9	2.8	48.2	44.9	3.4	-1
— Chicago and Detroit	16.3	14.2	2.0	19.2	16.3	2.9	-15
— West Coast USA	27.0	25.1	1.9	26.4	24.8	1.6	2
— Other USA	2.8	0.9	1.8	3.0	1.3	1.8	-9
Other UK — New York	5.6	4.7	0.9	3.6	3.0	0.6	55
Other Routes	1.5	0.1	1.4	2.4	0.9	1.5	-38
West Atlantic and Caribbean Islands	19.0	19.0	0.1	17.9	16.6	1.3	7
Central and South America	7.1	7.0	0.2	6.9	6.8	0.1	4
REST OF THE WORLD							
Canary Islands	31.1	5.7	25.4	24.0	4.2	19.8	29
North Africa (c)	16.9	9.3	7.6	17.5	6.8	10.8	-4
East Africa (d)	10.7	9.6	1.2	10.2	8.3	1.8	5
Central Africa (e)	5.9	5.9	—	5.3	5.2	—	12
West Africa (d)	9.6	9.4	0.1	8.2	7.8	0.4	17
South Africa	19.3	19.1	0.2	15.4	15.3	0.1	26
Middle East (f)	69.2	67.9	1.2	50.6	48.9	1.7	37
India	16.3	16.3	—	13.7	13.7	—	19
Pakistan	6.7	6.7	—	3.2	3.2	—	—
Far East	43.7	39.7	4.0	38.2	27.7	10.5	14
Australia and New Zealand	20.4	20.2	0.2	18.7	18.4	0.3	9
Other Routes n.e.i.	23.9	8.0	15.9	17.9	6.8	11.1	33
ALL ROUTES	1 942.2	1 406.1	536.1	1 889.2	1 289.6	599.6	3

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

Domestic Passengers by Main Routes

Table 19

Monthly Averages

Origin/Destination		February 1975 —April 1975 (000)	February 1974 —April 1974 (000)	Percentage change
London (a)	Aberdeen	12.7	9.6	32
	Belfast	40.6	44.1	-8
	Birmingham	2.5	0.2	—
	Channel Islands	37.0	34.3	8
	Edinburgh	52.9	43.1	23
	Glasgow	37.9	68.8	-45
	Isle of Man	1.3	1.5	-17
	Leeds/Bradford	8.8	8.9	-1
	Liverpool	10.3	9.0	15
	Manchester	28.8	30.1	-4
	Newcastle	20.3	18.6	9
	Tees-side	9.1	9.3	-2
	Other airports	7.5	6.5	16
Belfast	Birmingham	5.6	6.0	-6
	East Midlands	3.8	2.7	39
	Edinburgh	2.5	1.5	70
	Glasgow	4.3	9.7	-56
	Isle of Man	1.3	1.5	-14
	Leeds/Bradford	2.6	2.5	6
	Liverpool	3.2	2.9	12
	Manchester	9.3	10.5	-12
	Newcastle	1.6	1.6	1
	Other airports	4.2	3.8	12
Channel Islands	Bournemouth	4.2	4.0	6
	Birmingham	4.5	4.6	-1
	Bristol/Glamorgan	4.2	3.7	11
	East Midlands	3.6	3.8	-6
	Glasgow	0.1	0.4	-70
	Leeds/Bradford	0.3	0.5	-35
	Liverpool	0.0	1.6	-100
	Manchester	2.7	2.4	15
	Newcastle	0.1	0.2	-29
	Southampton	17.9	15.9	12
	Other airports	4.3	3.0	42
Edinburgh	Birmingham	2.0	2.9	-33
	Glasgow	0.0	0.4	-90
	Manchester	2.8	3.4	-17
	Other airports	9.0	2.3	—
Glasgow	Birmingham	2.6	5.0	-49
	East Midlands	2.1	3.8	-44
	Isle of Man	0.5	0.9	-41
	Leeds/Bradford	0.8	1.9	-60
	Liverpool	0.4	1.8	-76
	Manchester	2.4	6.0	-60
	Southampton	0.3	2.3	-86
	Other Scottish airports	7.3	13.8	-47
	Other airports	1.2	2.3	-47
Isle of Man	Blackpool	3.1	3.8	-19
	Liverpool	8.1	8.3	-2
	Manchester	2.5	3.0	-15
	Newcastle	0.1	0.1	-63
Penzance	Other airports	0.9	0.1	—
	Isles of Scilly	4.9	4.0	22
Other Routes		24.5	20.8	18
TOTAL		425.2	453.3	-6

(a) Heathrow, Gatwick and Stansted

Traffic counted in either direction

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

Cargo by Type and Nationality of Operator April 1975

Table 20

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others		Set down	Picked up	British Airways		Others		Set down	Picked up
		Set down	Picked up	Set down	Picked up			Set down	Picked up	Set down	Picked up		
London Area Airports													
+ Gatwick	6 089.2	—	—	578.0	1 027.2	42.7	30.0	0.2	—	1 236.1	2 993.2	43.5	138.3
+ Heathrow	34 871.2	5 978.9	7 124.5	17.4	109.7	9 620.3	10 634.3	141.8	69.6	120.1	111.1	148.8	794.7
+ Luton	145.3	—	—	—	—	—	—	—	—	36.0	23.5	29.0	56.8
+ Southend	1 525.0	—	—	727.0	520.0	—	—	—	—	3.0	271.0	4.0	—
+ Stansted	1 514.4	—	—	—	—	—	—	—	—	235.7	1 027.4	—	251.3
TOTAL (London Area)	44 145.1	5 978.9	7 124.5	1 322.4	1 656.9	9 663.0	10 664.3	142.0	69.6	1 630.9	4 426.2	225.3	1 241.1
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Leeds/Bradford	45.7	16.3	16.8	0.7	1.1	5.2	5.6	—	—	—	—	—	—
+ Liverpool	951.8	72.2	176.4	—	—	77.8	36.6	—	0.4	16.6	299.7	49.7	222.4
+ Manchester	3 030.3	518.3	422.5	16.2	5.0	923.7	952.3	—	—	0.2	132.1	—	60.0
+ Birmingham	274.8	53.1	70.6	9.9	1.8	47.1	44.3	0.1	—	—	47.9	—	—
+ Coventry	1.0	—	—	—	—	—	—	—	—	0.5	0.5	—	—
+ East Midlands	582.5	1.0	0.7	216.3	239.6	—	—	—	—	14.0	65.4	—	45.5
+ Newcastle	94.1	18.4	37.7	16.5	21.5	—	—	—	—	—	—	—	—
+ Tees-side	30.6	—	—	14.3	16.3	—	—	—	—	—	—	—	—
+ Bristol	42.3	5.7	3.7	1.0	0.2	17.5	14.2	—	—	—	—	—	—
+ Glamorgan	16.6	1.5	8.5	2.5	1.0	—	3.1	—	—	—	—	—	—
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Blackpool	45.5	—	—	4.1	41.4	—	—	—	—	—	—	—	—
+ Bournemouth	446.2	0.1	—	297.5	131.2	—	—	—	—	13.0	4.4	—	—
+ Cambridge	9.5	—	—	—	—	—	—	—	—	1.5	—	3.5	4.5
+ Exeter	16.3	—	—	4.4	11.8	—	—	—	—	—	0.1	—	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	8.3	6.6	1.7	—	—	—	—	—	—	—	—	—	—
+ Lydd	273.4	—	—	—	0.5	—	—	—	—	106.2	166.7	—	—
+ Manston	362.3	—	—	—	—	—	—	—	—	187.2	141.8	19.8	13.5
+ Norwich	18.7	—	—	9.3	9.3	—	—	—	—	0.1	—	—	—
Penzance Heliport	8.3	1.7	6.6	—	—	—	—	—	—	—	—	—	—
+ Southampton	107.2	1.6	7.8	19.0	74.2	—	—	—	—	—	4.1	0.5	—
+ Edinburgh	357.7	234.3	37.5	32.9	34.9	2.1	2.0	—	—	2.0	—	12.0	—
+ Glasgow	1 309.6	483.7	341.1	43.7	35.5	154.3	245.7	—	1.2	4.4	—	—	—
+ Prestwick	909.4	334.3	151.8	—	—	255.3	126.7	—	—	—	13.7	—	27.6
Aberdeen	272.4	29.4	56.4	15.5	25.3	—	0.5	9.2	11.7	36.7	82.7	4.9	0.1
Benbecula	20.7	16.3	4.4	—	—	—	—	—	—	—	—	—	—
Inverness	21.8	3.3	18.5	—	—	—	—	—	—	—	—	—	—
Islay	6.3	1.0	5.3	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	49.0	36.0	7.9	—	—	0.1	—	1.5	—	0.7	2.8	—	—
Stornoway	39.9	29.0	10.9	—	—	—	—	—	—	—	—	—	—
+ Sumburgh	175.2	24.8	6.2	—	—	—	—	8.0	12.6	14.6	108.9	0.1	—
Tiree	0.8	—	—	0.8	—	—	—	—	—	—	—	—	—
Wick	6.0	4.0	1.4	—	—	—	—	—	—	—	—	—	0.6
+ Belfast	980.9	306.6	158.3	87.1	23.3	2.9	1.0	—	—	306.8	94.9	—	—
+ Isle of Man	249.1	148.2	59.5	38.1	3.3	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	54 909.3	8 326.3	8 736.7	2 152.2	2 334.1	11 149.0	12 096.3	160.8	95.5	2 335.4	5 591.9	315.8	1 615.3
Channel Islands Airports													
Alderney	19.6	—	—	15.9	1.6	—	—	—	—	1.4	0.7	—	—
Guernsey	865.7	40.2	15.5	152.3	95.8	—	—	—	—	154.6	407.3	—	—
Jersey	823.0	100.0	64.8	458.1	176.6	2.5	0.5	—	—	6.3	13.8	—	0.4
TOTAL (Channel Islands Airports)	1 708.3	140.2	80.3	626.3	274.0	2.5	0.5	—	—	162.3	421.8	—	0.4

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	February 1975 —April 1975 (tonnes)	February 1974 —April 1974 (tonnes)	Percentage change
London Area Airports			
+ Gatwick	5 844.8	4 529.9	29.0
+ Heathrow	36 379.6	39 487.9	−7.9
+ Luton	161.0	244.3	−34.1
+ Southend	1 668.0	1 727.0	−3.4
+ Stansted	1 588.2	1 309.9	21.2
TOTAL (London Area)	45 641.5	47 299.0	−3.5
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+ Leeds/Bradford	42.9	50.8	−15.6
+ Liverpool	1 055.6	1 193.1	−11.5
+ Manchester	3 022.4	3 720.0	−18.8
+ Birmingham	230.9	275.1	−16.1
+ Coventry	15.3	13.3	15.0
+ East Midlands	551.2	566.8	−2.8
+ Newcastle	102.0	152.6	−33.2
+ Tees-side	35.1	24.4	43.9
+ Bristol	44.9	58.3	−23.0
+ Glamorgan	20.6	19.6	5.1
Swansea	—	0.1	—
+ Ashford	—	346.1	—
+ Blackpool	42.7	57.3	−25.5
+ Bournemouth	467.1	645.9	−27.7
+ Cambridge	30.0	49.7	−39.6
+ Exeter	15.0	14.0	7.1
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	8.2	22.4	−63.4
+ Lydd	331.7	16.5	—
+ Manston	302.5	333.5	−9.3
+ Norwich	20.9	27.4	−23.7
Penzance Heliport	8.2	22.4	−63.4
+ Southampton	71.6	86.0	−16.7
+ Edinburgh	373.9	184.7	102.4
+ Glasgow	872.7	2 049.2	−57.4
+ Prestwick	1 102.0	1 304.1	−15.5
Aberdeen	259.1	170.2	52.2
Benbecula	15.0	17.6	−14.8
Inverness	23.2	35.5	−34.6
Islay	2.1	3.4	−38.2
+ Kirkwall	41.9	37.8	10.8
Stornoway	20.6	39.2	−47.4
+ Sumburgh	114.1	69.6	63.9
Tiree	0.3	1.0	−70.0
Wick	4.8	6.1	−21.3
+ Belfast	982.5	1 158.2	−15.2
+ Isle of Man	250.6	296.1	−15.4
TOTAL (Incl. London Area)	56 123.0	60 366.9	−7.0
Channel Islands Airports			
Alderney	17.5	16.6	5.4
Guernsey	854.6	987.7	−13.5
Jersey	923.8	1 343.3	−31.2
TOTAL (Channel Islands Airports)	1 795.9	2 347.7	−23.5

Ashford Airport closed w.e.f. 31/10/74

All Scheduled Services April 1975

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
Passenger Services														
British Airways Overseas Division	8 974	2 645	12 213	172 677	2 037 021	1 140 971	56.0	5 288	268 504	146 113	7 831	35 291	102 991	54.4
British Airways European Division	6 311	8 746	12 880	620 143	783 034	458 007	58.5	3 755	82 045	43 277	904	2 448	39 926	52.7
British Airways Helicopters	20	329	116	7 443	566	454	80.2	10	42	36	—	1	36	85.7
British Airways Regional Division—														
Channel Islands Airways	625	1 735	1 869	74 236	45 483	25 811	56.7	206	4 117	2 246	18	63	2 165	54.5
Scottish Airways	334	1 393	1 414	37 752	23 482	11 982	51.0	216	2 101	1 079	11	48	1 019	51.3
Cambrian Airways	263	1 156	846	47 797	19 707	12 461	63.2	359	1 786	1 069	4	68	997	59.8
Northeast Airlines	333	841	906	45 300	30 536	18 210	59.6	98	2 738	1 550	—	39	1 511	56.6
British Caledonian Airways	1 770	2 042	3 099	77 380	207 412	111 180	53.6	1 117	24 121	12 713	401	2 333	9 979	52.7
Air Anglia	320	904	1 022	13 338	14 391	5 991	41.6	38	1 441	617	—	18	599	42.8
Aurigny Air Services	118	1 934	659	15 124	1 474	896	60.8	56	147	74	—	3	72	50.5
British Air Ferries	119	587	536	12 066	4 678	2 239	47.9	1 223	783	461	—	257	204	58.8
British Island Airways	261	1 457	1 033	40 367	13 054	7 694	58.9	128	1 203	679	1	23	655	56.4
British Midland Airways	347	1 027	1 119	33 468	25 226	13 114	52.0	136	1 961	1 080	—	57	1 023	55.1
Brymon Airways	58	336	252	1 836	752	332	44.1	—	67	27	—	—	27	40.0
Dan-Air Services	222	851	780	21 194	13 405	6 225	46.4	—	1 094	506	—	—	506	46.2
Intra Airways	10	96	56	1 369	362	136	37.5	—	26	11	—	—	11	41.3
Loganair	66	521	356	1 898	793	297	37.4	—	72	27	—	—	27	37.6
TOTAL Passenger Services	20 152	26 600	39 157	1 223 388	3 221 376	1 815 998	56.4	12 629	392 249	211 565	9 170	40 648	161 747	53.9
Cargo Services														
British Airways Overseas Division	722	231	1 069					2 054	23 962	13 596	100	13 499		56.7
British Airways European Division	504	752	991					4 061	7 212	2 857	60	2 797		39.6
British Caledonian Airways	94	35	125					310	2 526	1 698	12	1 686		67.2
Air Freight	27	126	138					273	92	58	—	58		63.2
Air-Bridge Carriers	20	63	74					475	219	191	—	191		87.1
British Island Airways	114	343	385					651	521	197	27	170		37.9
Dan-Air Services	4	28	20					163	52	26	—	26		50.5
Intra Airways	20	138	104					278	73	44	—	44		60.9
TOTAL Cargo Services	1 504	1716	2 905					8 266	34 656	18 667	199	18 471		53.9
GRAND TOTAL	21 656	28 316	42 062	1 223 388	3 221 376	1 815 998	56.4	20 895	426 905	230 232	9 369	59 119	161 747	53.9

International Scheduled Services April 1975

Table 22.2

	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			
											Mail (000)	Cargo (000)	Passengers (000)	Percentage of available
Passenger Services														
British Airways Overseas Division	8 974	2 645	12 213	172 677	2 037 021	1 140 971	56·0	5 288	268 504	146 113	7 831	35 291	102 991	54·4
British Airways European Division	5 380	6 886	10 599	480 151	673 187	386 434	57·4	3 453	70 856	37 038	864	2 341	33 834	52·3
British Airways Regional Division—														
Channel Islands Airways	182	303	435	10 803	13 990	6 013	43·0	78	1 349	555	1	41	514	41·2
Cambrian Airways	92	284	246	9 299	7 372	3 970	53·9	22	651	328	—	10	318	50·4
Northeast Airlines	104	189	275	8 310	8 915	4 930	55·3	22	754	420	—	11	409	55·7
British Caledonian Airways	1 447	1 376	2 390	48 528	180 575	97 282	53·9	777	21 241	11 338	286	2 266	8 787	53·4
Air Anglia	217	452	636	7 859	9 671	3 447	35·6	38	976	363	—	18	345	37·2
Aurigny Air Services	81	1 691	477	13 943	961	607	63·1	53	96	51	—	2	48	52·8
British Air Ferries	119	587	536	12 066	4 678	2 239	47·9	1 223	783	461	—	257	204	58·8
British Island Airways	111	515	429	15 256	5 536	3 188	57·6	29	509	279	—	7	272	54·7
British Midland Airways	108	292	351	6 616	7 826	3 200	40·9	50	598	275	—	25	250	45·9
Brymon Airways	17	80	71	400	196	82	42·0	—	18	7	—	—	7	37·5
Dan-Air Services	113	317	376	11 643	6 467	3 315	51·3	—	528	270	—	—	270	51·2
Intra Airways	6	82	37	1 205	212	87	41·1	—	18	7	—	—	7	37·9
TOTAL Passenger Services	16 950	15 699	29 071	798 756	2 956 607	1 655 764	56·0	11 031	366 879	197 504	8 981	40 269	148 254	53·8
Cargo Services														
British Airways Overseas Division	722	231	1 069					2 054	23 962	13 596	100	13 499		56·7
British Airways European Division	422	556	745					2 989	5 703	2 289	45	2 244		40·1
British Caledonian Airways	94	35	125					310	2 526	1 698	12	1 686		67·2
Air Freight	27	126	138					273	92	58	—	58		63·2
British Island Airways	54	90	164					115	249	68	—	68		27·2
TOTAL Cargo Services	1 320	1 038	2 241					5 742	32 532	17 709	157	17 554		54·4
GRAND TOTAL	18 270	16 737	31 312	798 756	2 956 607	1 655 764	56·0	16 772	399 411	215 212	9 138	57 823	148 254	53·9

Domestic Scheduled Services April 1975

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways European Division	932	1 860	2 281	139 992	109 847	71 574	65.2	301	11 189	6 240	40	108	6 092	55.8
British Airways Helicopters	20	329	116	7 443	566	454	80.2	10	42	36	—	1	36	85.7
British Airways Regional Division—														
Channel Islands Airways	443	1 432	1 434	63 433	31 493	19 798	62.9	128	2 769	1 691	18	22	1 651	61.1
Scottish Airways	334	1 393	1 414	37 752	23 482	11 982	51.0	216	2 101	1 079	11	48	1 019	51.3
Cambrian Airways	170	872	600	38 498	12 335	8 490	68.8	337	1 136	741	4	57	679	65.2
Northeast Airlines	229	652	631	36 990	21 620	13 280	61.4	76	1 984	1 130	—	28	1 102	57.0
British Caledonian Airways	323	666	709	28 852	26 837	13 898	51.8	340	2 880	1 375	115	67	1 192	47.7
Air Anglia	103	452	386	5 479	4 720	2 543	53.9	—	465	254	—	—	254	54.7
Aurigny Air Services	37	243	182	1 181	514	290	56.4	4	51	24	—	1	23	46.2
British Island Airways	150	942	605	25 111	7 518	4 506	59.9	99	694	400	1	16	383	57.7
British Midland Airways	239	735	769	26 852	17 399	9 914	57.0	87	1 363	805	—	32	773	59.1
Brymon Airways	42	256	180	1 436	556	250	44.9	—	50	20	—	—	20	40.9
Dan-Air Services	109	534	405	9 551	6 938	2 909	41.9	—	566	235	—	—	235	41.6
Intra Airways	4	14	19	164	150	49	32.5	—	8	4	—	—	4	49.2
Loganair	66	521	356	1 898	793	297	37.4	—	72	27	—	—	27	37.6
TOTAL Passenger Services	3 202	10 901	10 086	424 632	264 769	160 234	60.5	1 598	25 369	14 061	189	379	13 492	55.4
Cargo Services														
British Airways European Division	82	196	246					1 072	1 509	568	14	553		37.6
Air-Bridge Carriers	20	63	74					475	219	191	—	191		87.1
British Island Airways	59	253	222					536	272	130	27	103		47.6
Dan-Air Services	4	28	20					163	52	26	—	26		50.5
Intra Airways	20	138	104					278	73	44	—	44		60.9
TOTAL Cargo Services	185	678	665					2 524	2 125	958	41	917		45.1
GRAND TOTAL	3 386	11 579	10 751	424 632	264 769	160 234	60.5	4 122	27 494	15 019	231	1 296	13 492	54.6

All Non-scheduled Services April 1975

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes*	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	301	67	406	6 712	56 581	44 694	79.0	—	7 339	4 448	63	4 385	60.6
British Airways European Division	286	288	588	9 150	13 122	8 040	61.3	922	3 907	1 945	1 253	692	49.8
British Airtours	918	412	1 283	52 956	173 497	114 001	65.7	—	15 789	9 925	—	9 925	62.9
British Airways Helicopters	146	1 125	835	9 251	3 085	1 311	42.5	99	291	116	14	102	39.7
British Airways Regional Division—													
Channel Islands Airways	67	65	16	3 129	5 260	3 798	72.2	—	455	322	—	322	70.7
Scottish Airways	1	2	2	55	44	17	38.7	—	4	2	—	2	44.9
Cambrian Airways	136	235	294	9 451	10 769	8 675	80.6	—	947	694	—	693	73.3
Northeast Airlines	232	192	373	17 238	28 084	21 302	75.9	—	2 410	1 770	2	1 768	73.5
British Caledonian Airways	1 327	684	1 991	32 787	75 086	58 987	78.6	1 800	35 635	24 883	19 685	5 198	69.8
Air Anglia	66	190	207	966	894	358	40.1	—	97	36	—	35	36.7
Air Freight	8	21	37	—	—	—	—	5	26	17	17	—	65.0
Air-Bridge Carriers	66	302	265	8 384	2 543	1 562	61.4	318	511	236	115	121	46.1
Alidair	103	293	316	7 815	4 917	3 009	61.2	181	702	333	80	253	47.4
Aurigny Air Services	—	3	3	16	5	2	48.9	—	1	—	—	—	51.0
Beecham Imperial	14	16	28	84	112	71	63.7	—	10	6	—	6	63.7
Bristow Helicopters	417	2 686	2 025	19 338	6 930	3 947	57.0	345	625	380	78	302	60.7
Britannia Airways	2 322	1 574	3 701	183 921	301 795	272 678	90.4	—	25 656	23 138	—	23 138	90.2
British Air Ferries	19	47	73	100	102	67	65.8	123	147	60	54	6	40.5
British Executive Air Services	15	188	91	1 373	198	108	54.5	52	38	13	4	10	34.1
British Island Airways	775	242	310	4 533	26 702	13 522	50.6	16	3 540	1 725	575	1 150	48.7
British Midland Airways	470	678	1 147	24 237	48 629	26 407	54.3	65	3 934	2 394	335	2 059	60.9
Brymon Airways	1	4	6	55	18	18	98.5	—	2	2	—	2	86.7
Dan-Air Services	2 108	1 637	3 747	139 978	257 533	205 124	79.6	44	20 641	16 425	14	16 411	79.6
Eagle Flying Services	1	2	2	4	5	2	40.0	—	—	—	—	—	40.0
Fairflight Charters	73	186	270	903	370	288	77.8	22	51	34	13	21	66.7
Green Shield Stamp	30	38	40	8	242	147	61.0	—	24	11	—	11	45.7
International Aviation Service	408	168	756	—	—	—	—	1 392	10 413	5 914	5 914	—	56.8
Intra Airways	3	26	17	809	113	98	87.3	—	10	7	—	7	74.7
Invicta International Airlines	406	304	773	12 255	27 965	15 289	54.7	784	6 408	3 706	2 358	1 348	57.8
Laker Airways	1 410	618	2 067	58 261	224 443	172 366	76.8	—	22 267	16 800	—	16 800	75.4
Loganair	59	621	206	1 810	412	194	47.1	—	37	17	—	17	45.7
MAM Aviation	52	48	78	150	469	155	33.0	—	46	16	—	16	34.8
McAlpine Aviation	225	455	348	1 052	1 756	655	37.3	—	132	54	—	54	40.8
McDonald Aviation	7	27	29	164	87	41	46.9	—	10	4	—	4	39.4
Merlot International Airlines	36	45	53	109	265	84	31.7	—	21	7	—	7	33.3
Monarch Airlines	658	448	1 089	53 008	90 554	77 253	85.3	29	9 587	7 520	527	6 993	78.4
Moseley Aviation	8	36	27	177	48	40	83.3	—	5	4	—	4	80.0
Northern Executive Aviation	9	40	42	80	31	19	61.3	17	8	6	4	2	75.0
Peters Aviation	31	97	130	749	436	247	56.7	3	35	21	1	20	59.2
Ryburn Air	2	30	10	—	—	—	—	—	2	—	—	—	22.5
Thurston Aviation	33	160	126	278	176	60	34.1	10	20	6	2	4	30.0
Tradewinds Airways	614	158	1 223	—	—	—	—	915	18 450	10 391	10 391	—	56.3
Trans-Meridian Air Cargo	772	240	1 548	—	—	—	—	1 792	20 909	11 446	11 446	—	54.7
Vernair Transport	18	47	65	195	125	96	77.3	—	11	8	—	8	75.8
TOTAL	14 654	14 751	26 644	661 541	1 363 402	1 054 735	77.4	8 944	211 152	144 841	52 945	91 896	68.6
Class 5A Licence TOTAL	517	673	972	24 920	25 346	17 410	68.7	..	13 896	10 260	8 848	1 412	73.8
TOTAL Excludes 5A Licence	14 137	14 078	25 672	636 621	1 338 056	1 037 325	77.5	8 944	197 256	134 581	44 097	90 484	68.2

*Does not include cargo carried under Class 5 Licences.

International Non-scheduled Services April 1975

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	301	67	406	6 712	56 581	44 694	79.0	—	7 339	4 448	63	4 385	60.6
British Airways European Division	283	282	582	8 767	12 959	7 884	60.8	907	3 872	1 924	1 245	679	49.7
British Airtours	918	412	1 283	52 956	173 497	114 001	65.7	—	15 789	9 925	—	9 925	62.9
British Airways Helicopters	136	1 039	767	8 877	2 874	1 249	43.5	99	272	107	14	94	39.4
British Airways Regional Division—													
Channel Islands Airways	63	52	3	2 794	4 980	3 690	74.1	—	431	312	—	312	72.5
Cambrian Airways	121	141	236	6 817	9 837	8 202	83.4	—	863	657	—	656	76.1
Northeast Airlines	222	176	354	16 313	26 968	20 817	77.2	—	2 313	1 729	1	1 728	74.8
British Caledonian Airways	1 327	684	1 991	32 787	75 086	58 987	78.6	1 800	35 635	24 883	19 685	5 198	69.8
Air Anglia	20	47	73	649	541	261	48.3	—	60	26	—	26	42.6
Air Freight	7	13	30	—	—	—	—	5	22	13	13	—	58.7
Air-Bridge Carriers	46	225	179	8 384	2 543	1 562	61.4	20	327	155	34	121	47.3
Alidair	60	171	189	6 778	4 050	2 671	65.6	30	416	239	14	225	57.4
Aurigny Air Services	—	1	1	14	2	2	100.0	—	—	—	—	—	78.6
Beecham Imperial	12	12	23	58	93	56	60.8	—	8	5	—	5	61.4
Bristow Helicopters	417	2 686	2 025	19 338	6 930	3 947	57.0	345	625	380	78	302	60.7
Britannia Airways	2 322	1 574	3 701	183 921	301 795	272 678	90.4	—	25 656	23 138	—	23 138	90.2
British Air Ferries	19	47	73	100	102	67	65.8	123	147	60	54	6	40.5
British Executive Air Services	15	188	91	1 373	198	108	54.5	52	38	13	4	10	34.1
British Island Airways	766	225	280	4 433	26 668	13 488	50.6	—	3 498	1 713	566	1 147	49.0
British Midland Airways	350	379	771	15 521	40 677	22 832	56.1	—	3 305	2 077	297	1 780	62.9
Brymon Airways	1	2	2	39	11	11	97.5	—	1	1	—	1	86.1
Dan-Air Services	2 075	1 523	3 618	137 841	255 937	204 482	79.9	44	20 511	16 373	14	16 359	79.8
Fairflight Charters	55	142	206	602	214	166	77.6	22	39	25	13	12	64.1
Green Shield Stamp	30	38	40	8	242	147	61.0	—	24	11	—	11	45.7
International Aviation Service	408	168	756	—	—	—	—	1 392	10 413	5 914	5 914	—	56.8
Intra Airways	3	24	16	743	110	96	87.1	—	10	7	—	7	74.6
Invicta International Airlines	406	304	773	12 255	27 965	15 289	54.7	784	6 408	3 706	2 358	1 348	57.8
Laker Airways	1 410	618	2 067	58 261	224 443	172 366	76.8	—	22 267	16 800	—	16 800	75.4
MAM Aviation	47	41	71	111	425	128	30.1	—	42	13	—	13	31.0
McAlpine Aviation	175	239	269	698	1 397	546	39.1	—	105	45	—	45	42.5
McDonald Aviation	3	6	10	38	24	11	45.1	—	4	1	—	1	33.3
Merlot International Airlines	32	37	47	86	236	73	30.9	—	19	6	—	6	31.6
Monarch Airlines	658	448	1 089	53 008	90 554	77 253	85.3	29	9 587	7 520	527	6 993	78.4
Moseley Aviation	2	8	7	37	13	11	84.6	—	1	1	—	1	100.0
Northern Executive Aviation	1	3	5	3	6	1	16.7	—	1	—	—	—	16.7
Peters Aviation	7	18	33	119	102	58	57.1	—	8	5	—	5	59.9
Thurston Aviation	11	50	39	148	73	28	38.4	1	7	3	1	2	42.9
Tradewinds Airways	614	158	1 223	—	—	—	—	915	18 450	10 391	10 391	—	56.3
Trans-Meridian Air Cargo	772	240	1 548	—	—	—	—	1 792	20 909	11 446	11 446	—	54.7
Vernair Transport	2	4	8	26	16	14	88.4	—	1	1	—	1	86.5
TOTAL	14 118	12 498	24 885	640 615	1 348 146	1 047 876	77.7	8 367	209 422	144 072	52 731	91 342	68.8
Class 5A Licence TOTAL	455	404	752	16 745	21 437	15 232	71.1	..	13 553	10 081	8 842	1 239	74.4
TOTAL Excludes 5A Licence	13 663	12 094	24 133	625 364	1 326 709	1 032 644	77.8	8 367	195 869	133 991	43 889	90 103	68.4

*Does not include cargo carried under Class 5 Licences.

Domestic Non-scheduled Services April 1975

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	3	6	6	383	163	156	95.7	15	35	21	8	13	59.1
British Airways Helicopters	10	86	68	374	212	62	29.1	—	19	8	—	8	43.6
British Airways Regional Division—													
Channel Islands Airways	4	13	13	335	280	109	38.8	—	24	9	—	9	39.0
Scottish Airways	1	2	2	55	44	17	38.7	—	4	2	—	2	44.9
Cambrian Airways	15	94	58	2 634	932	473	50.8	—	84	37	—	37	44.0
Northeast Airlines	10	16	19	925	1 116	485	43.5	—	97	41	1	40	42.3
Air Anglia	46	143	134	317	354	97	27.4	—	37	10	—	10	26.9
Air Freight	1	8	7	—	—	—	—	—	4	4	4	—	—
Air-Bridge Carriers	20	77	86	—	—	—	—	297	184	81	81	—	43.9
Alidair	43	122	127	1 037	867	338	39.0	151	287	95	66	28	33.0
Aurigny Air Services	—	2	2	2	3	—	11.2	—	—	—	—	—	30.6
Beecham Imperial	2	4	5	26	19	15	77.9	—	2	1	—	1	74.7
British Island Airways	9	17	29	100	34	34	100.0	16	42	12	9	3	29.3
British Midland Airways	120	299	377	8 716	7 953	3 575	45.0	65	630	317	38	279	50.3
Brymon Airways	1	2	4	16	7	7	100.0	—	1	1	—	1	87.5
Dan-Air Services	33	114	129	2 137	1 596	642	40.2	—	130	52	—	52	40.1
Eagle Flying Services	1	2	2	4	5	2	40.0	—	—	—	—	—	40.0
Fairflight Charters	18	44	64	301	156	122	78.2	—	12	9	—	9	75.0
Intra Airways	—	2	1	66	3	3	91.7	—	—	—	—	—	80.6
Loganair	59	621	206	1 810	412	194	47.1	—	37	17	—	17	45.7
MAM Aviation	5	7	7	39	44	27	61.4	—	4	3	—	3	75.0
McAlpine Aviation	49	216	79	354	360	109	30.4	—	27	9	—	9	34.1
McDonald Aviation	4	21	19	126	63	30	47.5	—	6	3	—	3	43.1
Merlot International Airlines	4	8	6	23	29	11	37.9	—	2	1	—	1	50.0
Moseley Aviation	6	28	20	140	35	29	82.9	—	4	3	—	3	75.0
Northern Executive Aviation	8	37	37	77	25	18	72.0	16	7	6	4	2	85.7
Peters Aviation	24	79	98	630	334	189	56.6	3	27	16	1	15	59.0
Ryburn Air	2	30	10	—	—	—	—	—	2	—	—	—	22.5
Thurston Aviation	22	110	87	130	103	32	31.1	9	13	3	1	2	23.1
Vernair Transport	15	43	57	169	108	82	75.6	—	9	7	—	7	74.2
TOTAL	537	2 253	1 759	20 926	15 257	6 858	45.0	576	1 730	768	214	554	44.4
Class 5A Licence TOTAL	62	269	221	8 175	3 909	2 178	55.7	..	343	179	6	173	52.2
TOTAL Excludes 5A Licence	475	1 984	1 538	12 751	11 348	4 680	41.2	576	1 387	589	208	381	42.5

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations April 1975

Table 24

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Airways Overseas Division	111	20	145	3 714	—	26 590	20 797	78.2	3 585	2 028	56.6
British Airtours	37	8	47	628	—	6 963	5 769	82.8	634	516	81.4
Dan-Air Services	19	5	25	627	—	3 576	3 197	89.4	286	255	89.4
Laker Airways	412	96	538	12 784	—	104 353	77 066	73.9	10 682	7 707	72.1
TOTAL	580	129	755	17 753	—	141 481	106 829	75.5	15 187	10 505	69.2

There were no US originating passengers in April 1975.

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

Table 25

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km			Tonne-km			Number of 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	11	2	15	344	1 927	1 904	98.9	225	169	75.4	—	—
British Airways European Division	77	75	155	6 488	7 617	5 655	74.2	689	485	70.4	—	—
British Airtours	499	295	733	41 193	94 277	70 093	74.3	8 580	5 978	69.7	—	162
British Airways Regional Division—												
Channel Islands Airways	62	50	—	2 660	4 903	3 617	73.8	425	306	72.1	—	—
Cambrian Airways	101	104	178	5 409	8 366	7 144	85.4	731	572	78.2	—	—
Northeast Airlines	205	158	320	14 796	25 052	19 298	77.0	2 152	1 602	74.4	—	—
British Caledonian Airways	279	266	500	21 460	29 519	23 734	80.4	2 637	2 050	77.8	—	—
Alidair	32	106	108	4 838	2 483	1 752	70.6	224	147	65.8	—	—
Britannia Airways	2 205	1 417	3 495	166 838	286 683	260 301	90.8	24 371	22 130	90.8	—	—
Dan-Air Services	1 454	1 085	2 542	100 953	172 979	137 371	79.4	13 836	10 991	79.4	—	—
Invicta International Airlines	53	53	107	3 943	7 966	4 101	51.5	781	399	51.1	—	—
Laker Airways	696	364	1 054	35 592	83 410	68 466	82.1	7 966	6 500	81.6	—	—
Monarch Airlines	544	387	872	49 130	82 735	72 298	87.4	8 070	6 556	81.2	—	—
TOTAL International Services	6 216	4 362	10 078	453 644	807 917	675 735	83.6	70 685	57 886	81.9	—	162
Domestic Services—NIL												
GRAND TOTAL	6 216	4 362	10 078	453 644	807 917	675 735	83.6	70 685	57 886	81.9	—	162

All Class 4 Licence Operations April 1975

Table 26.1

	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	96	25	138	—	1 433	16 191	15 652	96.7	2 155	1 599	74.2
British Airways European Division	1	4	4	—	193	140	66	46.8	14	5	37.9
British Airtours	57	22	85	162	2 137	10 832	6 294	58.1	986	566	57.5
British Airways Regional Division— Channel Islands Airways	1	4	3	—	97	50	19	38.5	5	2	33.9
Northeast Airlines	15	14	29	—	1 236	1 639	1 379	84.2	137	114	83.7
British Caledonian Airways	135	62	202	—	5 747	23 165	19 941	86.1	3 051	1 785	58.5
Alidair	5	15	18	—	789	406	352	86.6	37	30	80.5
Britannia Airways	38	28	57	—	2 293	4 939	3 481	70.5	420	252	60.0
British Island Airways	1	2	2	—	100	34	34	100.0	3	3	93.5
British Midland Airways	6	9	17	—	542	430	362	84.2	36	28	79.0
Dan-Air Services	533	365	915	—	32 824	70 396	56 952	80.9	5 631	4 555	80.9
Intra Airways	3	26	17	—	809	113	98	87.3	10	7	74.7
Invicta International Airlines	27	26	55	—	3 288	4 142	3 403	82.1	408	335	82.0
Laker Airways	142	100	252	—	5 883	12 640	8 864	70.1	1 136	806	70.9
Loganair	26	391	60	—	1 367	212	132	62.4	19	12	62.4
Monarch Airlines	18	15	31	—	1 030	2 271	1 196	52.7	223	109	48.8
TOTAL	1 106	1 108	1 884	162	59 768	147 602	118 225	80.1	14 270	10 208	71.5

International Class 4 Licence Operations April 1975

Table 26.2

	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	96	25	138	—	1 433	16 191	15 652	96.7	2 155	1 599	74.2
British Airways European Division	1	4	4	—	193	140	66	46.8	14	5	37.9
British Airtours	57	22	85	162	2 137	10 832	6 294	58.1	986	566	57.5
British Airways Regional Division— Northeast Airlines	15	14	29	—	1 236	1 639	1 379	84.2	137	114	83.7
British Caledonian Airways	135	62	202	—	5 747	23 165	19 941	86.1	3 051	1 785	58.5
Alidair	5	15	18	—	789	406	352	86.6	37	30	80.5
Britannia Airways	38	28	57	—	2 293	4 939	3 481	70.5	420	252	60.0
British Midland Airways	6	9	17	—	542	430	362	84.2	36	28	79.0
Dan-Air Services	533	365	915	—	32 824	70 396	56 952	80.9	5 631	4 555	80.9
Intra Airways	3	24	16	—	743	110	96	87.1	10	7	74.6
Invicta International Airlines	27	26	55	—	3 288	4 142	3 403	82.1	408	335	82.0
Laker Airways	142	100	252	—	5 883	12 640	8 864	70.1	1 136	806	70.9
Monarch Airlines	18	15	31	—	1 030	2 271	1 196	52.7	223	109	48.8
TOTAL	1 078	709	1 818	162	58 138	147 303	118 037	80.1	14 242	10 191	71.6

Domestic Class 4 Licence Operations April 1975

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Used (000)			Percentage of available
				IT	Other				Available (000)	Used (000)		
British Airways Regional Division—												
Channel Islands Airways	1	4	3	—	97	50	19	38.5	5	2	33.9	
British Island Airways	1	2	2	—	100	34	34	100.0	3	3	93.5	
Intra Airways	—	2	1	—	66	3	3	91.7	—	—	80.6	
Loganair	26	391	60	—	1 367	212	132	62.4	19	12	62.4	
TOTAL	28	399	66	—	1 630	299	188	62.9	27	17	61.2	

All Class 6 Licence Operations April 1975

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	8	16	18	108	103	55	53.5
British Caledonian Airways	418	136	568	1 800	13 741	9 560	69.6
Air Freight	4	5	18	5	12	4	33.1
Air-Bridge Carriers	19	76	88	291	178	75	42.3
Alidair	36	96	105	180	241	80	33.3
British Air Ferries	2	3	9	7	20	8	41.7
International Aviation Service	75	26	135	307	2 192	1 458	66.5
Invicta International Airlines	87	63	178	607	1 459	1 136	77.9
Tradewinds Airways	368	114	717	915	13 724	5 771	42.1
Trans-Meridian Air Cargo	516	167	1 058	1 230	13 999	8 496	60.7
TOTAL	1 534	702	2 893	5 450	45 668	26 643	58.3

International Class 6 Licence Operations April 1975

Table 27.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	8	16	18	108	103	55	53.5
British Caledonian Airways	418	136	568	1 800	13 741	9 560	69.6
Air Freight	4	5	18	5	12	4	33.1
Air-Bridge Carriers	2	6	8	15	16	3	17.7
Alidair	5	11	15	30	35	14	40.0
British Air Ferries	2	3	9	7	20	8	41.7
International Aviation Service	75	26	135	307	2 192	1 458	66.5
Invicta International Airlines	87	63	178	607	1 459	1 136	77.9
Tradewinds Airways	368	114	717	915	13 724	5 771	42.1
Trans-Meridian Air Cargo	516	167	1 058	1 230	13 999	8 496	60.7
TOTAL	1 485	547	2 722	5 024	45 299	26 504	58.5

Domestic Class 6 Licence Operations April 1975

Table 27.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km		Percentage of available
					Available (000)	Used (000)	
Air-Bridge Carriers	18	70	80	276	163	73	44.6
Alidair	31	85	91	150	206	66	32.1
TOTAL	48	155	171	426	368	139	37.7

All Class 7 Licence Operations April 1975

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
											Cargo (000)	Passengers (000)		
British Airways Overseas Division	7	2	11	144	1 087	956	87.9	—	136	114	—	114	83.5	
British Airways European Division	57	50	110	1 439	2 674	1 296	48.5	161	635	356	242	113	56.0	
British Airways Helicopters	146	1 125	835	9 251	3 085	1 311	42.5	99	291	116	14	102	39.7	
British Airways Regional Division—														
Channel Islands Airways	2	6	7	200	136	64	47.1	—	11	6	—	6	50.9	
Scottish Airways	1	2	2	55	44	17	38.7	—	4	2	—	2	44.9	
Cambrian Airways	19	33	54	1 297	1 348	999	74.2	—	121	80	—	80	66.3	
British Caledonian Airways	70	77	129	4 059	8 257	3 924	47.5	1	816	341	1	340	41.8	
Air Anglia	65	186	203	953	886	354	40.0	1	96	36	—	35	37.1	
Air-Bridge Carriers	7	14	28	—	—	—	—	28	64	13	13	—	20.8	
Alidair	29	74	83	2 083	1 980	872	44.0	1	198	73	—	73	37.1	
Aurigny Air Services	—	3	3	16	5	2	48.9	—	1	—	—	—	51.0	
Beecham Imperial	14	16	28	84	112	71	63.7	—	10	6	—	6	63.7	
Bristow Helicopters	417	2 686	2 025	19 338	6 930	3 947	57.0	345	625	380	78	302	60.7	
British Air Ferries	16	44	64	100	102	67	65.8	116	128	52	46	6	40.3	
British Executive Air Services	15	188	91	1 373	198	108	54.5	52	38	13	4	10	34.1	
British Island Airways	13	26	44	446	227	188	82.8	17	60	25	9	16	42.3	
British Midland Airways	12	5	20	184	1 780	929	52.2	—	175	72	—	72	41.3	
Dan-Air Services	75	171	221	4 336	6 270	3 843	61.3	44	547	322	14	308	58.9	
Eagle Flying Services	1	2	2	4	5	2	40.0	—	—	—	—	—	40.0	
Fairflight Charters	73	186	270	903	370	288	77.8	23	51	34	13	21	66.7	
Green Shield Stamp	30	38	40	8	242	147	61.0	—	24	11	—	11	45.7	
International Aviation Service	209	101	397	—	—	—	—	646	4 815	2 839	2 839	—	59.0	
Invicta International Airlines	120	92	244	1 438	1 791	1 745	97.4	177	1 920	966	792	174	50.3	
Laker Airways	24	26	42	1 600	2 748	1 422	51.7	—	262	133	—	133	50.9	
Loganair	11	109	46	334	111	42	37.8	—	10	3	—	3	30.0	
MAM Aviation	52	48	78	150	469	155	33.0	—	46	16	—	16	34.8	
McAlpine Aviation	225	455	348	1 052	1 756	655	37.3	—	132	54	—	54	40.8	
McDonald Aviation	7	27	29	164	87	41	46.9	1	10	4	—	4	39.4	
Merlot International Airlines	36	45	53	109	265	84	31.7	—	21	7	—	7	33.3	
Monarch Airlines	2	3	3	323	278	251	90.3	—	27	23	—	23	84.4	
Moseley Aviation	8	36	27	177	48	40	83.3	—	5	4	—	4	80.0	
Northern Executive Aviation	9	40	42	80	31	19	61.3	17	8	6	4	2	75.0	
Peters Aviation	31	97	130	749	436	247	56.7	3	35	21	1	20	59.2	
Ryburn Air	2	30	10	—	—	—	—	—	2	—	—	—	22.5	
Thurston Aviation	33	160	126	278	176	60	34.1	11	20	6	2	4	30.0	
Trans-Meridian Air Cargo	256	73	490	—	—	—	—	562	6 910	2 951	2 951	—	42.7	
Vernair Transport	18	47	65	195	125	96	77.3	—	11	8	—	8	75.8	
TOTAL	2 112	6 323	6 399	52 922	44 061	24 245	55.0	2 306	18 262	9 090	7 022	2 068	49.8	

International Class 7 Licence Operations April 1975

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	7	2	11	144	1 087	956	87.9	—	136	114	—	114	83.5
British Airways European Division	56	48	108	1 439	2 674	1 296	48.5	146	616	348	234	113	56.5
British Airways Helicopters	136	1 039	767	8 877	2 874	1 249	43.5	99	272	107	14	94	39.4
British Airways Regional Division— Cambrian Airways	19	33	54	1 297	1 348	999	74.2	—	121	80	—	80	66.3
British Caledonian Airways	70	77	129	4 059	8 257	3 924	47.5	1	816	341	1	340	41.8
Air Anglia	19	43	69	636	533	257	48.3	—	59	26	—	26	43.3
Air-Bridge Carriers	5	7	21	—	—	—	—	6	42	5	5	—	11.8
Alidair	17	37	46	1 046	1 113	534	48.0	—	116	45	—	45	38.5
Aurigny Air Services	—	1	1	14	2	2	100.0	—	—	—	—	—	78.6
Beecham Imperial	12	12	23	58	93	56	60.8	—	8	5	—	5	61.4
Bristow Helicopters	417	2 686	2 025	19 338	6 930	3 947	57.0	345	625	380	78	302	60.7
British Air Ferries	16	44	64	100	102	67	65.8	116	128	52	46	6	40.3
British Executive Air Services	15	188	91	1 373	198	108	54.5	52	38	13	4	10	34.1
British Island Airways	5	11	17	446	227	188	82.8	—	21	16	—	16	76.2
British Midland Airways	12	5	20	184	1 780	929	52.2	—	175	72	—	72	41.3
Dan-Air Services	42	57	92	2 199	4 674	3 201	68.5	44	416	270	14	256	64.8
Fairflight Charters	55	142	206	602	214	166	77.6	22	39	25	13	12	64.1
Green Shield Stamp	30	38	40	8	242	147	61.0	—	24	11	—	11	45.7
International Aviation Service	209	101	397	—	—	—	—	646	4 815	2 839	2 839	—	59.0
Invicta International Airlines	120	92	244	1 438	1 791	1 745	97.4	177	1 920	966	792	174	50.3
Laker Airways	24	26	42	1 600	2 748	1 422	51.7	—	262	133	—	133	50.9
MAM Aviation	47	41	71	111	425	128	30.1	—	42	13	—	13	31.0
McAlpine Aviation	175	239	269	698	1 397	546	39.1	—	105	45	—	45	42.5
McDonald Aviation	3	6	10	38	24	11	45.1	1	4	1	—	1	33.3
Merlot International Airlines	32	37	47	86	236	73	30.9	—	19	6	—	6	31.6
Monarch Airlines	2	3	3	323	278	251	90.3	—	27	23	—	23	84.4
Moseley Aviation	2	8	7	37	13	11	84.6	—	1	1	—	1	100.0
Northern Executive Aviation	1	3	5	3	6	1	16.7	1	1	—	—	—	16.7
Peters Aviation	7	18	33	119	102	58	57.1	—	8	5	—	5	59.9
Thurston Aviation	11	50	39	148	73	28	38.4	1	7	3	1	2	42.9
Trans-Meridian Air Cargo	256	73	490	—	—	—	—	562	6 910	2 951	2 951	—	42.7
Vernair Transport	2	4	8	26	16	14	88.4	—	1	1	—	1	86.5
TOTAL	1 824	5 171	5 448	46 447	39 456	22 316	56.6	2 221	17 775	8 893	6 990	1 904	50.0

Domestic Class 7 Licence Operations April 1975

Table 28.3

	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	1	2	2	—	—	—	—	15	19	8	8	—	40·8
British Airways Helicopters	10	86	68	374	212	62	29·1	—	19	8	—	8	43·6
British Airways Regional Division—													
Channel Islands Airways	2	6	7	200	136	64	47·1	—	11	6	—	6	50·9
Scottish Airways	1	2	2	55	44	17	38·7	—	4	2	—	2	44·9
Air Anglia	46	143	134	317	354	97	27·4	1	37	10	—	10	26·9
Air-Bridge Carriers	2	7	6	—	—	—	—	22	22	8	8	—	38·3
Alidair	12	37	37	1 037	867	338	39·0	1	81	29	—	28	35·1
Aurigny Air Services	—	2	2	2	3	—	11·2	—	—	—	—	—	30·6
Beecham Imperial	2	4	5	26	19	15	77·9	—	2	1	—	1	74·7
British Island Airways	8	15	27	—	—	—	—	17	39	9	9	—	24·1
Dan-Air Services	33	114	129	2 137	1 596	642	40·2	—	130	52	—	52	40·1
Eagle Flying Services	1	2	2	4	5	2	40·0	—	—	—	—	—	40·0
Fairflight Charters	18	44	64	301	156	122	78·2	—	12	9	—	9	75·0
Loganair	11	109	46	334	111	42	37·8	—	10	3	—	3	30·0
MAM Aviation	5	7	7	39	44	27	61·4	—	4	3	—	3	75·0
McAlpine Aviation	49	216	79	354	360	109	30·4	—	27	9	—	9	34·1
McDonald Aviation	4	21	19	126	63	30	47·5	—	6	3	—	3	43·1
Merlot International Airlines	4	8	6	23	29	11	37·9	—	2	1	—	1	50·0
Moseley Aviation	6	28	20	140	35	29	82·9	—	4	3	—	3	75·0
Northern Executive Aviation	8	37	37	77	25	18	72·0	16	7	6	4	2	85·7
Peters Aviation	24	79	98	630	334	189	56·6	3	27	16	1	15	59·0
Ryburn Air	2	30	10	—	—	—	—	—	2	—	—	—	22·5
Thurston Aviation	22	110	87	130	103	32	31·1	10	13	3	1	2	23·1
Vernair Transport	15	43	57	169	108	82	75·6	—	9	7	—	7	74·2
TOTAL	288	1 152	952	6 475	4 605	1 929	41·9	85	488	197	32	164	40·3

All Exempt Operations April 1975

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	141	139	297	647	2 527	866	34.3	654	2 452	1 031	956	75	42.1
British Caledonian Airways	68	12	90	923	12 852	10 517	81.8	—	1 764	947	—	947	53.7
Britannia Airways	78	129	149	14 790	10 173	8 896	87.5	—	865	756	—	756	87.5
British Midland Airways	87	155	246	4 521	6 348	2 536	40.0	66	496	235	37	198	47.4
Brymon Airways	1	4	6	55	18	18	98.5	—	2	2	—	2	86.7
International Aviation Service	124	41	224	—	—	—	—	440	3 406	1 618	1 618	—	47.5
Laker Airways	132	30	176	2 283	20 925	16 303	77.9	—	2 185	1 630	—	1 630	74.6
Loganair	22	121	100	109	89	20	22.5	—	8	2	—	2	25.0
Monarch Airlines	72	23	145	37	1 485	694	46.7	30	895	590	527	64	65.9
TOTAL	726	654	1 433	23 365	54 417	39 850	73.2	1 189	12 072	6 810	3 137	3 674	56.4

International Exempt Operations April 1975

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	141	139	297	647	2 527	866	34.3	654	2 452	1 031	956	75	42.1
British Caledonian Airways	68	12	90	923	12 852	10 517	81.8	—	1 764	947	—	947	53.7
Britannia Airways	78	129	149	14 790	10 173	8 896	87.5	—	865	756	—	756	87.5
Brymon Airways	1	2	2	39	11	11	97.5	—	1	1	—	1	86.1
International Aviation Service	124	41	224	—	—	—	0.0	440	3 406	1 618	1 618	—	47.5
Laker Airways	132	30	176	2 283	20 925	16 303	77.9	—	2 185	1 630	—	1 630	74.6
Monarch Airlines	72	23	145	37	1 485	694	46.7	30	895	590	527	64	65.9
TOTAL	616	376	1 083	18 719	47 973	37 287	77.7	1 123	11 568	6 573	3 100	3 473	56.8

Domestic Exempt Operations April 1975

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Midland Airways	87	155	246	4 521	6 348	2 536	40.0	66	496	235	37	198	47.4
Brymon Airways	1	2	4	16	7	7	100.0	—	1	1	—	1	87.5
Loganair	22	121	100	109	89	20	22.5	—	8	2	—	2	25.0
TOTAL	110	278	350	4 646	6 444	2 563	39.8	66	504	237	37	200	47.1

Class 5 Operations for UK Airlines April 1975

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	4	2	6	200	588	400	68.0	..	74	40	—	—	40	54.1
British Airways European Division	2	4	4	383	163	156	95.7	..	16	13	—	—	13	81.3
British Airtours	39	18	57	2 281	7 371	4 818	65.4	..	671	405	—	—	405	60.4
British Airways Regional Division—														
Channel Islands Airways	2	5	7	172	170	98	57.6	..	14	8	—	—	8	57.1
Cambrian Airways	16	98	61	2 745	1 055	532	50.4	..	95	42	—	—	42	44.2
Northeast Airlines	12	20	23	1 206	1 393	625	44.9	..	121	54	—	2	52	44.6
British Caledonian Airways	285	93	396	—	—	—	—	..	11 550	8 812	—	8 812	—	76.3
Air Anglia	1	4	4	13	8	4	50.0	..	1	—	—	—	—	—
Air Freight	1	8	7	—	—	—	—	..	4	4	—	4	—	100.0
Air-Bridge Carriers	39	212	150	8 384	2 543	1 562	61.4	..	269	147	—	26	121	54.6
Alidair	1	2	3	105	48	33	68.8	..	4	3	—	—	3	75.0
British Island Airways	2 0	1	1	38	107 11	81 8	75.7	..	10 1	7 1	—	—	7 1	70.0
British Midland Airways	54	168	160	4 788	2 607	1 585	60.8	..	217	128	—	4	124	59.0
Dan-Air Services	18	6	28	704	2 830	2 616	92.4	..	226	210	—	—	210	92.9
Invicta International Airlines	14	10	23	1 294	2 312	1 841	79.6	..	216	121	—	—	121	56.0
Laker Airways	4	2	6	119	367	245	66.8	..	36	24	—	—	24	66.7
Monarch Airlines	23	20	37	2 488	3 784	2 814	74.4	..	372	242	—	—	242	65.1
TOTAL	517	673	972	24 920	25 346	17 410	68.7	..	13 896	10 260	—	8 848	1 412	73.8

Class 5 Operations for Non-UK Operators April 1975

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	71	22	92	877	10 198	4 985	48.9	..	1 163	498	7	56	435	42.8
British Airtours	286	69	361	6 555	54 054	27 027	50.0	..	4 919	2 460	—	—	2 460	50.0
British Caledonian Airways	72	38	106	598	1 292	872	67.5	..	2 077	1 389	—	1 313	76	66.9
Air Freight	3	8	13	—	—	—	—	..	10	9	—	9	—	90.0
British Island Airways	759 76	213	263	3 949	26 334	13 219	50.2	..	349 3 467	1 711 1 690	—	58 566	1 124 112	48.7
British Midland Airways	311	341	705	14 202	37 465	20 995	56.0	..	3 011	1 931	—	294	1 637	64.1
Dan-Air Services	10	5	16	534	1 482	1 145	77.3	..	117	92	—	—	92	78.6
Invicta International Airlines	105	60	167	2 292	11 753	4 198	35.7	..	1 624	749	—	430	319	46.1
Tradewinds Airways	246	44	506	—	—	—	—	..	4 726	4 620	—	4 620	—	97.8
TOTAL	1 863	800	2 229	29 007	142 578	72 441	50.8	..	21 114	13 438	7	7 288	6 143	63.6

Aircraft Type and Utilisation—All Airlines April 1975

Table 31.1

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1975	Daily utilisation per aircraft (hrs) Quarter ended March 1975
Aviation Traders Carvair	129	535	45	504	67	11 178	2 146	7	3.4
Aviation Traders Merchantman	571	—	807	—	1 162	—	—	9	4.9
AW650 Argosy	51	—	183	—	210	—	—	2	2.3
BAC 111-200	492	1 113	—	1 117	—	40 786	19 968	7	6.7
BAC 111-300/400	1 774	1 750	—	3 281	—	96 894	111 778	17	5.4
BAC 111-500	2 540	4 400	1	5 906	—	258 678	162 592	30	6.0
BAC Britannia-300	256	9	108	73	453	37	694	5	5.2
BAC Vanguard 952	270	75	146	154	405	6 911	6 828	5	2.8
BAC VC10 Standard	242	100	—	344	—	4 071	18 337	6	6.2
BAC VC10 Super	3 378	1 094	—	4 484	—	45 108	285 289	15	10.4
BAC Viscount-700	27	102	31	107	35	4 313	717	2	0.8
BAC Viscount-700D/800/810	1 815	5 969	67	5 927	74	216 692	72 522	49	3.5
Beagle 206	—	—	—	—	—	—	—	4	1.8
Beechcraft 18/Super H18	—	—	—	—	—	—	—	1	0.7
Beechcraft B55 Baron	1	2	—	2	—	4	2	2	—
Beechcraft B80 Queen-Air	18	47	—	65	—	195	96	1	0.4
Beechcraft B90 King Air	—	—	—	—	—	—	—	2	—
Bell 212 Twin	43	698	—	317	—	4 025	295	6	1.7
Boeing 707-120/120B	447	132	—	608	—	8 810	53 450	2	8.1
Boeing 707-320C/336	4 061	743	519	4 322	1 255	39 998	241 194	25	8.7
Boeing 707-420	1 833	692	—	2 531	—	71 531	220 461	18	4.8
Boeing 720/720B	516	317	1	785	3	41 246	65 337	6	5.5
Boeing 727-100	564	380	—	905	—	42 019	63 119	5	4.6
Boeing 737-200	2 322	1 574	—	3 701	—	183 921	272 678	14	8.6
Boeing 747	3 646	901	—	5 049	—	89 916	674 647	17	10.4
Britten-Norman Islander	157	1 494	35	690	33	4 858	528	13	1.7
Britten-Norman Trislander	138	1 842	—	738	—	14 910	1 025	8	2.2
Canadair CL 44	1 386	—	398	—	2 771	—	—	12	6.8
Cessna 340	2	—	30	—	10	—	—	1	1.0
Cessna 401/421	7	30	—	13	—	53	17	2	0.5
Cessna 500 Citation	—	—	—	—	—	—	—	1	0.9
DC10	266	80	—	357	—	9 233	70 738	3	4.4
DC3 Dakota/Pionair	84	156	285	130	279	2 724	470	10	1.2
DC8-54/55F Jet Trader	91	—	31	—	133	—	—	1	5.1
DH 104 Dove	49	86	52	75	114	602	136	4	*0.9
DH 106 Comet 4B/C	497	357	—	892	—	34 784	49 122	11	2.1
DH 114 Heron	38	122	2	155	4	913	288	6	0.8
DHC 6 Twin-Otter	24	130	—	93	—	1 183	226	1	1.6
Fokker Friendship 100/600	270	730	—	847	—	10 502	4 652	4	5.4
HP Herald 100/200	1 100	1 503	382	1 164	449	40 770	20 469	13	4.1
HP Herald 700	58	178	—	174	—	5 061	1 688	2	1.5
HS 121 Trident 1C	346	619	—	794	—	37 749	20 853	17	4.1
HS 121 Trident 1E	350	455	—	618	—	36 854	30 177	4	3.4
HS 121 Trident 2E	1 816	1 712	—	3 123	—	104 188	106 506	15	5.1
HS 121 Trident 3B	2 628	3 378	—	5 104	—	281 520	218 566	26	6.0
HS 125	339	524	—	516	—	1 262	1 075	19	0.7
HS 748	195	716	27	706	32	12 431	4 043	7	3.5
Lockheed L1011 Tristar	311	283	—	643	—	46 398	46 853	6	1.3
PA23 Aztec/Apache	23	70	49	29	34	132	28	4	0.9
PA31 Navajo	96	275	10	293	14	912	325	11	1.0
Sikorsky 58T	55	291	—	229	—	1 634	325	6	0.8
Sikorsky S61N	460	2 185	—	2 212	—	25 691	4 935	25	3.2
Westland Wessex	40	1 154	—	310	—	6 055	265	7	2.3
TOTAL	35 824	39 003	3 209	60 087	7 537	1 846 752	2 855 460	496	*4.5

*Excluding airlines for which details not available.

Aircraft Type and Utilisation—Individual Airlines Table 31.2

April 1975

	Aircraft-km (000)	Stage Flights Passenger Cargo	Aircraft Hours Passenger Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1975	Daily utilisation per aircraft (hrs) Quarter ended March 1975
British Airways Overseas Division							
BAC VC10 Standard	242	100 —	344 —	4 071	18 337	6	6.2
BAC VC10 Super	3 378	1 094 —	4 525 —	46 586	285 494	15	10.4
Boeing 707-320C/336	1 850	287 233	2 464 82	16 705	105 377	11	8.8
Boeing 707-420	915	280 —	1 248 —	19 203	106 460	9	7.4
Boeing 747	3 646	901 —	5 049 —	89 916	674 647	17	10.4
TOTAL	10 031	2 662 233	13 630 82	176 481	1 190 315	58	9.3
British Airways European Division							
BAC 111-500	1 319	2 895 1	3 532 —	158 376	69 218	18	5.6
HS 121 Trident 2E	1 816	1 712 —	3 123 —	104 188	106 506	15	5.1
Aviation Traders Merchantman	571	— 807	— 1 162	—	—	9	4.9
HS 121 Trident 1C	346	619 —	794 —	37 749	20 853	17	4.1
HS 121 Trident 3B	2 628	3 378 —	5 104 —	281 520	218 566	26	6.0
Lockheed L1011 Tristar	311	283 —	643 —	46 398	46 853	6	1.3
TOTAL	6 991	8 887 808	13 196 1 162	628 231	461 996	91	5.0
British Airways Airtours							
Boeing 707-420	918	412 —	1 283 —	52 328	114 001	9	2.2
British Airways Helicopters							
Sikorsky S61N	154	1 212 —	819 —	15 385	1 693	10	2.5
Bell 212 Twin	12	242 —	132 —	1 309	72	1	2.5
TOTAL	166	1 454 —	951 —	16 694	1 765	11	2.5
British Airways Regional Division—							
Channel Islands Airways							
BAC Viscount-700D/800/810	445	1 441 —	1 475 —	61 975	19 111	12	3.3
BAC 111-300/400	327	478 —	752 —	21 534	14 547	3	6.4
TOTAL	772	1 919 —	2 227 —	83 509	33 658	15	3.9
Scottish Airways							
BAC Viscount-700D/800/810	234	1 241 —	946 —	30 159	7 018	7	4.3
Cambrian Airways							
BAC Viscount-700	11	84 —	47 —	2 202	285	2	0.8
BAC Viscount-700D/800/810	184	883 2	656 3	33 936	8 131	8	3.2
BAC 111-300/400	204	422 —	434 —	21 110	12 720	4	3.4
TOTAL	399	1 389 2	1 137 3	57 248	21 136	14	2.9
Northeast Airlines							
BAC Viscount-700D/800/810	212	572 —	654 —	25 251	9 153	6	2.9
HS 121 Trident 1E	350	455 —	618 —	36 854	30 177	4	3.4
TOTAL	562	1 027 —	1 272 —	62 105	39 330	10	3.1

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1975	Daily utilisation per aircraft (hrs) Quarter ended March 1975
British Caledonian Airways									
BAC 111-200	492	1 113	—	1 117	—	40 786	19 968	7	6.7
BAC 111-500	677	979	—	1 349	—	53 253	43 249	6	6.6
Boeing 707-320C/336	2 021	383	286	1 575	1 173	16 128	106 950	9	10.5
TOTAL	3 190	2 475	286	4 041	1 173	110 167	170 167	22	8.2
Air Anglia									
DC3 Dakota/Pionair	16	36	—	58	—	554	237	2	0.9
Fokker Friendship 100/600	270	730	—	847	—	10 502	4 652	4	5.4
PA31 Navajo	49	152	—	148	—	324	101	3	1.0
TOTAL	336	918	—	1 053	—	11 380	4 989	9	2.9
Air Freight									
DC3 Dakota/Pionair	35	—	147	—	175	—	—	4	1.7
Air-Bridge Carriers									
AW650 Argosy	51	—	183	—	210	—	—	2	2.3
BAC Viscount-700D/800/810	34	182	—	128	—	8 384	1 562	1	1.7
TOTAL	85	182	183	128	210	8 384	1 562	3	2.1
Alidair									
BAC Viscount-700	17	18	31	19	35	633	227	—	—
BAC Viscount-700D/800/810	85	173	65	186	71	7 019	2 733	3	2.7
TOTAL	101	191	96	205	106	7 652	2 959	3	2.7
Aurigny Air Services									
Britten-Norman Trislander	90	1 579	—	516	—	13 579	779	5	2.9
Britten-Norman Islander	28	358	—	146	—	1 561	120	3	2.2
TOTAL	119	1 937	—	662	—	15 140	899	8	2.6
Beecham Imperial									
HS 125	14	16	—	28	—	84	71	2	0.4
Bristow Helicopters									
Sikorsky S61N	307	973	—	1 393	—	10 306	3 242	15	3.7
Westland Wessex	40	1 154	—	310	—	6 055	265	7	2.3
Sikorsky 58T	55	291	—	229	—	1 634	325	6	0.8
Bell 212 Twin	15	268	—	94	—	1 343	115	1	3.4
TOTAL	417	2 686	—	2 026	—	19 338	3 947	29	2.9
Britannia Airways									
Boeing 737-200	2 322	1 574	—	3 701	—	183 921	272 678	14	8.6
British Air Ferries									
HP Herald 100/200	9	54	—	37	—	988	160	—	—
Aviation Traders Carvair	129	535	45	504	67	11 178	2 146	7	3.4
TOTAL	138	589	45	541	67	12 166	2 306	7	3.4

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1975	Daily utilisation per aircraft (hrs) Quarter ended March 1975
British Executive Air Services									
Bell 212 Twin	15	188	—	91	—	1 373	108	4	1.0
British Island Airways									
HP Herald 100/200	1 091	1 449	382	1 127	449	39 782	20 310	13	4.1
British Midland Airways									
HP Herald 700	58	178	—	174	—	5 061	1 688	2	1.5
BAC Viscount-700D/800/810	621	1 477	—	1 882	—	49 968	24 814	12	3.9
Boeing 707-320C/336	33	21	—	60	—	1 083	2 213	3	3.7
TOTAL	712	1 676	—	2 116	—	56 112	28 716	17	3.5
Brymon Airways									
Britten-Norman Islander	35	210	—	164	—	708	124	2	1.4
DHC 6 Twin-Otter	24	130	—	93	—	1 183	226	1	1.6
TOTAL	60	340	—	257	—	1 891	350	3	1.5
Dan-Air Services									
HS 748	195	716	27	706	32	12 431	4 043	7	3.5
BAC 111-300/400	546	444	—	992	—	26 816	36 333	5	4.2
BAC 111-500	337	336	—	655	—	29 980	30 443	4	8.6
DH 106 Comet 4B/C	497	357	—	892	—	34 784	49 122	11	2.1
Boeing 727-100	564	380	—	905	—	42 019	63 119	5	4.6
Boeing 707-320C/336	158	52	—	223	—	6 082	26 653	2	5.3
TOTAL	2 296	2 285	27	4 373	32	152 112	209 713	34	3.6
Eagle Flying Services									
Beechcraft B55 Baron	1	2	—	2	—	4	2	2	—
Beechcraft B90 Kingair	—	—	—	—	—	—	—	2	—
TOTAL	1	2	—	2	—	4	2	4	—
Fairflight Charters									
DH 104 Dove	49	86	52	75	114	602	136	3	1.4
PA31 Navajo	24	43	5	73	8	301	152	1	2.1
TOTAL	73	129	57	148	122	903	288	4	1.6
Green Shield Stamp									
HS 125	30	38	—	40	—	8	147	1	1.2
Haywards Aviation									
DH 104 Dove	—	—	—	—	—	—	—	1	..
IDS Aircraft									
Cessna 500 Citation	..	..	..	..	..	..	..	1	0.9
PA23 Aztec/Apache	..	..	..	..	..	..	..	1	1.1
PA31 Navajo	..	..	..	..	..	..	..	2	1.7
TOTAL	..	..	..	..	..	..	..	4	1.3
International Aviation Service									
BAC Britannia-300	184	—	94	—	380	—	—	3	6.5
DC8-54/55F Jet Trader	91	—	31	—	133	—	—	1	5.1
TOTAL	275	—	125	—	513	—	—	4	6.2

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1975	Daily utilisation per aircraft (hrs) Quarter ended March 1975
Intra Airways									
Britten-Norman Islander	—	2	—	1	—	8	1	—	0.9
DC3 Dakota/Pionair	33	120	138	72	104	2 170	234	4	0.8
TOTAL	33	122	138	73	104	2 178	234	4	0.8
Invicta International Airlines									
BAC Vanguard 952	270	75	146	154	405	6 911	6 828	5	2.8
Boeing 720/720B	136	82	1	211	3	5 344	8 461	2	4.6
TOTAL	406	157	147	365	408	12 255	15 289	7	3.2
Laker Airways									
BAC 111-300/400	697	406	—	1 103	—	27 434	48 178	5	7.6
DC10	266	80	—	357	—	9 233	70 738	3	4.4
Boeing 707-120/120B	447	132	—	608	—	8 810	53 450	2	8.1
TOTAL	1 410	618	—	2 068	—	45 477	172 366	10	6.8
Loganair									
Britten-Norman Trislander	47	263	—	222	—	1 331	247	3	1.3
Britten-Norman Islander	78	879	—	340	—	2 377	244	6	1.8
Beechcraft 18/Super H18	—	—	—	—	—	—	—	1	0.7
TOTAL	126	1 142	—	562	—	3 708	491	10	1.6
MAM Aviation									
HS 125	52	48	—	78	—	150	155	1	1.8
McAlpine Aviation									
Cessna 401/421	7	30	—	13	—	53	17	2	0.5
HS 125	206	377	—	317	—	911	617	12	0.7
PA23 Aztec/Apache	11	48	—	18	—	88	21	2	0.5
PA31 Navajo	—	—	—	—	—	—	—	1	0.5
TOTAL	225	455	—	348	—	1 052	655	17	0.6
McDonald Aviation									
DH 114 Heron	7	25	2	25	4	164	41	1	0.5
Merlot International Airlines									
HS 125	36	45	—	53	—	109	84	3	0.4
Monarch Airlines									
BAC 111-500	207	190	—	370	—	17 069	19 682	2	6.5
BAC Britannia-300	72	9	14	73	73	37	694	2	3.2
Boeing 720/720B	380	235	—	574	—	35 902	56 877	4	5.8
TOTAL	658	434	14	1 017	73	53 008	77 253	8	5.1
Moseley Aviation									
PA31 Navajo	8	36	—	27	—	177	40	1	1.0
Northern Air Taxis									
Beagle 206	..	..	..	..	..	..	..	4	1.8
Northern Executive Aviation									
Britten-Norman Islander	9	14	26	15	27	80	19	1	0.4

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1975	Daily utilisation per aircraft (hrs) Quarter ended March 1975
Peters Aviation									
DH 114 Heron	31	97	—	130	—	749	247	5	0.9
Ryburn Air									
Cessna 340	2	—	30	—	10	—	—	1	1.0
Thurston Aviation									
Britten-Norman Islander	6	31	9	24	6	124	21	1	0.6
PA23 Aztec/Apache	12	22	49	11	34	44	7	1	1.5
PA31 Navajo	15	44	5	45	6	110	32	3	0.3
TOTAL	33	97	63	80	46	278	60	5	0.6
Tradewinds Airways									
Canadair CL 44	614	—	158	—	1 223	—	—	5	7.1
Trans-Meridian Air Cargo									
Canadair CL 44	772	—	240	—	1 548	—	—	7	6.7
Vernair Transport									
Beechcraft B80 Queen-Air	18	47	—	65	—	195	96	1	0.4
GRAND TOTAL	35 824	39 003	3 209	60 087	7 537	1 846 752	2 855 460	496	*4.5

*Excluding airlines for which details are not available.

Operations Subject to Variable Charge by Type of Licence April 1975

Table 32

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
Chargeable Operations (Own Aircraft)					
Class 1	425 035	229 386	67 959	161 430	54.0
Class 2	15 187	10 505	—	10 505	69.2
Class 3	70 685	57 886	—	57 886	81.9
Class 4	14 265	10 204	—	10 204	71.5
Class 5	33 443	22 501	15 958	6 543	67.3
Class 6	45 413	26 415	26 415	—	58.2
Class 7	18 247	9 086	7 022	2 064	49.8
TOTAL	622 274	365 983	117 354	248 633	58.8
Non-chargeable Operations					
Aircraft hired from Foreign Operators	3 088	1 688	843	846	54.7
Exempt Services	12 072	6 810	3 137	3 674	56.4
TOTAL	15 160	8 499	3 979	4 519	56.1
GRAND TOTAL	637 434	374 482	121 333	253 152	58.7

Output by Type of Licence and Aircraft Ownership April 1975

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Hired from UK Airline (000)	Tonne-km Available Hired Otherwise (000)	Total (000)
Class 1	425 035	616	1 254	426 905
Class 2	15 187	—	—	15 187
Class 3	70 685	—	—	70 685
Class 4	14 265	4	—	14 270
Class 6	45 413	—	254	45 668
Class 7	18 247	15	—	18 262
Exempt Services	8 666	—	3 406	12 072
TOTAL	597 497	635	4 914	603 047
Class 5 hired to UK Airlines	13 896			
Non UK Airlines	21 114			
TOTAL	35 010			
GRAND TOTAL	632 507			

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Appendix A Definitions

AIRPORT ACTIVITY

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

AIR PASSENGERS

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

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

AIR CARGO

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

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

AIRLINE OPERATIONS

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

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

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

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

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

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

Seat-km available a seat-kilometre is available when a seat is flown one kilometre. Seat-kms available are equal to the sum of the products obtained by multiplying the number of passenger seats available for sale on each stage flight by the stage distance measured in kilometres.

Seat-km used a seat-kilometre is used when a seat occupied by a revenue passenger is flown for one kilometre. Seat-km used is equal to the sum of the products obtained by multiplying the number of revenue passengers carried on each stage flight by the stage distance measured in kilometres.

Separate fare charters are those where the charterer re-sells part of the capacity of the aircraft to the public at large; an organisation, etc.

Sole-use charters are those where the charterer has exclusive use of the whole capacity of the aircraft and does not dispose of any of it to third persons for reward.

Stage flights that part of the flight between two consecutive places, i.e. from take-off to the next landing, excluding technical stops, on the route.

Tonne-km available a metric tonne of payload space available flown one kilometre. Tonne-km available is equal to the sum of the products obtained by multiplying the number of tonnes available for the carriage of revenue load (passengers and cargo) on each stage flight by the distance measured in kilometres.

Tonne-km used a metric tonne of revenue load carried one kilometre. Tonne-km used is the sum of the products obtained by multiplying the number of tonnes of revenue load (passengers and cargo) carried on each stage flight by the distance measured in kilometres.

Appendix B Classes of Licence

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

Class 1 authorises scheduled service flights;

Class 2 authorises advance booking charter flights;

Class 3 authorises inclusive tour charter flights;

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

Class 5 authorises substitute charter flights;

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

Class 7 authorises sole-use charter flights.