

Civil Aviation Authority



CAA Monthly Statistics
(up to and including July 1975)

CAA Monthly Statistics

(up to and including July 1975)

© Civil Aviation Authority, 1975

ISSN 0306 3577

The Civil Aviation Authority has no objection to the reproduction of extracts of information contained in this document if the Authority is acknowledged as its source.

Printed in England by D. Greenaway & Sons Ltd.,
and distributed by Civil Aviation Authority, Greville House, 37 Gratton Road, Cheltenham.

Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

Airport and Air Passenger Statistics:	Civil Aviation Authority Room 291 Shell Mex House Strand London WC2R 0DP Tel. 01 217 4210
--	--

Airline Statistics:	Civil Aviation Authority Room 622 Aviation House 129 Kingsway London WC2B 6NN Tel. 01 405 6922 Ext. 244
---------------------	--

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 C.A. 7 were also published.

Contents

Foreword

Civil Aviation Statistics—July 1975	1
--	----------

Graphs

Output of UK Airlines: Tonne-kilometres made available	4
UK Airports: Terminal passengers arriving or departing	4

Tables

1	Size Structure of UK Airports and Airlines	3
2	Main Outputs of UK Airports and Airlines	5
3	Use of UK Airports: Main Categories of Operator and Service	6
4	Movements at UK Airports by Purpose	7
5	Air Transport Movements by Airports	8
6	Terminal Passengers by Airports	9
7	Cargo Taken Up and Set Down by Airports	10
	<i>Scheduled Services by UK Airlines</i>	
8.1	All Services	11
8.2	Domestic Services	12
8.3	International Services	13
	<i>Non-scheduled Services by UK Airlines</i>	
9.1	By Main Type of Service	14
9.2	Load factors and distances: Inclusive Tours	15
9.3	Load factors and distances: Advance Booking and Other Separate Fare Charters	16
10	UK Passenger Movement by Air Analysis by Countries of Landing and Embarkation	17

Airport Activity

11	Aircraft Movements	18
12	Air Transport Movements by Type and Nationality of Operator	19
13	Air Transport Movements Comparison with a Year Earlier	20
14	Air Transport Landings Diverted to UK Reporting Airports	21

Air Passengers

15	Air Passengers by Type and Nationality of Operator	22
16	Terminal Air Passengers	23
17	International and Domestic Passenger Traffic	24
18	International Air Passenger Traffic to and from UK Airports	25–28
19	Domestic Passengers by Main Routes	29

Contents *continued*

Air Cargo

20	Cargo by Type and Nationality of Operator	30
21	Cargo Comparison with a Year Earlier	31

Airline Operations

	<i>Scheduled Services</i>	
22.1	All Services	32
22.2	International Services	33
22.3	Domestic Services	34
	<i>Non-scheduled Services</i>	
23.1	All Services	35
23.2	International Services	36
23.3	Domestic Services	37
24	Class 2 Licence Operations	38
25	Class 3 Licence Operations	38
26.1	All Class 4 Licence Operations	39
26.2	International Class 4 Operations	39
26.3	Domestic Class 4 Operations	39
27.1	All Class 6 Licence Operations	40
27.2	International Class 6 Licence Operations	40
27.3	Domestic Class 6 Operations	40
28.1	All Class 7 Licence Operations	41
28.2	International Class 7 Licence Operations	42
28.3	Domestic Class 7 Licence Operations	43
29.1	Exempt Operations	44
29.2	International Exempt Operations	44
29.3	Domestic Exempt Operations	44
30.1	Class 5 Operations for UK Operators	45
30.2	Class 5 Operations for Non-UK Operators	45
	<i>Aircraft Type and Utilisation</i>	
31.1	All Airlines	46
31.2	Individual Airlines	47–51
32	Operations Subject to Variable Charge	52
33	Output by Type of Licence	52
34	Passenger Analysis by Type of Licence and Fare Category	53

Appendix A	Definitions	54
-------------------	--------------------	----

Appendix B	Classes of Licence	58
-------------------	---------------------------	----

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

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

Table 31.1

BAC VC 10 Super	53 735
Boeing 707–120/120B	14 477
Boeing 707–320C/336	102 177
Boeing 707–420	159 472
Boeing 747	161 581
DC 10	55 252
Total	2 929 461

Table 31.2

BAOD	BAC VC 10 Super	53 735
	Boeing 707–420	25 464
	Boeing 747	161 581
	Total	277 786
British Airtours	Boeing 707–420	134 008
BCAL	Boeing 707–320C/336	34 398
	Total	177 030
BMA	Boeing 707–320C/336	26 063
	Total	95 606
Dan Air Services	Boeing 707–320C/336	13 524
	Total	338 415
Laker Airways	DC 10	47 114
	Boeing 707–120/120B	14 477
	Total	110 797
Grand Total		2 929 461

July 1976

Civil Aviation Statistics—July 1975

Activity at UK Airports

The level of UK air transport movements increased to over 71 000 during the month of July, a decline of 3·6 per cent against July 1974. London area movements declined more heavily than over the rest of the UK both during this month (–5·2 per cent and –2·0 per cent respectively) and when comparing the two three month periods May to July (–5·7 per cent and –1·3 per cent respectively). Stansted and Gatwick were alone among London area airports in reporting growth over this period (37·1 per cent; 101 additional movements; 1·7 per cent; 123 additional movements respectively). Heathrow reported a decline of 7·6 per cent (1861 fewer movements per month), Luton a decline of 13·9 per cent (325 fewer movements) and Southend 6·0 per cent decline (72 fewer movements). The greatest increase in actual movements over this period occurred at Aberdeen (822 additional movements: 45·6 per cent growth) followed by Lydd which also achieved the highest rate of growth (330 additional movements; over 14 fold growth) and Manchester which recorded the third highest increase in actual movements (257 per month, 6·0 per cent growth). Glasgow reported the heaviest fall in movements (552 fewer movements per month, 13·4 per cent decline) and Gloucester the heaviest rate of decline (58·6 per cent; 55 fewer movements per month). Whilst scheduled movements declined by 7·3 per cent in the three month period compared with a year earlier charter movements experienced a growth of 10·6 per cent. The UK operators' share of each declined against 1974, the former by one percentage point to 73·7 per cent and the latter marginally to 85·6 per cent.

A monthly average of 4·2 million terminal passengers used UK airports in the period May to July 1975, 6·5 per cent more than during the corresponding period for 1974. The same rate of growth was achieved in the month of July 1975 compared with a year earlier, 4·8 million passengers using UK airports. An aggregate growth of 5·9 per cent was reported by London area airports over the May to July period when Heathrow, Gatwick and Stansted reported growth in the number of passengers handled (117 554 additional passengers: 6·3 per cent growth; 55 867 passengers: 10·7 per cent growth and 7745 passengers: 38·2 per cent growth respectively). Luton was used by a monthly average of 19 582 fewer passengers (8·7 per cent decline) and Southend 5281 fewer passengers (19·0 per cent decline). Outside the London area an overall growth of 8·0 per cent was recorded. Manchester, Aberdeen and East Midlands continued to report the greatest increase in actual passengers handled (48 650 passengers: 21·1 per cent growth, 16 249 passengers: 40·2 per cent growth and 14 128 passengers: 30·3 per cent growth respectively) whilst Lydd recorded the heaviest rate of growth (over 42 fold its 1974 level). Gloucester continued to report the heaviest rate of decline in passengers handled (54·9 per cent; 701 fewer passengers) and Liverpool the largest decline in actual passengers (7014 fewer passengers: 14·2 per cent decline). In the May to July period the overall growth of 6·5 per cent in terminal passengers at UK airports comprised a 3·1 per cent growth in those travelling by scheduled services and 16·3 per cent in those travelling by charter flights. The UK operators, however, did not

benefit as much as foreign operators and their share of the former declined by 1·0 percentage point to 65·4 per cent and their share of the latter by 2·8 percentage points to 79·6.

A monthly average of nearly 4·2 million passengers departed from or arrived at UK airports in the May to July period – a 6·8 per cent growth on the corresponding period of 1974. Of these just over 3 million travelled by international services (9·2 per cent growth) and 1·13 million by domestic services (a marginal decline). International scheduled services carried 5·7 per cent more passengers than a year previously and charter services 17·6 per cent more. The most heavily used scheduled services were those to USA, France, and the Irish Republic with 13·0 per cent of total (1·9 per cent decline), 12·7 per cent of total (2·9 per cent growth) and 8·2 per cent of total (5·9 per cent growth) respectively. The most heavily used charter routes were again those to Spain (43·5 per cent of total: 23·4 per cent growth), Italy (9·8 per cent of total: 4·1 per cent growth) and Canada (7·4 per cent of total: 31·3 per cent growth). In the period May to July London routes joined those servicing Belfast and Edinburgh in carrying more domestic passengers than a year previously (1·6 per cent growth; 3·1 per cent growth and 16·4 per cent growth respectively). Channel Island passengers fell by 2·6 per cent, those travelling to and from Glasgow by 18·8 per cent and those to the Isle of Man by 8·2 per cent.

The amount of air freight handled in the UK increased slightly from June and stood at over 53 000 tonnes for the month of July 1975 (9·9 per cent less than in July 1974). London area tonnage declined by 6·3 per cent whilst that over the remainder of the UK fell more heavily by 23·0 per cent. Over the three month period May to July an overall decline of 14·5 per cent was reported; 11·7 per cent in the London area and 24·7 per cent over the rest of the UK. Gatwick again increased its previous rate of growth (51·0 per cent growth: 2201 additional tonnes per month) and Stansted also reported an increase in tonnage (5·4 per cent growth: 85 additional tonnes) whilst each of the remaining London area airports handled less tonnage than a year earlier, Heathrow by 17·7 per cent (a monthly average of 7158 fewer tonnes), Luton by 27·7 per cent (65 fewer tonnes) and Southend by 38·8 per cent (741 fewer tonnes). Lydd continued to record both the highest rate of growth in freight (over 11 fold its 1974 level) and the highest actual increase in tonnage (217 additional tonnes per month). Exeter recorded the highest rate of decline (82·2 per cent) and Manchester the greatest actual decline (1170 fewer tonnes per month). Southampton reported the second highest increase in tonnage outside the London area (89 additional tonnes; 104·4 per cent growth) followed by Aberdeen with 78 additional tonnes; 32·2 per cent growth. In the period May to July 1975, of the 14·5 per cent decline in total tonnage, that carried by scheduled services fell by 21·2 per cent whilst that carried by charter services grew by 33·5 per cent. The UK operators share of total tonnage increased by 2·5 percentage points to 51·7 per cent and whilst their share of scheduled tonnage fell by 2·3 percentage points to 45·3 per cent, their share of charter cargo increased substantially from 61·1 per cent in 1974 to 79·1 per cent in 1975.

Output of UK Airlines

The output of UK airlines for all services in July 1975 was 867 million available tonne-kilometres, an increase of 4.2 per cent on July 1974.

The scheduled service output of 539 available tonne kilometres was fractionally less than in July 1974. The overall load factor of 56.4 per cent compared with 54.7 per cent a year earlier. Seat kilometres used were 63.0 per cent of those available compared with 60.1 per cent in July 1974. Seat factors on domestic and international scheduled services were 68.2 and 62.5 per cent respectively compared with 63.9 and 59.8 per cent a year earlier.

The non-scheduled output of 328 million available

tonne-kilometres was 12.4 per cent higher than in July 1974. Advance Booking Charters and Inclusive Tour Charters accounted for 57.8 and 126.0 million available tonne-kilometres respectively compared with 54.2 and 125.4 million a year earlier.

NOTE: Statistics of airport activity, passengers and cargo 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 Airports and Airlines Year ended 30 June 1975

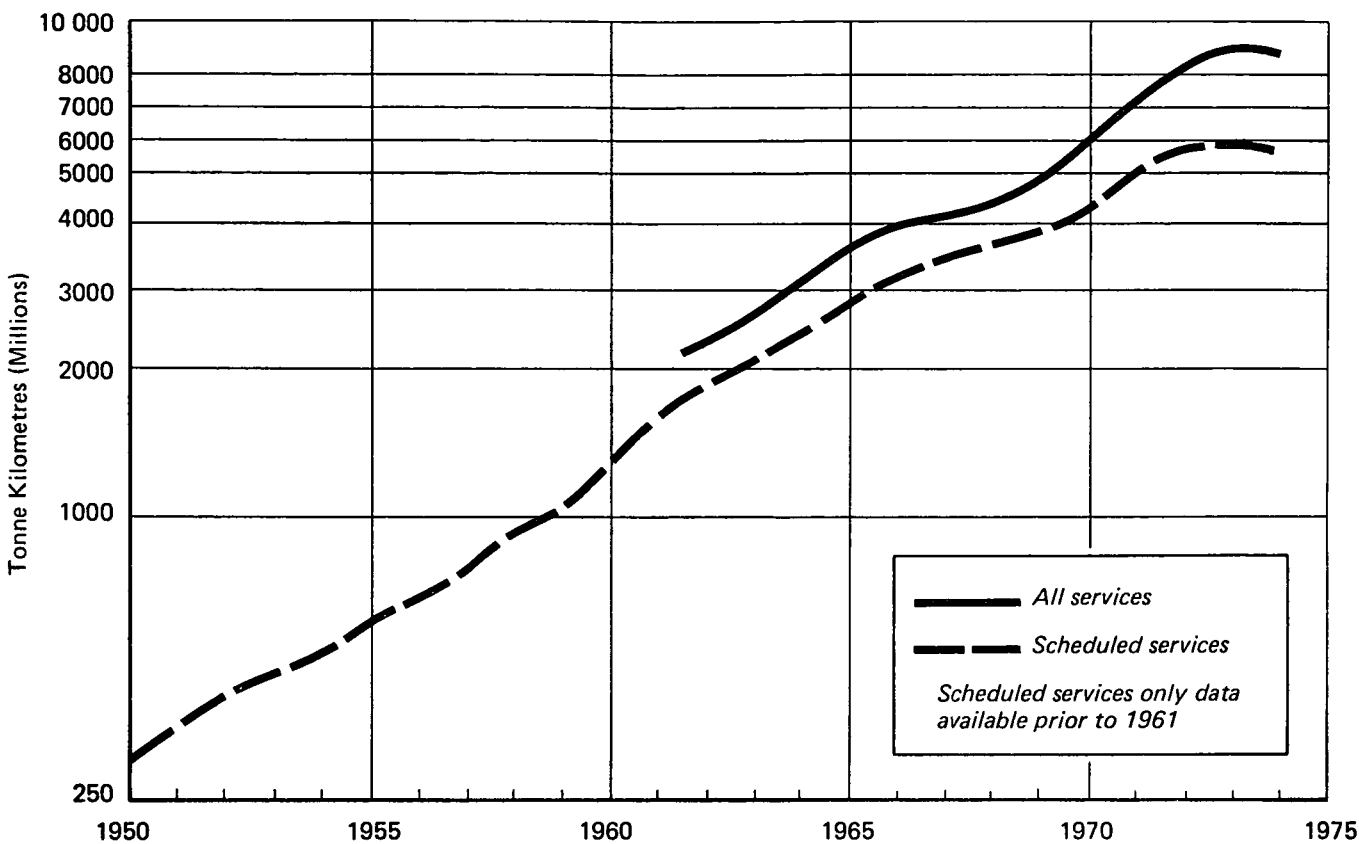
Table 1

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	20 537	50.82	100	100.00
Gatwick	514 0	12.72	98	49.18
Manchester	2 362	5.84	95	36.46
Luton	1 796	4.44	93	30.61
Glasgow	1 715	4.24	91	26.17
Belfast	1 202	2.97	89	21.92
Birmingham	1 055	2.61	86	18.95
Edinburgh	837	2.07	84	16.34
Newcastle	587	1.45	82	14.27
Aberdeen	536	1.33	80	12.82
East Midlands	489	1.21	77	11.49
Liverpool	486	1.20	75	10.28
Isle of Man	424	1.05	73	9.08
Prestwick	386	0.96	70	8.03
Southampton	317	0.78	68	7.07
Leeds/Bradford	279	0.69	66	6.29
Glamorgan	231	0.57	64	5.60
Southend	226	0.56	61	5.03
Stansted	224	0.55	59	4.47
Teesside	182	0.45	57	3.91
Bristol	178	0.44	55	3.46
Sumburgh	165	0.41	52	3.02
Others (22 reporting airports)	1 057	2.62	50	2.62

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 a.t – km of UK airlines this size and smaller
British Airways Overseas Division	4 402	51.47	100	100.00
British Airways European Division	1 101	12.87	98	48.53
British Caledonian Airways	818	9.57	96	35.66
Laker Airways	338	3.95	94	26.09
Dan-Air Services	332	3.88	92	22.14
Britannia Airways	302	3.53	90	18.26
Trans-Meridian Air Cargo	219	2.56	88	14.73
British Airtours	161	1.88	86	12.17
Tradewinds Airways	147	1.72	84	10.29
Monarch Airlines	139	1.63	82	8.57
International Aviation Services	102	1.19	80	6.94
British Midland Airways	92	1.08	78	5.75
Invicta International Airlines	70	0.82	76	4.67
British Airways—Northeast Airlines	65	0.76	73	5.85
British Airways—Channel Islands Airways	51	0.60	71	3.09
British Airways—Cambrian Airways	49	0.57	69	2.49
Court Line Aviation	41	0.48	67	1.92
British Island Airways	31	0.36	65	1.44
British Airways—Scottish Airways	26	0.30	63	1.08
British Air Ferries	12	0.14	61	0.78
Others (29 airlines)	54	0.63	59	0.63

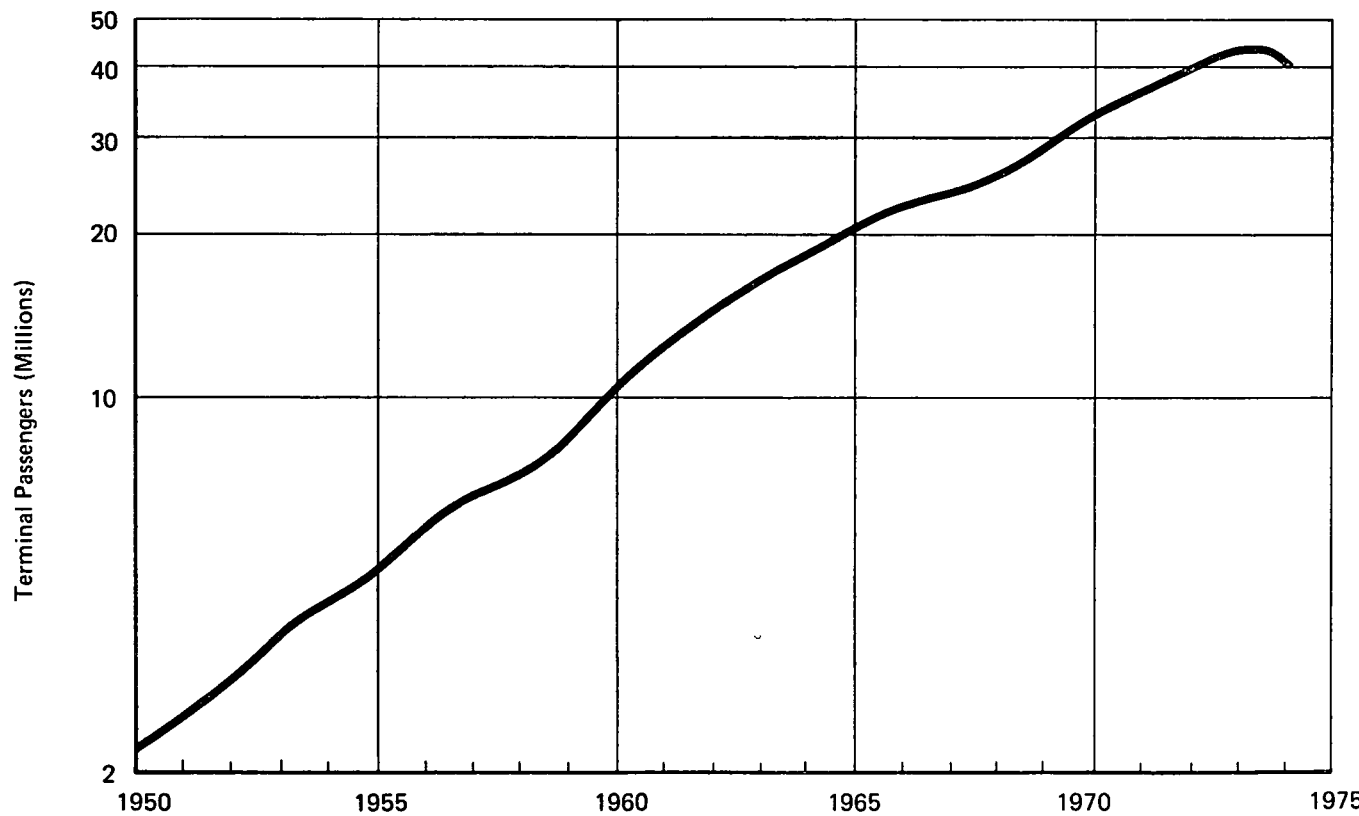
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1975

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	29 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
Year ended						
July 1974	1 842	715	41 664	8 538	5 746	2 792
July 1975	1 900	704	40 702	8 587	5 936	2 652
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)						
	-3.1	-1.5	-2.3	0.6	3.3	-5.0

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1974	59.2	3 340	35.1	1 699	10.2	666	12.4	844	1.5	131
1973 1st quarter	46.9	2 517	27.7	1 285	7.8	576	10.5	594	0.9	62
2nd quarter	65.0	3 838	38.3	1 884	11.9	913	12.8	870	2.1	171
3rd quarter	74.2	4 926	42.3	2 261	14.8	1 271	14.0	1 079	3.1	315
4th quarter	53.4	3 095	31.7	1 578	8.9	638	11.3	768	1.5	111
1974 1st quarter	47.0	2 523	27.7	1 351	8.0	473	10.5	640	0.8	59
2nd quarter	64.2	3 512	38.3	1 777	11.1	722	13.1	876	1.7	137
3rd quarter	71.7	4 482	42.2	2 168	13.2	1 011	13.9	1 066	2.4	237
4th quarter	53.7	2 844	32.1	1 502	8.5	459	12.0	794	1.1	89
1975 1st quarter	48.4	2 532	28.4	1 338	8.1	431	11.1	703	0.9	59
2nd quarter	61.6	3 611	35.3	1 763	11.9	763	12.6	920	1.8	165
1974 January	47.9	2 562	28.5	1 400	7.8	450	10.8	658	0.8	54
February	43.5	2 229	25.9	1 232	7.2	413	9.7	542	0.7	43
March	49.6	2 777	28.5	1 419	9.0	557	11.1	719	1.0	81
April	59.7	3 275	35.9	1 707	10.2	694	12.2	763	1.4	111
May	64.1	3 359	38.4	1 692	10.6	620	13.6	926	1.5	121
June	69.0	3 902	40.7	1 931	12.7	853	13.5	938	2.1	180
July	74.0	4 489	43.3	2 167	13.9	1 025	14.4	1 064	2.4	233
1975 January	51.0	2 506	30.9	1 375	7.8	369	11.5	706	0.8	56
February	44.3	2 186	26.5	1 178	7.0	352	10.3	617	0.6	38
March	50.0	2 904	27.8	1 460	9.6	572	11.4	787	1.2	84
April	56.5	3 099	33.4	1 624	9.8	577	12.0	814	1.3	84
May	63.2	3 658	36.5	1 811	12.1	769	12.7	912	1.8	166
June	65.1	4 076	35.9	1 854	13.8	943	13.1	1 035	2.3	244
July	71.3	4 782	39.6	2 218	14.9	1 095	14.0	1 161	2.7	307

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total (000)	Total (000)	Commercial Air transport (000)	Other (000)	Total (000)	Non-commercial Aero club and private (000)	Test and training (000)	Other (000)
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1974	154.1	66.0	59.2	6.9	88.1	65.2	15.0	7.9
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8	7.1
4th quarter	134.2	60.0	53.4	6.6	74.2	53.1	14.2	6.9
1974 1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
2nd quarter	174.4	71.7	64.3	7.5	102.7	76.4	16.6	9.6
3rd quarter	184.1	81.4	71.7	9.7	102.7	80.6	14.6	7.6
4th quarter	135.0	59.6	53.7	5.8	75.4	54.9	12.7	7.8
1975 1st quarter	134.2	53.5	48.4	5.0	80.7	55.1	17.9	7.7
2nd quarter	178.0	68.8	61.6	7.2	109.2	81.6	17.9	9.7
1974 January	112.3	51.9	47.9	4.0	60.4	40.8	13.6	6.0
February	118.1	47.5	43.5	4.1	70.5	49.1	15.2	6.2
March	138.3	54.6	49.6	5.0	83.6	57.0	19.0	7.6
April	165.1	66.2	59.7	6.5	98.9	71.5	19.0	8.4
May	181.6	72.0	64.1	7.9	109.6	80.3	18.1	11.2
June	176.5	77.0	69.0	8.1	99.5	77.4	12.8	9.4
July	187.7	83.8	74.0	9.9	103.9	81.3	15.9	6.7
1975 January	128.5	55.5	51.0	4.4	73.0	48.6	16.9	7.5
February	116.3	48.5	44.3	4.2	67.8	44.5	16.7	6.6
March	157.8	56.4	50.0	6.4	101.4	72.2	20.1	9.1
April	163.3	62.0	56.6	5.4	101.3	72.6	19.4	9.4
May	183.0	70.8	63.2	7.6	112.2	82.2	19.3	10.7
June	187.8	73.7	65.1	8.6	114.1	90.0	15.0	9.1
July	193.3	80.3	71.3	9.0	112.9	87.9	17.4	7.6

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	21 259	5 101	1 354	821	1 426	4 785	3 755	1 263	2 525	4 381
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1974	31 110	5 793	2 609	1 422	1 176	4 080	5 623	4 380	2 982	7 952
1973 1st quarter	26 294	5 075	2 035	1 027	984	2 227	4 797	2 143	2 331	5 645
2nd quarter	35 420	6 377	3 035	1 516	1 453	5 140	6 075	2 597	3 364	10 210
3rd quarter	39 664	7 247	3 521	1 751	1 673	5 956	7 294	2 926	4 198	12 436
4th quarter	29 164	5 420	2 508	1 273	1 075	3 483	5 351	2 520	2 590	6 798
1974 1st quarter	25 752	4 776	1 814	1 145	835	2 538	4 576	3 473	2 104	4 956
2nd quarter	33 689	6 168	2 876	1 516	1 355	4 880	6 025	4 483	3 238	9 053
3rd quarter	36 786	6 801	3 398	1 740	1 478	5 578	6 924	5 043	3 961	11 103
4th quarter	28 212	5 427	2 347	1 286	1 036	3 324	4 966	4 519	2 624	6 697
1975 1st quarter	26 019	4 738	1 951	1 195	1 011	2 919	3 860	4 570	2 200	5 880
2nd quarter	31 315	5 979	2 888	1 487	1 350	4 795	5 675	5 260	2 862	8 919
1974 January	26 735	4 817	1 773	1 205	778	2 353	4 658	3 420	2 200	4 647
February	23 666	4 469	1 650	1 079	768	2 290	4 307	3 315	1 959	4 517
March	26 854	5 043	2 020	1 152	959	2 972	4 762	3 684	2 153	5 704
April	32 544	5 537	2 546	1 275	1 253	4 360	5 507	3 822	2 817	8 518
May	33 169	6 263	2 912	1 593	1 326	4 934	6 001	4 783	3 088	9 373
June	35 355	6 703	3 169	1 681	1 486	5 347	6 567	4 845	3 809	9 268
July	37 976	7 011	3 489	1 823	1 547	5 535	7 133	5 283	4 166	10 565
1975 January	26 821	5 174	1 907	1 286	1 047	2 755	4 770	4 838	2 420	5 485
February	23 496	4 333	1 748	1 095	878	2 541	3 996	4 257	1 983	5 052
March	27 739	4 707	2 199	1 205	1 109	3 456	2 814	4 616	2 198	7 104
April	29 564	5 156	2 545	1 340	1 136	4 186	5 189	5 012	2 441	7 658
May	31 959	6 300	2 981	1 548	1 346	4 923	5 837	5 433	2 863	9 782
June	32 421	6 481	3 139	1 574	1 567	5 275	6 000	5 336	3 282	9 318
July	36 019	6 750	3 357	1 682	1 426	5 700	6 764	5 939	3 656	10 446

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
2nd quarter	2 469	296	149	68	37	101	264	92	135	192
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
May	2 324	263	122	67	33	99	250	77	123	199
June	2 648	318	152	79	45	111	303	81	166	231
July	3 031	348	176	89	53	124	357	100	212	251
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
May	2 491	307	154	70	36	109	267	93	130	217
June	2 733	357	177	79	48	112	313	97	161	219
July	3 248	387	197	85	51	125	366	116	207	256

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months										Tonnes
	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	22 066	2 537	259	155	248	6 942	1 309	151	1 182	1 344
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967	26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968	30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969	34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970	34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971	34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972	40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973	45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1974	46 745	4 917	941	178	82	1 445	3 513	462	1 774	1 879
1973 1st quarter	42 467	5 078	959	203	72	1 469	3 299	254	1 934	2 293
2nd quarter	43 564	4 899	1 041	174	94	1 254	3 368	278	1 931	2 443
3rd quarter	45 736	4 585	921	178	102	1 289	3 229	285	1 718	2 042
4th quarter	48 471	5 316	901	262	103	1 472	4 300	280	1 650	1 801
1974 1st quarter	46 527	5 038	794	286	72	1 593	3 630	371	1 467	2 256
2nd quarter	48 460	5 128	980	151	90	1 587	3 511	453	1 618	1 906
3rd quarter	45 066	4 678	926	128	86	1 314	3 313	518	1 646	1 893
4th quarter	46 926	4 824	1 066	148	81	1 288	3 599	505	2 366	1 461
1975 1st quarter	45 025	4 197	783	138	67	1 284	2 327	429	1 227	1 825
2nd quarter	43 039	3 807	904	122	59	1 260	2 611	563	1 215	1 686
1974 January	43 967	5 050	700	472	57	1 390	3 635	386	1 432	1 823
February	45 222	4 888	863	238	85	1 744	3 657	339	1 406	2 444
March	50 391	5 175	821	149	73	1 645	3 597	389	1 563	2 503
April	46 284	4 829	882	144	76	1 473	3 360	413	1 394	2 097
May	49 236	5 412	1 053	180	108	1 613	3 595	496	1 759	1 910
June	49 861	5 144	1 004	130	86	1 674	3 577	451	1 702	1 710
July	46 368	5 030	951	141	101	1 424	3 083	486	1 599	1 861
1975 January	42 296	4 257	815	127	63	1 256	2 511	437	1 212	1 796
February	43 036	3 979	769	161	74	1 217	2 246	376	1 145	1 850
March	49 744	4 355	765	126	64	1 380	2 223	475	1 325	1 829
April	44 145	4 028	858	125	59	1 296	2 577	592	1 230	1 708
May	41 960	4 040	907	109	59	1 186	2 719	541	1 244	1 673
June	43 011	3 353	948	132	60	1 297	2 537	557	1 172	1 677
July	43 460	3 475	888	105	87	1 183	2 354	554	1 227	1 901

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966	249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973	496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1974	478.9	263.9	9.9	65.5	188.5	55.1	3 684.7	2 117.4	57.5
1973 1st quarter	420.9	217.9	9.0	62.3	146.7	51.7	3 138.5	1 667.8	53.1
2nd quarter	520.6	271.2	8.7	63.8	198.7	52.1	4 040.6	2 240.9	55.5
3rd quarter	565.7	316.7	8.8	67.3	240.6	60.0	4 403.0	2 767.5	62.9
4th quarter	477.1	264.3	10.6	71.8	181.9	55.4	3 601.7	2 052.9	57.0
1974 1st quarter	417.4	228.2	9.0	65.4	153.8	54.7	3 116.4	1 718.1	55.1
2nd quarter	455.1	238.0	8.2	58.9	170.9	52.3	3 578.2	1 928.6	53.9
3rd quarter	572.8	328.2	9.8	69.3	249.2	57.3	4 454.6	2 820.1	63.3
4th quarter	470.2	261.0	12.5	68.4	180.1	55.5	3 589.5	2 002.9	55.8
1975 1st quarter	439.3	241.6	10.8	63.2	167.7	55.0	3 315.6	1 868.7	56.4
2nd quarter	496.6	264.9	10.4	63.2	191.3	53.3	3 783.0	2 142.2	56.6
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	2 803.7	1 453.1	51.7
March	482.8	268.5	11.0	81.8	175.7	55.6	3 555.2	1 960.3	55.1
April	462.1	244.3	8.4	63.8	172.0	52.9	3 608.6	1 945.4	53.9
May	308.1	162.4	5.3	36.3	120.7	52.7	2 508.7	1 368.1	54.5
June	595.1	307.4	10.8	76.7	219.9	51.7	4 617.2	2 472.3	53.5
July	540.3	295.6	8.9	63.4	223.4	54.7	4 221.1	2 538.4	60.1
1975 January	422.5	226.6	9.2	50.8	166.7	53.6	3 253.4	1 863.7	57.3
February	392.3	209.0	10.3	59.3	139.4	53.3	2 957.6	1 543.7	52.2
March	503.2	289.2	12.9	79.4	196.9	57.5	3 735.7	2 198.6	58.9
April	426.9	230.2	9.4	59.1	161.7	53.9	3 221.4	1 816.0	56.4
May	469.5	251.5	10.2	59.6	181.7	53.6	3 591.9	2 030.5	56.5
June	593.4	313.1	11.6	70.9	230.6	52.8	4 535.8	2 580.0	56.9
July	539.0	303.9	10.0	60.3	233.6	56.4	4 212.4	2 654.5	63.0

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
1966	24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969	24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970	25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971	26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972	28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973	32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1974	30.8	17.8	0.2	1.9	15.7	57.8	298.2	188.0	63.0
1973 1st quarter	25.4	13.7	0.3	2.0	11.4	54.2	240.9	148.2	61.3
2nd quarter	34.7	20.3	0.2	2.2	17.9	58.5	341.6	215.9	63.2
3rd quarter	39.2	24.2	0.3	2.0	21.9	61.7	385.0	264.7	68.8
4th quarter	28.8	17.1	0.3	1.9	14.9	59.4	274.5	184.7	67.3
1974 1st quarter	24.3	14.8	0.2	1.8	12.7	60.9	228.1	152.2	66.7
2nd quarter	34.6	19.1	0.2	1.9	17.0	55.2	337.9	204.1	60.4
3rd quarter	37.6	22.5	0.2	1.9	20.4	59.8	374.2	243.4	65.0
4th quarter	26.7	14.8	0.3	1.8	12.8	55.4	252.7	152.2	60.2
1975 1st quarter	21.7	11.7	0.2	1.2	10.2	53.9	202.8	121.4	59.9
2nd quarter	29.4	16.9	0.2	1.2	15.4	57.5	292.2	183.6	62.8
1974 January	25.4	15.4	0.3	1.7	13.4	60.8	237.6	158.7	66.8
February	23.1	14.0	0.2	1.8	11.9	60.6	215.6	142.1	65.9
March	24.5	15.0	0.2	1.9	12.9	61.4	231.1	155.7	67.4
April	31.9	17.5	0.2	1.8	15.4	54.7	308.8	186.0	60.2
May	35.4	19.2	0.3	2.0	16.9	54.3	345.3	203.1	58.8
June	36.4	20.7	0.2	1.8	18.6	56.8	359.7	223.3	62.1
July	39.0	22.9	0.2	1.9	20.7	58.6	387.3	247.6	63.9
1975 January	25.0	12.6	0.3	1.5	10.8	50.4	232.8	128.3	55.1
February	21.0	10.6	0.2	1.1	9.3	50.7	195.8	110.5	56.4
March	19.1	11.9	0.2	1.1	10.6	62.4	179.8	125.4	69.7
April	27.5	15.0	0.2	1.3	13.5	54.6	264.8	160.2	60.5
May	30.3	17.5	0.2	1.2	16.0	57.7	304.8	190.6	62.6
June	30.5	18.3	0.2	1.2	16.8	59.8	306.9	200.1	65.2
July	36.6	22.6	0.2	1.3	21.1	61.8	367.4	250.4	68.2

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
2nd quarter	467.2	248.0	10.1	62.0	175.9	53.1	3 490.9	1 958.5	56.1
1974 January	367.5	199.0	7.3	50.0	141.6	54.1	2 747.3	1 581.9	57.6
February	353.7	187.7	8.2	60.7	118.8	53.1	2 593.1	1 310.9	50.6
March	458.3	253.4	10.8	79.9	162.7	55.3	3 324.1	1 804.6	54.3
April	430.2	226.8	8.2	62.0	156.6	52.7	3 299.8	1 759.4	53.3
May	272.7	143.2	5.0	34.4	103.8	52.5	2 163.4	1 164.9	53.9
June	558.8	286.8	10.6	74.9	201.3	51.3	4 257.5	2 248.9	52.8
July	501.4	272.8	8.7	61.4	202.7	54.4	3 833.9	2 290.8	59.8
1975 January	397.4	214.0	9.0	49.3	155.8	53.9	3 020.6	1 735.4	57.5
February	371.3	198.3	10.1	58.1	130.2	53.4	2 761.8	1 433.2	51.9
March	484.1	277.2	12.6	78.2	186.4	57.3	3 555.8	2 073.1	58.3
April	399.4	215.2	9.1	57.8	148.3	53.9	2 956.6	1 655.8	56.0
May	439.3	234.0	10.0	58.4	165.7	53.3	3 287.2	1 839.8	56.0
June	562.8	294.8	11.3	69.7	213.8	52.4	4 228.9	2 380.0	56.3
July	502.4	281.3	9.8	59.0	212.4	56.0	3 845.0	2 404.1	62.5

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

		Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
		Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1965		55.0	19.8	11.9	4.3	7.4	2.6	35.7	12.9
1966		71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967		72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968		79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969		98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970		137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971		198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972		237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973		254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1974		211.7	30.4	86.3	12.4	44.5	6.1	81.1	12.0
1973	1st quarter	203.4	32.6	83.0	13.3	30.1	4.8	90.4	14.5
	2nd quarter	265.9	33.8	120.7	15.3	63.0	8.0	82.2	10.5
	3rd quarter	330.4	36.9	152.7	17.0	89.0	9.9	88.7	9.9
	4th quarter	217.0	31.3	89.5	12.9	27.3	3.9	100.2	14.4
1974	1st quarter	174.5	29.5	69.4	11.7	20.5	3.5	54.6	14.3
	2nd quarter	221.6	32.7	101.2	15.0	44.1	6.5	76.3	11.3
	3rd quarter	281.0	32.9	116.9	13.7	85.2	10.0	78.8	9.2
	4th quarter	169.7	26.5	57.7	9.0	27.4	4.2	84.6	13.3
1975	1st quarter	175.4	28.5	48.9	7.9	23.8	3.8	102.7	16.8
	2nd quarter	245.7	33.1	95.8	12.9	48.7	6.6	101.3	13.6
1974	January	181.1	31.6	66.2	11.6	27.7	4.8	87.2	15.1
	February	152.7	28.8	61.7	11.7	14.0	2.6	77.1	14.6
	March	189.7	28.2	80.4	12.0	19.7	2.9	89.6	13.3
	April	206.3	30.9	93.8	14.0	34.6	5.2	77.9	11.7
	May	200.5	39.4	91.7	18.0	35.1	6.9	73.7	14.5
	June	257.9	30.2	118.0	13.8	62.5	7.3	77.3	9.1
	July	291.8	35.1	125.4	15.1	88.3	10.6	78.1	9.4
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	9.1	29.8	4.3	102.2	14.6
	April	211.2	33.1	70.7	11.1	29.5	4.6	111.0	17.4
	May	248.9	34.6	102.5	14.3	43.2	6.0	103.2	14.4
	June	277.2	31.8	114.1	13.1	73.5	8.4	89.6	10.3
	July	328.1	37.8	126.0	14.5	92.4	10.7	109.7	12.6

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	137.3	115.9	84.4	99.4	1 569	1 580	1 007	1 166
1966	239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1974	991.5	794.9	80.1	519.5	5 124	7 493	1 462	1 530
1973 1st quarter	954.8	776.7	81.3	489.5	5 165	7 744	1 499	1 587
2nd quarter	1 411.0	1 065.7	75.5	752.2	7 787	10 805	1 388	1 417
3rd quarter	1 780.7	1 508.2	84.7	1 030.6	9 400	13 268	1 411	1 463
4th quarter	1 042.7	813.8	78.1	528.5	5 329	7 938	1 490	1 540
1974 1st quarter	787.6	600.0	76.2	380.7	4 023	6 007	1 493	1 576
2nd quarter	1 168.2	874.9	74.9	579.6	6 025	8 606	1 428	1 509
3rd quarter	1 346.4	1 152.9	85.6	764.0	6 996	10 161	1 453	1 509
4th quarter	663.8	551.7	83.0	353.8	3 450	5 199	1 507	1 559
1975 1st quarter	559.8	486.7	86.9	328.8	3 048	4 376	1 436	1 480
2nd quarter	1 088.5	908.8	83.5	622.4	5 809	8 367	1 440	1 460
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	1 543
March	905.0	698.8	77.2	450.8	4 610	6 880	1 492	1 550
April	1 082.5	821.2	75.9	551.0	5 712	7 999	1 400	1 490
May	1 058.6	757.1	71.5	496.0	5 393	7 669	1 422	1 526
June	1 363.4	1 046.4	76.7	691.9	6 971	10 151	1 456	1 512
July	1 445.5	1 175.1	81.3	774.1	7 324	10 653	1 455	1 518
1975 January	475.3	390.0	82.0	259.4	2 539	3 742	1 474	1 504
February	469.9	423.1	90.1	285.8	2 616	3 711	1 419	1 480
March	734.2	647.0	88.1	441.4	3 990	5 676	1 423	1 466
April	807.9	675.7	83.6	453.6	4 362	6 216	1 425	1 489
May	1 148.1	935.0	81.4	636.3	6 113	8 766	1 434	1 469
June	1 309.6	1 115.8	85.2	777.2	6 952	10 118	1 455	1 436
July	1 441.8	1 277.4	88.6	837.9	7 504	11 057	1 474	1 525

Non-scheduled Services by UK Airlines

Table 9.3

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

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	72.7	61.1	84.1	21.9	562	722	1 285	2 790
1966	128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1974	436.1	352.7	80.9	104.8	1 523	2 483	1 630	3 366
1973 1st quarter	243.2	197.4	81.2	44.7	1 031	1 479	1 435	4 416
2nd quarter	584.5	463.4	79.3	111.7	1 857	3 202	1 724	4 149
3rd quarter	946.6	770.9	81.4	194.0	2 562	5 118	1 998	3 974
4th quarter	251.7	200.7	79.7	59.9	1 153	1 511	1 310	3 351
1974 1st quarter	192.5	149.5	77.7	43.7	959	1 220	1 272	3 421
2nd quarter	435.5	334.2	76.7	102.5	1 537	2 434	1 584	3 260
3rd quarter	840.4	710.5	84.5	211.0	2 540	4 751	1 883	3 391
4th quarter	276.0	216.6	78.5	61.8	1 055	1 525	1 446	3 505
1975 1st quarter	241.7	198.8	82.3	59.4	1 026	1 442	1 406	3 347
2nd quarter	466.9	355.6	76.2	108.6	1 558	2 505	1 608	3 274
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	3 435
March	196.0	144.0	73.5	55.3	1 103	1 277	1 158	2 605
April	350.6	253.7	72.4	94.1	1 427	1 936	1 357	2 696
May	348.0	265.4	76.3	84.1	1 396	2 015	1 443	3 156
June	608.0	483.6	79.5	129.3	1 788	3 352	1 875	3 740
July	874.5	713.7	81.6	219.7	2 786	4 996	1 793	3 249
1975 January	275.2	227.9	82.8	64.0	1 062	1 653	1 556	3 561
February	140.1	113.0	80.7	31.5	718	840	1 170	3 587
March	309.9	255.5	82.5	82.8	1 297	1 832	1 413	3 086
April	289.1	225.0	77.8	77.7	1 237	1 686	1 363	2 896
May	415.0	292.0	70.4	98.4	1 532	2 252	1 470	2 968
June	696.7	549.8	78.9	149.8	1 906	3 577	1 877	3 670
July	894.2	720.9	80.6	230.3	2 764	4 873	1 763	3 130

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages

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 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	17	44	34	426	20	74	19	98
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
May-July	1 919	63	49	248	198	69	185	71	147	30	38	42	493	31	95	44	114
1975 1st quarter	1 244	57	32	192	179	20	99	66	111	20	22	30	241	20	81	7	68
2nd quarter	1 854	70	41	245	190	61	159	76	148	30	25	40	499	32	95	42	102
May-July	2 142	72	46	264	206	81	193	89	148	37	30	51	604	36	103	57	124
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 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	483.3	19.5	18.1	70.9	11.3	23.6	9.5	16.9	227.1	9.8	76.7						
1974 1st quarter	384.2	18.4	17.9	47.1	11.5	21.0	8.5	17.9	157.2	8.8	75.9						
2nd quarter	537.0	19.6	19.2	109.9	9.0	18.4	10.0	16.7	258.9	8.8	66.7						
3rd quarter	794.3	24.5	28.4	200.5	15.0	24.8	12.2	21.8	355.7	17.0	94.5						
4th quarter	488.9	23.2	20.7	76.9	10.4	28.5	11.5	20.9	203.4	10.5	82.9						
May-July	649.6	19.9	22.1	156.9	11.1	19.8	9.9	19.7	306.6	11.5	72.2						
1975 1st quarter	425.0	21.0	19.4	56.1	11.7	27.7	14.4	21.4	158.9	10.0	84.4						
2nd quarter	586.1	23.2	20.9	127.0	9.8	25.4	11.6	21.2	257.3	10.4	79.3						
May-July	710.9	24.5	23.6	173.5	12.4	26.8	12.2	22.8	312.7	13.2	89.1						

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 July 1975

Table 11

	Total	Commercial Movements					Other flights by air transport operators	Non-commercial Movements			
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training		Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	11 130	8 204	—	593	—	272	96	—	1 907	—	58
+ Heathrow	25 997	24 081	—	104	—	94	304	—	1 270	31	113
+ Luton	6 218	2 253	320	345	245	87	42	1 711	1 200	—	15
+ Southend	6 474	1 132	32	—	—	279	—	3 009	1 993	29	—
+ Stansted	3 147	349	—	30	1	1 252	71	538	754	133	19
TOTAL (London Area)	52 966	36 019	352	1 072	246	1 984	513	5 258	7 124	193	205
Westland Heliport (Battersea)	1 154	317	—	294	10	—	—	—	319	—	214
Other UK Airports											
+ Leeds/Bradford	5 152	920	8	35	99	117	41	3 024	884	7	17
+ Liverpool	6 171	1 026	—	140	112	93	33	3 698	971	26	72
+ Manchester	6 942	4 804	—	264	65	65	230	553	817	14	130
+ Birmingham	6 015	2 142	—	49	18	90	31	2 460	1 187	—	38
+ Coventry	5 094	10	—	—	383	570	136	2 566	1 421	—	8
+ East Midlands	4 704	1 205	—	198	14	484	41	1 675	998	21	68
+ Newcastle	3 522	1 213	—	31	566	130	—	1 046	372	—	164
+ Tees-side	3 070	469	429	45	16	82	—	1 329	402	6	292
+ Bristol	3 118	754	—	5	—	2	9	852	1 472	—	24
+ Glamorgan	7 701	628	—	76	—	375	—	6 290	295	—	37
Swansea	2 117	44	—	13	57	10	—	1 766	205	6	16
+ Blackpool	9 079	603	1 126	40	20	332	—	5 971	904	—	83
+ Bournemouth	5 785	712	—	189	—	1 572	—	1 250	1 978	14	70
+ Cambridge	4 860	72	—	19	30	980	1	2 516	652	—	590
+ Exeter	2 958	406	—	15	196	74	—	1 153	865	79	170
Gloucester/Cheltenham	6 361	63	14	—	22	2 646	—	2 546	1 042	—	28
Hawarden	1 189	—	—	—	—	10	—	890	274	—	15
Isles of Scilly	763	660	—	10	16	—	—	—	75	—	2
+ Lydd	5 139	383	114	—	—	66	—	2 866	1 576	—	134
+ Manston	400	110	—	48	96	48	—	—	98	—	—
+ Norwich	1 834	603	—	130	183	164	105	45	594	2	8
Penzance Heliport	498	476	—	—	—	2	14	—	6	—	—
+ Southampton	5 337	1 295	—	71	10	3 185	15	137	610	—	14
+ Edinburgh	6 377	1 780	—	22	—	716	16	2 682	898	12	251
+ Glasgow	7 020	3 801	—	28	—	165	151	1 987	830	—	58
+ Prestwick	3 527	1 183	—	49	—	1 171	10	456	209	—	449
+ Aberdeen	7 393	2 848	—	265	—	929	66	1 860	1 387	—	38
Benbecula	222	158	—	2	9	3	4	2	12	2	30
Inverness	2 116	539	—	12	327	474	—	654	105	1	4
Islay	123	70	—	2	9	2	—	7	20	2	11
+ Kirkwall	1 298	706	—	68	78	2	12	382	48	—	2
Stornoway	297	176	—	22	19	2	2	—	16	4	56
+ Sumburgh	2 741	1 169	—	131	591	444	—	398	—	—	8
Tiree	74	62	—	4	—	—	—	—	4	—	4
Wick	362	211	—	14	11	—	—	82	2	—	42
+ Belfast	6 947	2 244	—	114	55	—	—	1 601	473	—	2 460
+ Isle of Man	2 852	1 412	14	55	191	410	—	660	96	—	14
TOTAL (Incl. London Area)	193 278	71 293	2 057	3 532	3 449	17 399	1 430	58 662	29 241	389	5 826
Channel Islands Airports											
Alderney	1 011	1 011	..	..	..	..	..	..	..	..	..
Guernsey	3 338	3 338	..	..	..	..	..	..	..	..	..
Jersey	6 097	6 097	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	10 446	10 446	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator July 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	8 204	60	2 991	300	623	3 346	884
+ Heathrow	24 081	11 395	320	11 559	448	18	341
+ Luton	2 253	—	71	—	—	2 046	136
+ Southend	1 132	—	834	—	—	284	14
+ Stansted	349	—	2	1	—	74	272
TOTAL (London Area)	36 019	11 455	4 218	11 860	1 071	5 768	1 647
Westland Heliport (Battersea)	317	—	—	—	20	297	—
Other UK Airports							
+ Leeds/Bradford	920	469	336	44	4	63	4
+ Liverpool	1 026	637	—	88	86	191	24
+ Manchester	4 804	1 820	340	930	150	1 313	251
+ Birmingham	2 142	1 023	345	166	—	520	88
+ Coventry	10	—	10	—	—	—	—
+ East Midlands	1 205	—	734	—	—	435	36
+ Newcastle	1 213	390	617	—	25	164	17
+ Tees-side	469	—	441	—	—	23	5
Bristol	754	337	121	63	128	90	15
Glamorgan	628	286	185	9	84	49	15
Swansea	44	—	17	—	—	27	—
+ Blackpool	603	—	571	—	—	26	6
+ Bournemouth	712	4	441	—	—	265	2
+ Cambridge	72	—	26	—	—	23	23
Exeter	406	—	389	—	—	—	17
Gloucester/Cheltenham	63	—	26	—	—	37	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	660	476	184	—	—	—	—
+ Lydd	383	—	236	—	—	147	—
Manston	110	—	—	—	—	110	—
Norwich	603	—	447	—	—	140	16
Penzance Heliport	476	476	—	—	—	—	—
+ Southampton	1 295	224	1 024	—	—	27	20
+ Edinburgh	1 780	885	759	73	10	23	30
+ Glasgow	3 801	1 991	808	452	8	337	205
+ Prestwick	1 183	607	36	260	7	121	152
+ Aberdeen	2 848	831	383	1	323	1 258	52
Benbecula	158	158	—	—	—	—	—
Inverness	539	369	136	—	—	34	—
Islay	70	50	—	—	—	20	—
+ Kirkwall	706	220	—	20	2	464	—
Stornoway	176	160	—	—	—	14	2
+ Sumburgh	1 169	208	84	—	244	623	10
Tiree	62	—	57	—	—	5	—
Wick	211	194	—	—	—	16	1
+ Belfast	2 244	1 470	517	55	1	106	95
+ Isle of Man	1 412	642	760	—	—	9	1
TOTAL (Incl. London Area)	71 293	25 382	14 248	14 021	2 163	12 745	2 734
Channel Islands Airports							
Alderney	1 011	—	945	—	—	66	—
Guernsey	3 338	397	2 618	—	—	307	16
Jersey	6 097	1 353	3 861	110	8	509	256
TOTAL (Channel Islands Airports)	10 446	1 750	7 424	110	8	882	272

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages

	May 1975 —July 1975	May 1974 —July 1974	Percentage Change
London Area Airports			
+ Gatwick	7 304	7 181	1·7
+ Heathrow	22 651	24 512	−7·6
+ Luton	2 005	2 330	−13·9
+ Southend	1 132	1 204	−6·0
+ Stansted	373	272	37·1
TOTAL (London Area)	33 466	35 500	−5·7
Westland Heliport (Battersea)	328	412	−20·4
Other UK Airports			
+ Leeds/Bradford	942	959	−1·8
+ Liverpool	1 010	1 399	−27·8
+ Manchester	4 558	4 301	6·0
+ Birmingham	1 979	2 070	−4·4
+ Coventry	12	10	20·0
+ East Midlands	1 169	1 111	5·2
+ Newcastle	1 147	1 207	−5·0
+ Tees-side	455	492	−7·5
+ Bristol	779	698	11·6
+ Glamorgan	602	698	−13·8
Swansea	65	57	14·0
+ Ashford	—	478	—
+ Blackpool	542	621	−12·7
+ Bournemouth	659	598	10·2
+ Cambridge	54	61	−11·5
+ Exeter	363	394	−7·9
Gloucester/Cheltenham	55	133	−58·6
Hawarden	—	—	—
Isles of Scilly	590	502	17·5
+ Lydd	353	23	—
+ Manston	104	115	−9·6
+ Norwich	609	424	43·6
Penzance Heliport	417	397	5·0
+ Portsmouth	—	—	—
+ Southampton	1 224	1 115	9·8
+ Edinburgh	1 677	1 533	9·4
+ Glasgow	3 558	4 110	−13·4
+ Prestwick	965	924	4·4
+ Aberdeen	2 624	1 802	45·6
Benbecula	153	158	−3·2
Inverness	538	605	−11·1
Islay	89	137	−35·0
+ Kirkwall	636	647	−1·7
Stornoway	170	165	3·0
+ Sumburgh	1 083	1 160	−6·6
Tiree	61	71	−14·1
Wick	216	224	−3·6
+ Belfast	2 013	2 270	−11·3
+ Isle of Man	1 254	1 418	−11·6
TOTAL (Incl. London Area)	66 519	68 998	−3·6
Channel Islands Airports			
Alderney	944	920	2·6
Guernsey	3 171	3 154	0·5
Jersey	5 734	5 661	1·3
TOTAL (Channel Islands Airports)	9 849	9 735	1·2

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

Air Transport Landings Diverted to UK Reporting Airports July 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	10	1Lu				1St															4He 1Bo 2Lu 1St											
Heathrow	3				1GI		1St												1St					1GI								
Luton	1																															
Leeds	1																						1Ma									
Birmingham	2									2Em																						
East Midlands	1												1Lu																			
Newcastle	2						1Lu													1Ma												
Blackpool	1																															
Edinburgh	7									1GI	1GI				1GI	2GI						1GI	1GI	1Ma								
Aberdeen	1														1GI																	
Kirkwall	2										1GI																	1GI				
Stornoway	1										1GI																					
Isle of Man	5													2Li 2BI						1Li												
Other UK	15								1Wi	1Ex			4Ex	4Ex	1Ed	1GI					1GI	1Bo					1GI					
Overseas	12				1GI	1GI								1He 1Lu					1Pr	1He		1Bo 1He 1Bo 1Lu						1He	1St	1Ga		
All Aerodromes	64	1	—	—	2	2	2	—	1	4	3	—	5	10	3	3	—	1	2	3	12	1	2	2	—	1	2	—	1	1	—	—

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator

July 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		Terminal	Transit	British Airways		Others		Terminal	Transit
				Terminal	Transit	Terminal	Transit			Terminal	Transit	Terminal	Transit		
London Area Airports															
+ Gatwick	703 871	694 616	9 255	2 796	22	126 628	192	4 026	—	99 884	—	331 108	1 080	130 174	7 961
+ Heathrow	2 293 660	2 254 936	38 724	1 079 462	94	13 594	—	1 069 265	35 597	55 283	130	641	—	36 691	2 903
+ Luton	245 827	244 186	1 641	—	—	3 000	438	—	—	—	—	232 236	1 171	8 950	32
+ Southend	24 397	24 397	—	—	—	23 713	—	—	—	—	—	441	—	243	—
+ Stansted	30 380	29 749	631	—	—	42	—	125	—	—	—	114	122	29 468	509
TOTAL (London Area)	3 298 135	3 247 884	50 251	1 082 258	116	166 977	630	1 073 416	35 597	155 167	130	564 540	2 373	205 526	11 405
Westland Heliport (Battersea)	846	846	—	—	—	—	—	—	—	51	—	795	—	—	—
Other UK Airports															
+ Leeds/Bradford	34 595	32 292	2 303	23 781	—	5 129	2 301	2 435	—	281	—	650	2	16	—
+ Liverpool	46 562	46 452	110	30 551	99	—	—	5 185	—	5 521	—	5 110	11	85	—
+ Manchester	318 478	307 941	10 537	106 564	1 586	6 639	1 579	29 999	4 597	16 695	1	118 516	2 037	29 528	737
+ Birmingham	136 965	131 104	5 861	44 996	2 476	6 700	2 724	10 252	661	—	—	61 378	—	7 778	—
+ Coventry	433	397	36	—	—	397	36	—	—	—	—	—	—	—	—
+ East Midlands	66 019	65 941	78	—	—	29 169	78	—	—	—	—	34 085	—	2 687	—
+ Newcastle	71 377	68 154	3 223	28 713	—	16 860	3 223	—	—	2 538	—	18 165	—	1 878	—
+ Tees-side	18 286	16 746	1 540	—	—	13 941	1 540	—	—	—	—	2 333	—	472	—
+ Bristol	33 915	27 588	6 327	7 140	3 416	1 089	643	3 710	93	4 273	2 175	10 085	—	1 291	—
+ Glamorgan	25 162	22 894	2 268	9 271	174	1 872	1 444	344	111	4 510	307	5 305	232	1 592	—
Swansea	522	519	3	—	—	433	—	—	—	—	—	86	3	—	—
+ Blackpool	18 159	18 119	40	—	—	17 981	40	—	—	—	—	96	—	42	—
+ Bournemouth	12 618	11 985	633	—	117	7 492	396	—	—	—	—	4 323	120	170	—
+ Cambridge	809	809	—	—	—	584	—	—	—	—	—	82	—	143	—
+ Exeter	9 890	8 570	1 320	—	—	7 681	1 302	—	—	—	—	—	—	889	18
Gloucester/Cheltenham	719	719	—	—	—	625	—	—	—	—	—	94	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	13 294	13 294	—	12 203	—	1 091	—	—	—	—	—	—	—	—	—
+ Lydd	10 334	10 334	—	—	—	10 334	—	—	—	—	—	—	—	—	—
+ Manston	1 321	1 321	—	—	—	—	—	—	—	—	—	1 321	—	—	—
+ Norwich	11 866	11 866	—	—	—	9 903	—	—	—	—	—	991	—	972	—
Penzance Heliport	12 203	12 203	—	12 203	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	35 493	35 211	282	8 984	236	26 052	33	—	—	—	—	85	2	90	11
+ Edinburgh	93 960	91 111	2 849	62 079	702	20 918	1 962	4 629	32	232	74	1 365	—	1 888	79
+ Glasgow	217 918	214 017	3 901	112 066	117	25 105	—	20 888	3 370	324	—	31 554	—	24 080	414
+ Prestwick	92 422	60 780	31 642	25 507	12 560	1 275	—	7 866	9 022	421	157	12 853	3 808	12 858	6 095
+ Aberdeen	66 540	65 056	1 484	35 615	1 250	8 931	—	20	30	3 502	—	14 498	30	2 490	174
Benbecula	4 129	2 238	1 891	2 238	1 891	—	—	—	—	—	—	—	—	—	—
Inverness	13 998	12 356	1 642	11 550	1 642	658	—	—	—	—	—	148	—	—	—
Islay	1 218	1 150	68	1 099	68	—	—	—	—	—	—	51	—	—	—
+ Kirkwall	11 678	10 002	1 676	7 642	1 327	—	—	208	169	120	—	2 032	180	—	—
Stornoway	5 356	5 015	341	4 972	326	—	—	—	—	—	—	38	15	5	—
+ Sumburgh	18 382	17 436	946	8 094	—	343	—	—	—	2 715	—	5 949	946	335	—
Tiree	411	410	1	—	—	398	—	—	—	—	—	12	1	—	—
Wick	6 173	2 567	3 606	2 528	3 606	—	—	—	—	—	—	39	—	—	—
+ Belfast	149 256	148 754	502	113 442	—	18 390	2	2 501	51	73	—	1 967	4	12 381	445
+ Isle of Man	59 460	58 407	1 053	29 249	502	28 674	551	—	—	—	—	393	—	91	—
TOTAL (Incl. London Area)	4 918 902	4 782 488	136 414	1 782 745	32 211	435 641	18 484	1 161 453	53 733	196 423	2 844	898 939	9 764	307 287	19 378
Channel Islands Airports															
Alderney	9 396	9 392	4	—	—	9 214	—	—	—	—	—	178	4	—	—
Guernsey	71 424	68 675	2 749	22 036	129	44 492	2 516	—	—	—	—	1 764	9	383	95
Jersey	180 461	177 592	2 869	74 567	450	91 356	2 358	4 368	12	426	—	1 983	3	4 892	46
TOTAL (Channel Is. Airports)	261 281	255 659	5 622	96 603	579	145 062	4 874	4 368	12	426	—	3 925	16	5 275	141

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	May 1975 —July 1975	May 1974 —July 1974	Percentage change
London Area Airports			
+ Gatwick	578 326	522 459	10.7
+ Heathrow	1 990 480	1 872 926	6.3
+ Luton	204 737	224 319	-8.7
+ Southend	22 479	27 760	-19.0
+ Stansted	28 023	20 278	38.2
TOTAL (London Area)	2 824 045	2 667 741	5.9
Westland Heliport (Battersea)	720	1 176	-38.8
Other UK Airports			
+ Leeds/Bradford	29 138	29 975	-2.8
+ Liverpool	42 317	49 331	-14.2
+ Manchester	278 975	230 325	21.1
+ Birmingham	114 971	102 892	11.7
+ Coventry	352	230	53.0
+ East Midlands	60 760	46 632	30.3
+ Newcastle	61 666	59 816	3.1
+ Tees-side	16 364	18 455	-11.3
+ Bristol	23 634	20 429	15.7
+ Glamorgan	20 907	22 527	-7.2
Swansea	496	609	-18.6
+ Ashford	—	8 415	—
+ Blackpool	15 469	17 388	-11.0
+ Bournemouth	12 528	12 794	-2.1
+ Cambridge	598	733	-18.4
+ Exeter	7 900	8 848	-10.7
Gloucester/Cheltenham	576	1 277	-54.9
Hawarden	—	—	—
Isles of Scilly	11 586	9 780	18.5
+ Lydd	8 872	204	—
+ Manston	666	489	36.2
+ Norwich	11 383	9 158	24.3
Penzance Heliport	10 678	9 199	16.1
+ Southampton	34 512	32 121	7.4
+ Edinburgh	81 737	79 179	3.2
+ Glasgow	188 684	183 207	3.0
+ Prestwick	44 795	40 904	9.5
+ Aberdeen	56 697	40 448	40.2
Benbecula	1 994	2 440	-18.3
Inverness	11 707	11 535	1.5
Islay	1 054	1 464	-28.0
+ Kirkwall	8 521	8 065	5.7
Stornoway	4 323	3 916	10.4
+ Sumburgh	15 155	14 724	2.9
Tiree	336	411	-18.2
Wick	2 380	2 950	-19.3
+ Belfast	115 196	112 805	2.1
+ Isle of Man	50 771	53 897	-5.8
TOTAL (Incl. London Area)	4 172 460	3 916 489	6.5
Channel Islands Airports			
Alderney	7 809	6 765	15.4
Guernsey	60 095	55 789	7.7
Jersey	162 675	164 338	-1.0
TOTAL (Channel Islands Airports)	230 579	226 892	1.6

Ashford Airport closed with effect from 31.10.74.

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
	May-July 1975	May-July 1975	May-July 1974	Per- centage change	May-July 1975	May-July 1974	Per- centage change
London Area Airports							
+ Gatwick	578 326	512 848	455 946	12	65 478	66 512	-2
+ Heathrow	1 990 480	1 698 466	1 588 038	7	292 014	284 887	3
+ Luton	204 737	200 933	218 192	-8	3 804	6 126	-38
+ Southend	22 479	22 234(a)	27 288(a)	-19	245	472	-48
+ Stansted	28 023	27 738	19 931	39	285	347	-18
TOTAL (London Area)	2 824 045	2 462 219	2 309 396	7	361 826	358 345	1
Westland Heliport (Battersea)	720	2	1	100	718	1 175	-39
Other UK Airports							
+ Leeds/Bradford	29 138	4 339	4 129	5	24 799	25 846	-4
+ Liverpool	42 317	16 460	16 554	-1	25 857	32 777	-21
+ Manchester	278 975	204 054	159 006	28	74 921	71 319	5
+ Birmingham	114 971	84 041	70 611	19	30 930	32 281	-4
+ Coventry	352	2	29	-93	350	201	74
+ East Midlands	60 760	39 256	23 082	70	21 504	23 550	-9
+ Newcastle	61 666	28 740	24 795	16	32 926	35 021	-6
+ Tees-side	16 364	3 246	4 941	-34	13 118	13 514	-3
+ Bristol	23 634	18 561	14 763	26	5 072	5 666	-10
+ Glamorgan	20 907	13 687	14 685	-7	7 220	7 842	-8
Swansea	496	47	239	-80	449	370	21
+ Ashford	—	—	7 843	—	—	572	—
+ Blackpool	15 469	337	700	-52	15 133	16 688	-9
+ Bournemouth	12 528	3 977	2 997	33	8 551	9 797	-13
+ Cambridge	598	168	242	-31	430	491	-12
+ Exeter	7 900	1 568	2 245	-30	6 332	6 603	-4
Gloucester/Cheltenham	576	—	—	—	576	1 277	-55
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	11 586	—	—	—	11 586	9 780	18
+ Lydd	8 872	8 858	184	—	14	21	-33
+ Manston	666	666	489	36	—	—	—
+ Norwich	11 383	6 112	4 745	29	5 271	4 413	19
Penzance	10 678	—	—	—	10 678	9 199	16
+ Portsmouth	—	—	—	—	—	—	—
+ Southampton	34 512	470	702	-33	34 042	31 419	8
+ Edinburgh	81 737	8 616	6 720	28	73 121	72 460	1
+ Glasgow	188 684	63 079	55 296	14	125 605	127 911	-2
+ Prestwick	44 795	39 095	36 241	8	5 700	4 663	22
Aberdeen	56 697	18 543	10 319	80	38 153	30 129	27
Benbecula	1 994	—	—	—	1 994	2 440	-18
Inverness	11 707	4	57	-93	11 703	11 478	2
Islay	1 054	—	—	—	1 054	1 464	-28
+ Kirkwall	8 521	196	217	-10	8 324	7 849	6
Stornoway	4 323	5	—	—	4 318	3 916	10
+ Sumburgh	15 155	4 068	4 231	-4	11 087	10 493	6
Tiree	336	—	—	—	336	411	-18
Wick	2 380	—	—	—	2 380	2 950	-19
+ Belfast	115 196	10 285	8 184	26	104 911	104 621	—
+ Isle of Man	50 771	1 958	1 624	21	48 813	52 273	-7
TOTAL (Incl. London Area)	4 172 460	3 042 658	2 785 267	9	1 129 802	1 131 221	—

(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	May—July 1975			May—July 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	18.0	10.3	7.7	15.2	10.4	4.8	18
London – Vienna	16.1	10.3	5.8	12.2	9.3	2.9	32
Other Routes	1.9	—	1.9	3.1	1.1	2.0	–38
Belgium	72.4	70.5	1.9	75.8	73.7	2.1	–4
London – Brussels	46.6	46.4	0.3	50.7	50.5	0.2	–8
Other S.E. England – Belgium	19.8	19.5	0.3	18.6	18.3	0.3	6
Other Routes	5.9	4.6	1.3	6.4	4.8	1.6	–7
Denmark	46.3	35.7	10.6	48.9	35.7	13.2	–5
London – Copenhagen	36.9	29.4	7.5	37.6	28.7	9.0	–2
Other Routes	9.3	6.2	3.1	11.2	7.1	4.2	–17
Finland	11.7	7.4	4.3	10.5	7.0	3.5	11
France	263.6	239.1	24.5	257.6	232.4	25.3	2
London – Nice	20.3	17.5	2.8	16.7	15.3	1.4	22
– Paris	169.2	163.9	5.2	166.5	159.5	6.9	2
– N. France (a)	12.2	10.2	2.0	11.6	11.3	0.3	5
– Other France	25.0	21.1	3.9	26.1	20.0	6.1	–4
Manchester – Paris	7.1	6.7	0.4	6.8	6.7	0.1	4
Other UK – Paris	11.0	8.1	2.9	11.0	9.6	1.4	–1
Luton – Other France	1.5	—	1.5	1.8	—	1.8	–18
Other S.E. England – France	11.5	11.0	0.5	9.4	9.3	0.1	23
Other Routes	5.8	0.4	5.4	7.7	0.6	7.1	–25
Germany Fed. Republic	189.6	137.0	52.5	183.8	139.4	44.4	3
London – Dusseldorf	25.8	23.0	2.8	26.9	23.7	3.1	–4
– Frankfurt	49.1	42.0	7.1	46.6	41.2	5.4	5
– Hamburg	21.2	18.9	2.4	19.4	19.2	0.2	10
– Munich	26.3	13.6	12.7	24.5	14.5	10.0	7
– Other Germany	34.2	30.8	3.4	33.2	31.2	2.0	3
Luton – Germany	18.0	—	17.9	16.3	—	16.3	10
Manchester – Germany	8.4	5.6	2.8	8.8	6.3	2.5	–4
Other Routes	6.5	3.1	3.4	8.1	3.2	4.9	–20
Gibraltar	8.2	7.9	0.4	7.7	7.6	0.2	6
Greece	80.9	31.5	49.5	68.9	23.9	45.0	17
Iceland	5.0	4.8	0.2	5.7	5.6	0.1	–13
London – Reykjavik	3.1	3.0	0.1	3.8	3.7	0.1	–18
Glasgow – Reykjavik	1.8	1.8	—	1.9	1.9	0.1	–7
Other Routes	0.1	—	0.1	—	—	—	—

Table 18 cont.

	May—July 1975			May—July 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	157.6	155.2	2.5	148.8	146.6	2.2	6
London – Cork	13.0	12.9	—	12.3	12.2	0.1	5
– Dublin	72.6	71.8	0.8	70.3	69.0	1.3	3
– Shannon	11.1	11.0	0.1	10.2	10.1	0.1	8
Manchester – Dublin	12.6	12.5	0.1	11.9	11.9	—	6
Birmingham – Dublin	10.9	10.9	—	10.2	10.2	—	7
Glasgow – Dublin	9.1	9.0	0.1	8.8	8.8	—	3
Liverpool – Dublin	7.1	7.0	0.1	5.7	5.7	—	25
Leeds/Bradford – Dublin	3.0	3.0	—	2.8	2.8	—	8
Edinburgh – Dublin	3.9	3.4	0.5	3.0	3.0	—	29
Bristol – Dublin	2.7	2.7	—	2.5	2.5	—	8
Other Routes	11.7	10.9	0.8	11.1	10.5	0.6	5
Italy	193.5	81.5	112.0	184.9	77.3	107.6	5
London – Genoa (g)	2.4	—	2.4	1.4	—	1.4	70
– Milan	40.0	27.3	12.7	40.2	26.2	14.0	—
– Rimini (g)	6.2	—	6.2	6.2	—	6.2	—
– Rome	36.2	29.4	6.8	34.7	27.0	7.7	4
– Venice	10.4	5.2	5.2	9.3	5.4	3.9	12
– Other Italy	32.7	17.1	15.6	31.1	16.7	14.4	5
Luton – Rimini	7.9	—	7.9	8.6	—	8.6	–8
– Other Italy	31.5	—	31.5	29.6	—	29.6	6
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	11.0	—	11.0	11.2	—	11.2	–2
Other Routes	15.1	2.4	12.8	12.6	2.0	10.5	20
Luxembourg	5.2	5.0	0.2	5.4	5.4	—	–4
London – Luxembourg	5.1	5.0	0.1	5.4	5.4	—	–6
Other Routes	0.1	—	0.1	—	—	—	—
Netherlands	147.7	143.1	4.7	150.7	141.9	8.8	–2
London – Amsterdam	91.0	88.7	2.2	96.1	93.1	3.0	–5
– Rotterdam	18.2	17.8	0.4	21.1	20.1	1.1	–14
Other S.E. England – Netherlands	7.0	6.1	0.9	5.3	3.4	1.9	33
Manchester – Amsterdam	9.1	9.1	—	8.2	8.2	—	12
Other Routes	22.4	21.3	1.1	20.0	17.2	2.8	12
Norway	37.0	27.3	9.7	30.5	21.8	8.7	22
London – Oslo	20.1	14.3	5.8	17.5	13.3	4.2	15
Other Routes	16.9	13.1	3.9	13.0	8.5	4.5	31
Portugal	30.0	17.1	12.9	38.0	19.7	18.3	–21
London – Lisbon	12.4	9.8	2.6	14.7	11.7	3.0	–16
Other Routes	17.6	7.3	10.3	23.3	8.0	15.3	–24
Soviet Union and Eastern Europe (b)	43.0	21.6	21.4	35.9	20.5	15.4	20
London – Moscow	6.9	6.2	0.7	5.5	4.8	0.8	25
– Prague	2.8	2.8	—	2.9	2.8	—	–4
Other Routes	33.3	12.6	20.7	27.5	12.9	14.6	21

Table 18 cont.

	May—July 1975			May—July 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	604.3	109.3	494.9	493.3	92.4	400.9	22
London – Barcelona	25.1	16.2	8.9	18.9	14.7	4.2	33
– Ibiza	16.8	1.9	14.9	13.2	2.2	11.1	27
– Madrid	33.2	28.1	5.1	29.6	25.7	4.0	12
– Malaga	31.8	18.0	13.7	23.9	13.7	10.2	33
– Palma	82.3	20.4	62.0	60.9	15.6	45.3	35
– Other Spain	85.1	22.9	62.2	67.0	18.9	48.1	27
Luton – Alicante	14.2	—	14.2	12.5	—	12.5	13
– Barcelona	3.2	—	3.2	12.2	—	12.2	-74
– Gerona	12.7	—	12.6	12.6	—	12.6	1
– Ibiza	12.2	—	12.2	14.9	—	14.9	-18
– Palma	26.6	—	26.6	27.4	—	27.4	-3
– Other Spain	13.6	—	13.6	15.2	—	15.2	-11
Other S.E. England – Spain	0.3	—	0.3	—	—	—	—
Manchester – Barcelona	7.9	—	7.9	5.0	—	5.0	59
– Palma	31.7	—	31.7	23.5	—	23.5	35
Other N. England – Spain	73.9	0.6	73.3	59.2	0.9	58.3	25
Scotland – Spain	30.7	0.3	30.4	23.9	—	23.8	28
Other Routes	103.0	0.8	102.2	73.3	0.6	72.8	40
Sweden	36.3	19.1	17.2	31.3	17.6	13.7	16
London – Stockholm	22.5	13.1	9.4	18.7	12.2	6.5	20
Other Routes	13.8	6.0	7.8	12.6	5.4	7.1	10
Switzerland	102.9	74.1	28.8	94.9	72.9	22.0	8
London – Basle	7.2	6.6	0.6	8.5	7.1	1.3	-15
– Geneva	34.5	28.2	6.4	31.6	28.2	3.4	9
– Zurich	43.7	33.5	10.1	40.8	33.7	7.1	7
Luton – Switzerland	9.5	—	9.5	9.0	—	9.0	6
Other Routes	8.0	5.9	2.1	5.0	3.8	1.2	60
Yugoslavia	57.3	18.8	38.6	44.2	13.4	30.8	30
London – Dubrovnic	9.7	2.3	7.4	7.0	2.0	5.0	40
– Ljubljana	2.2	1.9	0.3	3.4	3.2	0.2	-34
Luton – Yugoslavia	7.6	—	7.6	7.7	—	7.7	-2
Other Routes	37.8	14.5	23.2	26.1	8.1	17.9	45
Other Europe	76.7	45.1	31.6	73.8	49.9	24.0	4
WESTERN HEMISPHERE							
Canada	173.5	89.7	83.9	156.9	93.0	63.9	11
London – Montreal	23.4	20.4	3.0	20.1	19.3	0.8	16
– Toronto	57.9	27.6	30.3	59.2	31.4	27.8	-2
– Other Canada	49.9	21.8	28.1	40.5	21.9	18.5	23
Other UK – Montreal	2.9	2.6	0.3	1.7	1.6	0.1	67
– Toronto	31.7	13.9	17.8	29.3	15.4	13.9	8
Other Routes	7.9	3.4	4.5	6.2	3.4	2.8	28

Table 18 cont.

	May—July 1975			May—July 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	312.7	245.4	67.3	306.8	250.2	56.5	2
London – New York	117.5	96.4	21.0	118.2	96.3	22.0	–1
– Other East Coast USA	77.1	71.9	5.2	79.7	73.9	5.8	–3
– Chicago and Detroit	37.0	28.4	8.6	32.4	28.2	4.2	14
– West Coast USA	56.0	38.9	17.1	53.9	41.2	12.7	4
– Other USA	6.6	0.7	5.8	5.2	1.8	3.4	26
Other UK – New York	14.7	9.0	5.7	14.5	8.9	5.6	2
Other Routes	3.9	0.1	3.8	2.9	—	2.9	35
West Atlantic and Caribbean Islands	23.7	23.4	0.2	22.1	18.6	3.5	7
Central and South America	9.1	8.7	0.4	7.7	7.2	0.5	18
REST OF THE WORLD							
Canary Islands	28.1	4.9	23.1	17.8	4.1	13.7	58
North Africa (c)	23.4	12.6	10.8	16.5	8.4	8.1	42
East Africa (d)	12.4	10.6	1.9	11.1	8.5	2.6	12
Central Africa (e)	7.6	7.6	—	6.4	6.4	—	19
West Africa (d)	13.2	11.6	1.6	11.5	10.0	1.5	15
South Africa	22.8	22.5	0.3	19.7	19.5	0.2	16
Middle East (f)	89.1	88.2	0.9	71.2	69.3	1.9	25
India	16.3	16.2	0.1	12.6	12.4	0.1	30
Pakistan	7.1	7.1	—	4.4	4.4	—	62
Far East	48.6	45.6	3.0	42.7	33.0	9.7	14
Australia and New Zealand	24.5	24.5	—	19.9	19.9	—	23
Other Routes n.e.i.	27.4	8.9	18.5	21.6	7.7	14.0	27
ALL ROUTES	3 026.7	1 888.9	1 137.8	2 754.6	1 787.3	967.3	10

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

Domestic Passengers by Main Routes

Table 19

Monthly Averages

Origin/Destination		May 1975 —July 1975 (000)	May 1974 —July 1974 (000)	Percentage change
London (a)	Aberdeen	15.3	12.5	23
	Belfast	47.9	49.3	-3
	Birmingham	3.0	2.7	11
	Channel Islands	57.1	56.5	1
	Edinburgh	55.4	57.1	-3
	Glasgow	75.6	71.1	6
	Isle of Man	3.4	3.4	—
	Leeds/Bradford	10.9	11.5	-5
	Liverpool	9.3	10.4	-10
	Manchester	37.9	35.9	6
	Newcastle	23.3	24.2	-4
	Tees-side	9.8	10.3	-4
	Other airports	8.7	6.9	25
Belfast	Birmingham	6.5	6.8	-5
	East Midlands	3.5	3.0	17
	Edinburgh	2.0	2.0	2
	Glasgow	9.1	9.8	-7
	Isle of Man	6.2	6.5	-4
	Leeds/Bradford	4.0	3.5	12
	Liverpool	3.2	3.2	-1
	Manchester	11.2	9.6	17
	Newcastle	2.1	2.3	-7
	Other airports	9.1	8.5	7
Channel Islands	Bournemouth	6.8	7.6	-10
	Birmingham	11.9	12.4	-4
	Bristol/Glamorgan	7.8	7.9	—
	East Midlands	13.1	14.4	-9
	Glasgow	3.1	3.2	-2
	Leeds/Bradford	4.6	5.4	-14
	Liverpool	2.8	5.2	-46
	Manchester	7.8	7.5	4
	Newcastle	2.2	2.4	-6
	Southampton	31.2	27.6	13
	Other airports	15.7	16.3	-4
Edinburgh	Birmingham	1.8	3.1	-41
	Glasgow	—	0.5	-99
	Manchester	3.4	3.4	2
	Other airports	10.4	6.4	63
Glasgow	Birmingham	4.6	5.4	-15
	East Midlands	3.4	4.1	-18
	Isle of Man	3.2	3.3	-3
	Leeds/Bradford	1.3	2.1	-36
	Liverpool	—	1.8	-100
	Manchester	5.1	5.3	-4
	Southampton	1.9	2.9	-34
	Other Scottish airports	16.0	17.4	-8
	Other airports	2.4	4.4	-46
Isle of Man	Blackpool	11.2	12.1	-7
	Liverpool	10.7	11.7	-9
	Manchester	5.6	6.1	-7
	Newcastle	1.1	1.2	-8
Penzance	Other airports	7.3	8.0	-8
Other Routes	Isles of Scilly	10.7	9.2	16
		25.0	23.7	5
TOTAL		647.0	648.7	—

(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 July 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	6 934·4	0·3	—	656·6	1 085·7	9·5	16·5	—	54·2	1 296·4	3 718·8	48·9	47·5	
+Heathrow	33 528·0	5 414·6	6 360·2	15·6	103·9	9 535·1	10 933·2	62·7	47·4	0·2	317·7	315·0	422·4	
+Luton	213·8	—	—	—	—	—	—	—	—	2·3	39·4	56·9	115·2	
+Southend	1 193·0	—	—	599·0	549·0	—	—	—	—	4·0	22·0	1·0	18·0	
+Stansted	1 590·4	—	—	—	—	—	—	—	—	232·6	1 091·5	51·0	215·3	
TOTAL (London Area)	43 459·6	5 414·9	6 360·2	1 271·2	1 738·6	9 544·6	10 949·7	62·7	101·6	1 535·5	5 189·4	472·8	818·4	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+Leeds/Bradford	47·8	13·7	12·4	1·1	2·4	8·3	9·6	—	—	—	0·3	—	—	
+Liverpool	757·4	46·9	157·5	—	—	80·0	25·8	—	14·3	4·4	235·1	38·0	155·4	
+Manchester	2 669·8	258·6	235·3	13·9	3·0	1 024·1	947·6	—	—	—	120·4	26·5	40·4	
+Birmingham	202·5	52·3	58·3	6·6	1·9	38·4	45·0	—	—	—	—	—	—	
+Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—	
+East Midlands	685·5	—	—	234·0	317·4	—	—	—	—	22·3	52·2	15·3	44·3	
+Newcastle	78·4	17·2	37·0	8·7	15·3	—	—	—	—	0·1	0·1	—	—	
+Tees-side	26·3	—	—	11·9	14·4	—	—	—	—	—	—	—	—	
+Bristol	70·1	4·4	4·5	1·6	0·2	33·0	26·4	—	—	—	—	—	—	
+Glamorgan	16·9	5·1	8·5	1·6	0·3	—	1·0	—	0·4	—	—	—	—	
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+Blackpool	60·7	—	—	5·0	55·7	—	—	—	—	—	—	—	—	
+Bournemouth	391·9	—	—	236·0	152·7	—	—	—	—	0·7	2·5	—	—	
+Cambridge	62·9	—	—	—	0·2	—	—	—	—	—	—	15·0	47·7	
+Exeter	63·2	—	—	4·6	13·3	—	—	—	—	—	—	—	45·3	
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
Isles of Scilly	9·2	7·7	1·5	—	—	—	—	—	—	—	—	—	—	
+Lydd	200·7	—	—	—	0·2	—	—	—	—	72·6	127·9	—	—	
+Manston	169·5	—	—	—	—	—	—	—	—	101·2	68·3	—	—	
+Norwich	42·8	—	—	18·9	20·1	—	—	—	—	1·0	2·5	0·3	—	
Penzance Heliport	9·2	1·5	7·7	—	—	—	—	—	—	—	—	—	—	
+Southampton	172·4	3·0	8·3	33·2	97·6	—	—	—	—	—	0·8	17·0	12·5	
+Edinburgh	130·3	42·6	33·8	19·1	30·0	3·0	1·8	—	—	—	—	—	—	
+Glasgow	1 420·9	570·6	367·1	57·6	42·5	144·2	238·5	—	0·4	—	—	—	—	
+Prestwick	803·0	343·9	154·6	—	—	206·4	71·5	—	—	—	0·1	0·2	26·3	
+Aberdeen	345·7	41·3	65·3	28·5	26·6	—	—	7·7	25·9	49·8	92·4	8·2	—	
Benbecula	27·8	21·1	6·7	—	—	—	—	—	—	—	—	—	—	
Inverness	22·2	4·0	18·2	—	—	—	—	—	—	—	—	—	—	
Islay	7·8	1·5	6·3	—	—	—	—	—	—	—	—	—	—	
+Kirkwall	35·2	26·8	5·5	—	—	—	—	0·2	—	0·4	2·3	—	—	
Stornoway	39·6	28·9	10·7	—	—	—	—	—	—	—	—	—	—	
+Sumburgh	69·7	23·3	11·7	—	—	—	—	8·6	9·7	10·3	5·8	0·2	0·1	
Tiree	1·6	—	—	1·4	0·2	—	—	—	—	—	—	—	—	
Wick	4·7	2·7	1·5	—	—	—	—	—	—	—	—	—	0·5	
+Belfast	964·8	151·2	302·4	75·8	21·0	10·9	2·9	—	—	391·9	7·2	—	1·5	
+Isle of Man	262·4	161·6	42·7	52·0	6·1	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	53 332·5	7 244·8	7 917·7	2 082·7	2 559·7	11 092·9	12 319·8	79·2	152·3	2 190·2	5 907·3	593·5	1 192·4	
Channel Islands Airports														
Alderney	28·5	—	—	21·1	2·2	—	—	—	—	3·1	2·1	—	—	
Guernsey	834·3	12·7	2·6	203·9	95·1	—	—	—	—	180·5	339·5	—	—	
Jersey	1 038·0	51·7	37·6	586·5	309·1	8·1	1·5	—	0·2	11·1	31·5	—	0·7	
TOTAL (Channel Islands Airports)	1 900·8	64·4	40·2	811·5	406·4	8·1	1·5	—	0·2	194·7	373·1	—	0·7	

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages	May 1975 —July 1975	May 1974 —July 1974	Percentage change
London Area Airports	(tonnes)	(tonnes)	
+Gatwick	6 516·7	4 315·9	51·0
+Heathrow	33 287·0	40 444·7	−17·7
+Luton	169·7	234·7	−27·7
+Southend	1 171·0	1 912·3	−38·8
+Stansted	1 665·9	1 580·6	5·4
TOTAL (London Area)	42 810·3	48 488·3	−11·7
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+Leeds/Bradford	52·9	75·2	−29·7
+Liverpool	865·6	1 239·0	−30·1
+Manchester	2 704·1	3 881·1	−30·3
+Birmingham	212·5	297·9	−28·7
+Coventry	—	5·3	—
+East Midlands	702·2	699·5	0·4
+Newcastle	87·8	124·2	−29·3
+Tees-side	27·3	25·9	5·4
+Bristol	52·9	71·9	−26·4
+Glamorgan	15·7	23·2	−32·3
Swansea	—	3·1	—
+Ashford	—	456·8	—
+Blackpool	54·8	68·9	−20·5
+Bournemouth	394·2	382·8	3·0
+Cambridge	38·6	54·3	−28·9
+Exeter	39·4	121·6	−67·6
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	9·2	8·3	10·8
+Lydd	235·9	18·8	—
+Manston	228·2	344·9	−33·8
+Norwich	38·7	20·7	87·0
Penzance Heliport	9·2	8·3	10·8
+Southampton	173·5	84·9	104·4
+Edinburgh	145·8	326·4	−55·3
+Glasgow	1 499·0	2 040·3	−26·5
+Prestwick	892·0	1 051·7	−15·2
+Aberdeen	319·8	241·9	32·2
Benbecula	27·2	31·2	−12·8
Inverness	21·9	22·9	−4·4
Islay	5·3	7·1	−25·4
+Kirkwall	42·8	40·3	6·2
Stornoway	41·1	44·5	−7·6
+Sumburgh	86·3	81·6	5·8
Tiree	1·2	1·6	−25·0
Wick	5·4	6·6	−18·2
+Belfast	949·8	1 351·3	−29·7
+Isle of Man	264·7	335·5	−21·1
TOTAL (Incl. London Area)	53 055·1	62 087·9	−14·5
Channel Islands Airports			
Alderney	23·5	21·2	10·8
Guernsey	828·4	826·0	0·3
Jersey	898·2	979·7	−8·3
TOTAL (Channel Islands Airports)	1 750·1	1 826·9	−4·2

Ashford airport closed w.e.f. 31-10-74.

All Scheduled Services July 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)	Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services															
British Airways Overseas Division	11 014	3 175	14 574	262 528	2 804 107	1 722 094	61·4	6 045	359 592		198 122	8 278	37 161	152 684	55·1
British Airways European Division	7 195	10 054	13 683	805 606	913 575	616 480	67·5	3 963	96 008		57 214	1 064	2 428	53 720	59·6
British Airways Regional Division—															
Channel Islands Airways	843	2 257	2 473	114 517	60 844	43 098	70·8	256	5 533		3 675	20	76	3 579	66·4
Scottish Airways	529	1 775	1 518	64 589	37 842	25 173	66·5	284	3 604		2 223	17	68	2 137	61·7
Cambrian Airways	386	1 609	1 246	72 640	28 984	19 914	68·7	337	2 562		1 666	3	69	1 593	65·0
Northeast Airlines	415	996	1 126	60 886	39 438	26 727	67·8	103	3 532		2 263	—	45	2 218	64·1
British Caledonian Airways	1 890	2 312	3 390	96 218	219 909	133 551	60·7	1 137	25 455		14 724	481	2 238	12 005	57·9
Air Anglia	364	994	1 131	18 013	14 646	8 405	57·4	33	1 466		856	—	16	841	58·4
Air-Bridge Carriers	28	152	107	7 720	2 132	1 444	67·7	—	185		114	—	—	114	61·9
Aurigny Air Services	142	2 286	788	24 121	1 971	1 495	75·9	66	190		123	—	3	119	64·6
British Air Ferries	138	702	576	15 854	5 552	2 968	53·4	1 122	781		504	—	234	270	64·5
British Island Airways	408	2 196	1 604	73 716	20 426	14 148	69·3	164	1 877		1 230	1	28	1 201	65·5
British Midland Airways	517	1 485	1 680	59 779	37 482	23 413	62·5	115	2 959		1 881	—	50	1 831	63·6
Brymon Airways	113	636	499	3 945	1 338	753	56·3	—	120		61	—	—	61	51·0
Dan-Air Services	382	1 324	1 305	40 583	22 342	13 655	61·1	—	1 826		1 114	—	—	1 114	61·0
Intra Airways	35	196	179	4 526	1 244	829	66·7	—	114		65	—	—	65	57·0
Loganair	56	412	314	1 962	528	322	61·0	—	47		30	—	—	30	62·4
TOTAL Passenger Services	24 454	32 561	46 191	1 727 203	4 212 359	2 654 471	63·0	13 626	505 851		285 865	9 866	42 415	233 581	56·5
Cargo Services															
British Airways Overseas Division	748	236	991					1 879	24 865		14 176	69	14 108		57·0
British Airways European Division	398	518	728					2 560	5 198		2 027	45	1 982		39·0
British Airways Regional Division—															
Channel Islands Airways	6	31	30					37	17		7	—	7		40·2
British Caledonian Airways	87	26	113					275	1 988		1 281	10	1 271		64·3
Air-Anglia	31	65	120					45	113		24	—	24		21·6
Air Freight	17	75	80					198	63		35	—	35		54·9
Air Bridge Carriers	28	96	108					606	324		218	—	218		67·2
British Island Airways	104	372	383					809	479		228	25	203		47·7
Intra Airways	19	133	104					199	71		31	—	31		43·4
TOTAL Cargo Services	1 439	1 552	2 657					6 609	33 117		18 026	149	17 878		54·4
GRAND TOTAL	25 893	34 113	48 849	1 727 203	4 212 359	2 654 471	63·0	20 235	538 967		303 890	10 015	60 293	233 581	56·4

International Scheduled Services July 1975

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
Passenger Services														
British Airways Overseas Division	11 014	3 175	14 574	262 528	2 804 107	1 722 094	61.4	6 045	359 592	198 122	8 278	37 161	152 684	55.1
British Airways European Division	6 033	7 495	11 088	590 824	770 412	515 853	67.0	3 443	81 227	48 300	1 023	2 227	45 049	59.5
British Airways Regional Division—														
Channel Islands Airways	222	385	484	17 502	16 619	10 133	61.0	89	1 639	899	1	44	854	54.9
Cambrian Airways	114	316	298	14 196	9 089	6 205	68.3	32	791	511	—	15	496	64.6
Northeast Airlines	119	212	268	12 680	12 754	8 207	64.3	31	1 111	699	—	18	681	62.9
British Caledonian Airways	1 486	1 413	2 429	53 944	187 393	114 545	61.1	726	22 043	12 886	358	2 149	10 379	58.5
Air Anglia	226	474	664	10 472	8 370	4 794	57.3	33	842	495	—	16	479	58.8
Air-Bridge Carriers	28	152	107	7 720	2 132	1 444	67.7	—	185	114	—	—	114	61.9
Aurigny Air Services	90	1 951	537	20 111	1 253	878	70.1	62	118	73	—	2	70	61.8
British Air Ferries	138	702	576	15 854	5 552	2 968	53.4	1 122	781	504	—	234	270	64.5
British Island Airways	148	662	571	22 188	7 453	4 981	66.8	24	684	430	—	6	423	62.8
British Midland Airways	110	300	367	8 060	7 906	3 748	47.4	45	608	316	—	24	292	52.0
Brymon Airways	36	148	155	911	392	212	54.0	—	35	17	—	—	17	48.3
Dan-Air Services	187	444	575	19 481	10 954	7 566	69.1	—	897	618	—	—	618	68.9
Intra Airways	17	144	94	3 346	616	436	70.7	—	58	33	—	—	33	57.6
TOTAL Passenger Services	19 968	17 973	32 788	1 059 817	3 845 002	2 404 064	62.5	11 653	470 609	264 017	9 659	41 895	212 460	56.1
Cargo Services														
British Airways Overseas Division	748	236	991					1 879	24 865	14 176	69	14 108		57.0
British Airways European Division	363	454	657					1 886	4 519	1 655	44	1 612		36.6
British Airways Regional Division—														
Channel Islands Airways	6	31	30					37	17	7	—	7		40.2
British Caledonian Airways	87	26	113					275	1 988	1 281	10	1 271		64.5
Air Anglia	31	65	120					45	113	24	—	24		21.6
Air Freight	17	75	80					198	63	35	—	35		54.9
British Island Airways	38	81	132					104	176	62	—	62		35.2
Intra Airways	—	6	3					19	2	1	—	1		85.2
TOTAL Cargo Services	1 291	974	2 125					4 443	31 743	17 241	123	17 120		54.3
GRAND TOTAL	21 259	18 947	34 913	1 059 817	3 845 002	2 404 064	62.5	16 096	502 353	281 258	9 782	59 015	212 460	56.0

Domestic Scheduled Services July 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	1 163	2 559	2 595	214 782	143 162	100 627	70·3	521	14 781	8 914	42	201	8 671	60·3
British Airways Regional Division—														
Channel Islands Airways	621	1 872	1 990	97 015	44 225	32 965	74·5	167	3 894	2 776	20	32	2 725	71·3
Scottish Airways	529	1 775	1 518	64 589	37 842	25 173	66·5	284	3 604	2 223	17	68	2 137	61·7
Cambrian Airways	272	1 293	948	58 444	19 894	13 710	68·9	305	1 771	1 154	3	54	1 097	65·2
Northeast Airlines	295	784	858	48 206	26 684	18 520	69·4	72	2 421	1 564	—	27	1 537	64·6
British Caledonian Airways	405	899	961	42 274	32 516	19 007	58·5	411	3 412	1 838	124	89	1 625	53·9
Air Anglia	139	520	467	7 541	6 276	3 611	57·5	—	624	361	—	—	361	57·9
Aurigny Air Services	52	335	252	4 010	718	618	86·1	4	72	50	—	1	49	69·1
British Island Airways	259	1 534	1 033	51 528	12 974	9 166	70·7	140	1 194	801	1	22	778	67·1
British Midland Airways	407	1 185	1 312	51 719	29 575	19 665	66·5	70	2 351	1 565	—	26	1 539	66·6
Brymon Airways	77	488	344	3 034	946	541	57·2	—	84	44	—	—	44	52·1
Dan-Air Services	195	880	729	21 102	11 388	6 089	53·5	—	929	497	—	—	497	53·5
Intra Airways	17	52	85	1 180	628	394	62·7	—	56	32	—	—	32	56·3
Loganair	56	412	314	1 962	528	322	61·0	—	47	30	—	—	30	62·4
TOTAL Passenger Services	4 487	14 588	13 403	667 386	367 357	250 407	68·2	1 973	35 241	21 848	207	520	21 121	62·0
Cargo Services														
British Airways European Division	35	64	71					674	678	372	2	370		54·8
Air-Bridge Carriers	28	96	108					606	324	218	—	218		67·2
British Island Airways	66	291	251					706	302	166	25	141		55·0
Intra Airways	19	127	101					180	69	29	—	29		42·4
TOTAL Cargo Services	148	578	532					2 166	1 374	785	26	758		56·9
GRAND TOTAL	4 634	15 166	13 936	667 386	367 357	250 407	68·2	4 139	36 614	22 632	233	1 278	21 121	61·8

All Non-scheduled Services July 1975

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Total (000)	Cargo (000)	Tonne-kilometres used	
												Passengers (000)	As percentage of available
British Airways Overseas Division	640	153	892	19 908	138 979	115 504	83.1	—	16 793	10 496	—	10 496	62.5
British Airways European Division	532	524	983	23 825	38 441	30 958	80.5	1 628	6 455	3 900	1 234	2 666	60.4
British Airtours	1 773	855	2 573	127 634	334 863	261 672	78.1	—	30 475	22 552	—	22 552	74.0
British Airways Helicopters	191	1 975	956	13 708	4 001	1 385	34.6	127	372	122	15	107	32.8
British Airways Regional Division—													
Channel Islands Airways	18	10	31	352	832	789	94.8	—	71	66	—	66	93.0
Scottish Airways	5	18	19	747	383	276	72.0	—	32	23	—	23	72.5
Cambrian Airways	322	485	650	21 648	25 801	22 046	85.4	—	2 267	1 763	—	1 763	77.8
Northeast Airlines	406	330	642	33 445	49 658	42 351	85.3	—	4 256	3 516	1	3 515	82.6
British Caledonian Airways	2 521	1 188	3 665	84 623	253 952	216 366	85.2	2 400	55 817	35 053	16 151	18 902	62.8
Air Anglia	60	166	188	930	849	364	42.9	—	92	36	—	36	39.4
Air Freight	23	54	114	—	—	—	—	23	77	53	53	—	69.6
Air-Bridge Carriers	21	33	73	335	327	215	65.7	50	155	87	70	17	56.1
Alidair	139	340	393	5 113	4 438	2 709	61.0	376	826	376	149	227	45.6
Aurigny Air Services	1	4	3	32	5	4	75.7	—	1	—	—	—	56.8
Beecham Imperial	12	19	25	82	93	48	52.1	—	8	4	—	4	53.9
Bristow Helicopters	508	2 540	2 847	23 469	8 266	4 844	58.6	184	743	434	39	395	58.4
Britannia Airways	3 146	2 112	5 009	254 286	409 736	380 796	92.9	—	34 821	32 374	—	32 374	93.0
British Air Ferries	30	27	109	34	46	15	33.3	57	231	89	88	1	38.5
British Executive Air Services	17	166	104	1 166	181	95	52.6	10	32	9	1	8	27.8
British Island Airways	106	277	369	4 374	2 869	1 482	51.7	59	493	208	83	125	42.1
British Midland Airways	453	544	1 081	46 355	67 686	45 566	67.3	54	5 541	3 860	331	3 529	69.7
Dan-Air Services	4 868	3 397	8 288	309 640	596 809	506 346	84.8	272	48 054	40 634	129	40 505	84.6
Eagle Flying Services	1	2	2	10	4	3	75.0	—	—	—	—	—	75.0
Green Shield Stamp	17	24	25	71	170	54	31.6	—	17	4	—	4	25.7
International Aviation Service	493	207	900	—	—	—	—	1 816	13 935	9 468	9 468	—	67.9
Intra Airways	8	94	52	2 958	250	225	90.0	12	25	21	4	16	81.1
Invicta International Airlines	593	501	1 124	34 954	61 179	40 286	65.9	653	9 478	6 370	2 197	4 173	67.2
Laker Airways	2 354	976	3 407	110 797	444 251	358 930	80.8	—	44 257	35 156	—	35 156	79.4
Loganair	66	765	302	2 630	516	252	48.7	—	47	23	—	23	48.9
MAM Aviation	52	64	77	198	464	159	34.3	—	46	16	—	16	34.8
McAlpine Aviation	150	340	272	698	1 144	394	34.4	—	86	32	—	32	36.7
McDonald Aviation	11	26	49	148	151	73	48.3	1	16	7	—	6	40.5
Merlot International Airlines	23	51	67	124	186	63	33.7	—	14	5	—	5	37.6
Monarch Airlines	1 268	893	2 035	114 619	183 549	161 235	87.8	41	18 955	15 324	702	14 621	80.8
Moseley Aviation	13	53	44	221	78	56	71.8	—	8	5	—	5	62.5
Northern Executive Aviation	11	63	52	363	74	61	82.4	9	10	7	2	5	70.0
Peters Aviation	48	153	186	1 257	669	442	66.0	3	54	34	1	33	61.9
Ryburn Air	7	41	25	41	33	24	73.2	3	6	2	—	2	38.1
Thurston Aviation	32	135	114	248	177	56	31.6	6	18	7	2	5	38.9
Tradewinds Airways	533	166	1 090	—	—	—	—	1 369	13 567	8 547	8 547	—	63.0
Trans-Meridian Air Cargo	727	223	1 569	—	—	—	—	1 634	19 897	10 834	10 834	—	54.4
Vernair Transport	20	49	70	199	139	113	81.3	—	12	9	—	9	79.1
TOTAL	22 218	20 043	40 474	1 241 242	2 631 250	2 196 255	83.5	10 795	328 060	241 526	50 102	191 425	73.5
Class 5A Licence TOTAL	483	542	852	39 777	73 863	59 953	81.2	..	7 123	5 297	131	5 166	74.3
TOTAL Excludes 5A Licence	21 735	19 501	39 622	1 201 465	2 557 387	2 136 302	83.5	10 795	320 937	236 229	49 971	186 259	73.6

*Does not include cargo carried under Class 5 Licences.

International Non-scheduled Services July 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	640	153	892	19 908	138 979	115 504	83.1	—	16 793	10 496	—	10 496	62.5
British Airways European Division	527	514	973	23 115	38 002	30 678	80.7	1 628	6 414	3 876	1 234	2 642	60.4
British Airtours	1 773	855	2 573	127 634	334 863	261 672	78.1	—	30 475	22 552	—	22 552	74.0
British Airways Helicopters	186	1 940	932	13 698	3 891	1 384	35.6	125	358	118	12	106	33.0
British Airways Regional Division—													
Channel Islands Airways	18	10	31	352	832	789	94.8	—	71	66	—	66	93.0
Cambrian Airways	288	271	516	14 470	23 739	20 830	87.7	—	2 081	1 666	—	1 666	80.1
Northeast Airlines	392	301	607	31 851	48 277	41 612	86.2	—	4 152	3 454	—	3 454	83.2
British Caledonian Airways	2 521	1 188	3 665	84 623	253 952	216 366	85.2	2 400	55 817	35 053	16 151	18 902	62.8
Air Anglia	26	55	92	632	611	273	44.6	—	68	27	—	27	40.1
Air Freight	22	53	112	—	—	—	—	21	74	52	52	—	70.1
Air-Bridge Carriers	17	18	55	335	302	215	71.2	11	107	72	55	17	67.6
Alidair	74	126	190	4 061	3 650	2 320	63.6	36	402	224	30	194	55.7
Aurigny Air Services	1	4	3	32	5	4	75.7	—	1	—	—	—	56.8
Beecham Imperial	8	11	16	46	63	31	49.2	—	6	3	—	3	51.7
Bristow Helicopters	508	2 540	2 847	23 469	8 266	4 844	58.6	184	743	434	39	395	58.4
Britannia Airways	3 146	2 112	5 009	254 286	409 736	380 796	92.9	—	34 821	32 374	—	32 374	93.0
British Air Ferries	30	27	109	34	46	15	33.3	57	231	89	88	1	38.5
British Executive Air Services	17	166	104	1 166	181	95	52.6	10	32	9	1	8	27.8
British Island Airways	80	229	284	4 282	2 846	1 461	51.3	—	372	173	50	123	46.5
British Midland Airways	354	346	788	38 402	60 891	41 514	68.2	—	5 039	3 516	302	3 214	69.8
Dan-Air Services	4 800	3 220	8 047	307 296	595 189	505 683	85.0	137	47 748	40 504	53	40 451	84.8
Green Shield Stamp	11	14	18	39	113	30	27.1	—	11	3	—	3	22.1
International Aviation Service	493	207	900	—	—	—	—	1 816	13 935	9 468	9 468	—	67.9
Intra Airways	8	94	52	2 958	250	225	90.0	12	25	21	4	16	81.1
Invicta International Airlines	592	495	1 119	34 097	60 981	40 094	65.7	653	9 464	6 356	2 197	4 160	67.2
Laker Airways	2 354	976	3 407	110 797	444 251	358 930	80.8	—	44 257	35 156	—	35 156	79.4
MAM Aviation	41	48	61	142	365	120	32.9	—	36	12	—	12	33.3
McAlpine Aviation	109	148	172	400	870	310	35.6	—	65	25	—	25	38.2
McDonald Aviation	7	13	34	88	112	55	49.3	—	11	5	—	5	43.6
Merlot International Airlines	23	48	65	121	182	62	34.1	—	14	5	—	5	38.1
Monarch Airlines	1 268	893	2 035	114 619	183 549	161 235	87.8	41	18 955	15 324	702	14 621	80.8
Moseley Aviation	7	23	23	114	40	33	82.5	—	4	3	—	3	75.0
Northern Executive Aviation	—	1	2	9	3	3	100.0	—	—	—	—	—	100.0
Peters Aviation	9	12	18	145	128	116	90.8	—	10	9	—	9	86.3
Thurston Aviation	19	69	67	106	110	32	29.1	4	12	4	1	3	33.3
Tradewinds Airways	533	166	1 090	—	—	—	—	1 369	13 567	8 547	8 547	—	63.0
Trans-Meridian Air Cargo	727	223	1 569	—	—	—	—	1 634	19 897	10 834	10 834	—	54.4
TOTAL	21 628	17 569	38 473	1 213 327	2 615 274	2 187 331	83.6	10 146	326 067	240 528	49 820	190 708	73.8
Class 5A Licence TOTAL	423	248	638	29 105	69 628	57 456	82.1	..	6 763	5 094	130	4 964	75.3
TOTAL Excludes 5A Licence	21 205	17 321	37 835	1 184 222	2 545 646	2 129 873	83.7	10 146	319 304	235 434	49 690	185 744	73.7

*Does not include cargo carried under Class 5 Licences.

Domestic Non-scheduled Services July 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	5	10	10	710	439	279	63.7	—	42	24	—	24	56.8
British Airways Helicopters	5	35	23	10	110	1	0.9	2	14	4	3	1	28.6
British Airways Regional Division—													
Scottish Airways	5	18	19	747	383	276	72.0	—	32	23	—	23	72.5
Cambrian Airways	35	214	135	7 178	2 062	1 216	59.0	—	186	97	—	97	52.2
Northeast Airlines	13	29	35	1 594	1 381	738	53.4	—	104	62	1	61	59.7
Air Anglia	34	111	95	298	239	91	38.3	—	24	9	—	9	37.4
Air Freight	1	1	3	—	—	—	—	1	2	1	1	—	54.3
Air-Bridge Carriers	4	15	18	—	25	—	—	38	48	15	15	—	30.5
Alldair	65	214	204	1 052	788	389	49.4	339	424	153	119	33	36.0
Beecham Imperial	4	8	9	36	30	18	57.9	—	3	2	—	2	58.3
British Island Airways	26	48	86	92	23	21	92.0	58	121	35	33	2	28.7
British Midland Airways	99	198	293	7 953	6 795	4 052	59.6	54	502	345	29	316	68.8
Dan-Air Services	68	177	240	2 344	1 620	663	40.9	134	306	130	76	54	42.4
Eagle Flying Services	1	2	2	10	4	3	75.0	—	—	—	—	—	75.0
Green Shield Stamp	6	10	7	32	58	23	40.5	—	6	2	—	2	32.7
Invicta International Airlines	1	6	5	857	198	193	97.3	—	14	13	—	13	97.1
Loganair	66	765	302	2 630	516	252	48.7	—	47	23	—	23	48.9
MAM Aviation	11	16	17	56	99	39	39.4	—	10	4	—	4	40.0
McAlpine Aviation	41	192	100	298	274	84	30.6	—	21	7	—	7	31.9
McDonald Aviation	3	13	15	60	39	18	45.3	1	5	2	—	2	34.0
Merlot International Airlines	1	3	2	3	4	1	16.8	—	—	—	—	—	14.9
Moseley Aviation	6	30	22	107	38	23	60.5	—	4	2	—	2	50.0
Northern Executive Aviation	11	62	51	354	71	58	81.7	9	10	7	2	5	70.0
Peters Aviation	39	141	169	1 112	541	325	60.2	3	44	25	1	24	56.1
Ryburn Air	7	41	25	41	33	24	73.2	3	6	2	—	2	38.1
Thurston Aviation	13	66	47	142	67	24	35.8	1	6	3	1	2	50.0
Vernair Transport	20	49	70	199	139	113	81.3	—	12	9	—	9	79.1
TOTAL	591	2 474	2 001	27 915	15 976	8 924	55.9	649	1 993	998	282	716	50.1
Class 5A Licence TOTAL	61	294	214	10 672	4 235	2 495	58.9	..	360	203	1	202	56.4
TOTAL Excludes 5A Licence	530	2 180	1 787	17 243	11 741	6 429	54.8	649	1 633	795	281	514	48.7

*Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations July 1975

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Available (000)	Tonne—km Used (000)	Percentage of available
				ABC	Other	Available (000)	Used (000)	Percentage of available			
International Services											
British Airways Overseas Division	428	90	567	14 624	—	100 155	81 515	81·4	12 658	7 362	58·2
British Airtours	83	20	108	779	—	15 710	8 376	53·3	1 430	749	52·4
British Caledonian Airways	387	94	501	9 456	—	72 841	62 185	85·4	9 996	5 462	54·6
British Midland Airways	27	7	36	616	—	5 141	4 018	78·2	408	313	76·8
Dan-Air Services	327	83	427	8 571	—	61 825	51 963	84·0	4 943	4 155	84·1
Laker Airways	936	182	1 220	35 316	1 560	278 582	215 192	77·2	28 374	21 519	75·8
TOTAL	2 188	476	2 860	69 362	1 560	534 254	423 249	79·2	57 808	39 560	68·4

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

Table 25

	Aircraft —km (000)	Stage Flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Available (000)	Tonne—km Used (000)	Percentage of available	Number of IT passengers uplifted	
											Class 2	Class 4
International Services												
British Airways European Division	235	164	388	14 901	23 418	21 143	90·3	2 118	1 821	86·0	—	—
British Airtours	1 038	630	1 597	102 309	196 177	166 839	85·0	17 853	14 204	79·6	—	—
British Airways Regional Division—												
Cambrian Airways	284	257	505	14 098	23 531	20 722	88·1	2 064	1 658	80·3	—	—
Northeast Airlines	387	291	595	31 113	47 747	41 191	86·3	4 107	3 418	83·2	—	—
British Caledonian Airways	738	596	1 227	54 010	80 402	70 028	87·1	7 172	6 023	84·0	—	2 158
Alidair	4	8	12	464	311	232	74·4	28	20	69·8	—	—
Britannia Airways	2 883	1 868	4 566	226 836	374 758	354 553	94·6	31 849	30 144	94·6	—	2 686
Dan-Air Services	3 258	2 202	5 544	222 553	387 114	334 672	86·5	30 969	26 766	86·4	—	—
Invicta International Airlines	189	176	372	16 319	28 976	18 818	64·9	2 828	1 842	65·2	—	—
Laker Airways	923	506	1 354	52 948	106 603	96 042	90·1	10 142	9 073	89·5	—	—
Monarch Airlines	1 116	798	1 746	102 029	172 716	153 121	88·7	16 840	13 888	82·5	—	2 659
TOTAL International Services	11 056	7 496	17 904	837 580	1 441 752	1 277 361	88·6	125 970	108 857	86·4	—	7 503
Domestic Services												
Dan-Air Services	2	8	7	357	81	70	85·8	7	6	85·8	—	—
TOTAL Domestic Services	2	8	7	357	81	70	85·8	7	6	85·8	—	—
GRAND TOTAL	11 057	7 504	17 911	837 937	1 441 833	1 277 430	88·6	125 976	108 862	86·4	—	7 503

All Class 4 Licence Operations July 1975

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	145	34	202	—	2 959	28 915	27 913	96·5	2 931	2 571	87·7
British Airways European Division	10	18	21	—	1 192	1 102	775	70·3	113	66	58·8
British Airtours	170	65	236	—	7 084	32 087	26 862	83·7	2 920	2 316	79·3
British Airways Regional Division— Northeast Airlines	3	4	7	—	358	295	279	94·3	25	23	93·0
British Caledonian Airways	536	264	803	2 158	16 960	87 704	74 141	84·5	11 132	6 537	58·7
Alidair	16	30	34	—	1 180	783	396	50·6	72	34	46·2
Britannia Airways	189	121	301	2 686	11 847	25 365	18 600	73·3	2 155	1 581	73·3
British Island Airways	—	2	2	—	92	23	21	92·0	2	2	85·9
British Midland Airways	17	23	46	—	1 497	1 221	1 080	88·5	96	84	87·5
Dan-Air Services	1 147	856	1 941	—	74 765	138 084	112 007	81·1	11 064	8 967	81·0
Intra Airways	7	90	45	—	2 958	250	225	90·0	21	16	77·2
Invicta International Airlines	51	61	102	—	8 388	7 941	7 036	88·6	764	677	88·6
Laker Airways	318	248	626	—	17 454	28 303	22 537	79·6	2 544	2 047	80·5
Loganair	12	418	63	—	1 579	97	65	66·6	9	6	66·6
Monarch Airlines	66	54	114	2 659	3 517	7 798	5 677	72·8	767	515	67·1
TOTAL	2 685	2 288	4 540	7 503	151 830	359 968	297 613	82·7	34 615	25 441	73·5

International Class 4 Licence Operations July 1975

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	145	34	202	—	2 959	28 915	27 913	96·5	2 931	2 571	87·7
British Airways European Division	10	18	21	—	1 192	1 102	775	70·3	113	66	58·8
British Airtours	170	65	236	—	7 084	32 087	26 862	83·7	2 920	2 316	79·3
British Airways Regional Division— Northeast Airlines	3	4	7	—	358	295	279	94·3	25	23	93·0
British Caledonian Airways	536	264	803	2 158	16 960	87 704	74 141	84·5	11 132	6 537	58·7
Alidair	16	30	34	—	1 180	783	396	50·6	72	34	46·2
Britannia Airways	189	121	301	2 686	11 847	25 365	18 600	73·3	2 155	1 581	73·3
British Midland Airways	16	21	43	—	1 351	1 161	1 020	87·9	91	79	87·1
Dan-Air Services	1 147	856	1 941	—	74 765	138 084	112 007	81·1	11 064	8 967	81·0
Intra Airways	7	90	45	—	2 958	250	225	90·0	21	16	77·2
Invicta International Airlines	49	55	97	—	7 531	7 743	6 843	88·4	751	664	88·4
Laker Airways	318	248	626	—	17 454	28 303	22 537	79·6	2 544	2 047	80·5
Monarch Airlines	66	54	114	2 659	3 517	7 798	5 677	72·8	767	515	67·1
TOTAL	2 670	1 860	4 469	7 503	149 156	359 590	297 275	82·7	34 585	25 416	73·5

Domestic Class 4 Licence Operations July 1975

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Island Airways	—	2	2	—	92	23	21	92·0	2	2	85·9
British Midland Airways	1	2	3	—	146	60	60	100·0	5	5	96·6
Invicta International Airlines	1	6	5	—	857	198	193	97·3	14	13	97·1
Loganair	12	418	63	—	1 579	97	65	66·6	9	6	66·6
TOTAL	15	428	71	—	2 674	378	338	89·5	30	26	87·2

All Class 6 Licence Operations July 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	7	14	21	86	92	42	46.3
British Caledonian Airways	709	186	922	2 400	23 402	14 957	63.9
Air Freight	9	15	45	24	26	16	63.8
Air-Bridge Carriers	13	13	44	12	83	55	67.1
Alidair	70	196	186	365	400	139	34.7
British Air Ferries	7	10	29	22	57	15	26.1
Dan-Air Services	59	127	195	273	295	129	43.6
International Aviation Service	148	67	276	679	3 701	3 086	83.4
Invicta International Airlines	72	50	148	347	1 223	624	51.0
Tradewinds Airways	400	127	822	1 136	10 058	6 758	67.2
Trans-Meridian Air Cargo	389	138	834	808	10 566	6 807	64.4
TOTAL	1 883	943	3 523	6 151	49 902	32 628	65.4

International Class 6 Licence Operations July 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	7	14	21	86	92	42	46.3
British Caledonian Airways	709	186	922	2 400	23 402	14 957	63.9
Air Freight	8	14	43	22	23	15	64.8
Air-Bridge Carriers	13	13	44	12	83	55	66.3
Alidair	17	21	24	33	55	23	41.4
British Air Ferries	7	10	29	22	57	15	26.1
Dan-Air Services	24	65	77	138	121	53	43.7
International Aviation Service	148	67	276	679	3 701	3 086	83.4
Invicta International Airlines	72	50	148	347	1 223	624	51.0
Tradewinds Airways	400	127	822	1 136	10 058	6 758	67.2
Trans-Meridian Air Cargo	389	138	834	808	10 566	6 807	64.4
TOTAL	1 795	705	3 240	5 682	49 381	32 435	65.7

Domestic Class 6 Licence Operations July 1975

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Air Freight	1	1	3	2	2	1	54.3
Alidair	53	175	162	332	345	116	33.6
Dan-Air Services	35	62	118	135	174	76	43.5
TOTAL	89	238	283	469	521	193	37.0

All Class 7 Licence Operations July 1975

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	60	22	110	2 011	8 651	5 447	63.0	—	1 047	484	—	484	46.2
British Airways European Division	69	133	161	1 287	1 835	726	39.6	883	982	529	464	64	53.9
British Airways Helicopters	191	1 975	956	13 708	4 001	1 385	34.6	128	372	122	15	107	32.8
British Airways Regional Division—													
Scottish Airways	5	18	19	747	383	276	72.0	—	32	23	—	23	72.5
Cambrian Airways	—	2	2	86	33	19	58.9	—	3	2	—	2	55.6
Northeast Airlines	—	1	2	68	30	28	93.2	—	2	2	—	2	98.2
British Caledonian Airways	22	14	34	726	3 233	1 226	37.9	—	410	106	—	106	25.8
Air Anglia	60	166	188	930	849	364	42.9	—	92	36	—	36	39.4
Air-Bridge Carriers	4	10	15	—	—	—	—	38	45	15	15	—	32.9
Alidair	25	64	85	1 641	1 618	784	48.4	11	161	71	5	66	44.0
Aurigny Air Services	1	4	3	32	5	4	75.7	—	1	—	—	—	56.8
Beecham Imperial	12	19	25	82	93	48	52.1	—	8	4	—	4	53.9
Bristow Helicopters	508	2 540	2 847	23 469	8 266	4 844	58.6	185	743	434	39	395	58.4
British Air Ferries	23	17	80	—	—	—	—	35	174	74	74	—	42.6
British Executive Air Services	17	166	104	1 166	181	95	52.6	11	32	9	1	8	27.8
British Island Airways	1	4	4	146	46	35	75.7	1	4	3	—	3	74.0
British Midland Airways	2	4	6	17	8	8	100.0	13	12	6	6	1	53.6
Dan-Air Services	32	107	116	1 987	1 539	593	38.6	—	126	48	—	48	38.5
Eagle Flying Services	1	2	2	10	4	3	75.0	—	—	—	—	—	75.0
Green Shield Stamp	17	24	25	71	170	54	31.6	—	17	4	—	4	25.7
International Aviation Service	152	56	231	—	—	—	—	664	5 267	4 679	4 679	—	88.8
Intra Airways	1	4	7	—	—	—	—	12	4	4	4	—	100.0
Invicta International Airlines	99	72	218	533	397	353	88.9	306	1 771	1 257	1 222	35	70.9
Loganair	29	202	129	949	321	169	52.6	—	29	15	—	15	51.7
MAM Aviation	52	64	77	198	464	159	34.3	—	46	16	—	16	34.8
McAlpine Aviation	150	340	272	698	1 144	394	34.4	—	86	32	—	32	36.7
McDonald Aviation	11	26	49	148	151	73	48.3	1	16	7	—	6	40.5
Merlot International Airlines	23	51	67	124	186	63	33.7	—	14	5	—	5	37.6
Moseley Aviation	13	53	44	221	78	56	71.8	—	8	5	—	5	62.5
Northern Executive Aviation	11	63	52	363	74	61	82.4	9	10	7	2	5	70.0
Peters Aviation	48	153	186	1 257	669	442	66.0	3	54	34	1	33	61.9
Ryburn Air	7	41	25	41	33	24	73.2	4	6	2	—	2	38.1
Thurston Aviation	32	135	114	248	177	56	31.6	6	18	7	2	5	38.9
Tradewinds Airways	122	37	248	—	—	—	—	233	3 245	1 661	1 661	—	51.2
Trans-Meridian Air Cargo	339	85	735	—	—	—	—	826	9 331	4 027	4 027	—	43.2
Vernair Transport	20	49	70	199	139	113	81.3	—	12	9	—	9	79.1
TOTAL	2 159	6 723	7 307	53 163	34 780	17 904	51.5	3 370	24 178	13 738	12 216	1 523	56.8

International Class 7 Licence Operations July 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	60	22	110	2 011	8 651	5 447	63.0	—	1 047	484	—	484	46.2
British Airways European Division	68	131	159	1 234	1 730	698	40.4	883	971	526	464	62	54.2
British Airways Helicopters	186	1 940	932	13 698	3 891	1 384	35.6	125	358	118	12	106	33.0
British Airways Regional Division— Cambrian Airways	—	2	2	86	33	19	58.9	—	3	2	—	2	55.6
British Caledonian Airways	22	14	34	726	3 233	1 226	37.9	—	410	106	—	106	25.8
Air Anglia	26	55	92	632	611	273	44.6	—	68	27	—	27	40.1
Alidair	13	27	46	698	874	425	48.6	4	86	37	2	36	43.3
Aurigny Air Services	1	4	3	32	5	4	75.7	—	1	—	—	—	56.8
Beecham Imperial	8	11	16	46	63	31	49.2	—	6	3	—	3	51.7
Bristow Helicopters	508	2 540	2 847	23 469	8 266	4 844	58.6	185	743	434	39	395	58.4
British Air Ferries	23	17	80	—	—	—	—	35	174	74	74	—	42.6
British Executive Air Services	17	166	104	1 166	181	95	52.6	11	32	9	1	8	27.8
British Island Airways	1	4	4	146	46	35	75.7	1	4	3	—	3	74.0
Green Shield Stamp	11	14	18	39	113	30	27.1	—	11	3	—	3	22.1
International Aviation Service	152	56	231	—	—	—	—	664	5 267	4 679	4 679	—	88.8
Intra Airways	1	4	7	—	—	—	—	12	4	4	4	—	100.0
Invicta International Airlines	99	72	218	533	397	353	88.9	306	1 771	1 257	1 222	35	70.9
MAM Aviation	41	48	61	142	365	120	32.9	—	36	12	—	12	33.3
McAlpine Aviation	109	148	172	400	870	310	35.6	—	65	25	—	25	38.2
McDonald Aviation	7	13	34	88	112	55	49.3	—	11	5	—	5	43.6
Merlot International Airlines	23	48	65	121	182	62	34.1	—	14	5	—	5	38.1
Moseley Aviation	7	23	23	114	40	33	82.5	—	4	3	—	3	75.0
Northern Executive Aviation	—	1	2	9	3	3	100.0	—	—	—	—	—	100.0
Peters Aviation	9	12	18	145	128	116	90.8	—	10	9	—	9	86.3
Thurston Aviation	19	69	67	106	110	32	29.1	5	12	4	1	3	33.3
Tradewinds Airways	122	37	248	—	—	—	—	233	3 245	1 661	1 661	—	51.2
Trans-Meridian Air Cargo	339	85	735	—	—	—	—	826	9 331	4 027	4 027	—	43.2
TOTAL	1 872	5 563	6 325	45 641	29 902	15 596	52.2	3 291	23 682	13 515	12 185	1 330	57.1

Domestic Class 7 Licence Operations July 1975

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	1	2	2	53	106	28	26.8	—	11	3	—	3	25.0
British Airways Helicopters	5	35	23	10	110	1	0.9	3	14	4	3	1	28.6
British Airways Regional Division—													
Scottish Airways	5	18	19	747	383	276	72.0	—	32	23	—	23	72.5
Northeast Airlines	—	1	2	68	30	28	93.2	—	2	2	—	2	98.2
Air Anglia	34	111	95	298	239	91	38.3	—	24	9	—	9	37.4
Air-Bridge Carriers	4	10	15	—	—	—	—	38	45	15	15	—	32.9
Alidair	12	37	39	943	744	359	48.3	7	75	34	3	30	44.8
Beecham Imperial	4	8	9	36	30	18	57.9	—	3	2	—	2	58.3
British Midland Airways	2	4	6	17	8	8	100.0	13	12	6	6	1	53.6
Dan-Air Services	32	107	116	1 987	1 539	593	38.6	—	126	48	—	48	38.5
Eagle Flying Services	1	2	2	10	4	3	75.0	—	—	—	—	—	75.0
Green Shield Stamp	6	10	7	32	58	23	40.5	—	6	2	—	2	32.7
Loganair	29	202	129	949	321	169	52.6	—	29	15	—	15	51.7
MAM Aviation	11	16	17	56	99	39	39.4	—	10	4	—	4	40.0
McAlpine Aviation	41	192	100	298	274	84	30.6	—	21	7	—	7	31.9
McDonald Aviation	3	13	15	60	39	18	45.3	1	5	2	—	2	34.0
Merlot International Airlines	1	3	2	3	4	1	16.8	—	—	—	—	—	14.9
Moseley Aviation	6	30	22	107	38	23	60.5	—	4	2	—	2	50.0
Northern Executive Aviation	11	62	51	354	71	58	81.7	9	10	7	2	5	70.0
Peters Aviation	39	141	169	1 112	541	325	60.2	3	44	25	1	24	56.1
Ryburn Air	7	41	25	41	33	24	73.2	4	6	2	—	2	38.1
Thurston Aviation	13	66	47	142	67	24	35.8	2	6	3	1	2	50.0
Vernair Transport	20	49	70	199	139	113	81.3	—	12	9	—	9	79.1
TOTAL	288	1 160	982	7 522	4 878	2 308	47.3	80	496	224	31	192	45.0

All Exempt Operations July 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	143	140	294	1 477	3 642	1 640	45·0	659	2 391	857	713	144	35·8
British Caledonian Airways	50	10	67	729	8 935	8 225	92·0	—	1 208	726	—	726	60·1
Britannia Airways	74	123	142	12 917	9 613	7 642	79·5	—	817	650	—	650	79·5
British Island Airways	26	46	84	—	—	—	—	59	119	33	33	—	27·6
British Midland Airways	86	154	249	6 588	6 307	3 696	58·6	42	450	312	24	288	69·3
International Aviation Service	192	84	393	—	—	—	—	473	4 968	1 704	1 704	—	34·3
Laker Airways	177	40	207	3 519	30 762	25 159	81·8	—	3 197	2 516	—	2 516	78·7
Loganair	25	145	110	102	98	18	18·4	—	9	2	—	2	22·2
Monarch Airlines	68	25	145	—	—	—	—	41	1 053	702	702	—	66·7
TOTAL	842	767	1 692	25 332	59 358	46 379	78·1	1 274	14 212	7 501	3 176	4 326	52·8

International Exempt Operations July 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	143	140	294	1 477	3 642	1 640	45·0	659	2 391	857	713	144	35·8
British Caledonian Airways	50	10	67	729	8 935	8 225	92·0	—	1 208	726	—	726	60·1
Britannia Airways	74	123	142	12 917	9 613	7 642	79·5	—	817	650	—	650	79·5
International Aviation Service	192	84	393	—	—	—	—	473	4 968	1 704	1 704	—	34·3
Laker Airways	177	40	207	3 519	30 762	25 159	81·8	—	3 197	2 516	—	2 516	78·7
Monarch Airlines	68	25	145	—	—	—	—	41	1 053	702	702	—	66·7
TOTAL	705	422	1 248	18 642	52 953	42 665	80·6	1 173	13 634	7 155	3 119	4 035	52·5

Domestic Exempt Operations July 1975

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Island Airways	26	46	84	—	—	—	—	59	119	33	33	—	27·6
British Midland Airways	86	154	249	6 588	6 307	3 696	58·6	42	450	312	24	288	69·3
Loganair	25	145	110	102	98	18	18·4	—	9	2	—	2	22·2
TOTAL	137	345	444	6 690	6 405	3 714	58·0	101	578	347	57	290	60·0

Class 5 Operations for UK Operators July 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	8	7	14	314	1 258	629	50·0	..	157	79	—	—	79	50·3
Brirish Airways European Division	22	27	39	2 198	2 741	2 080	75·9	..	271	181	—	—	181	66·8
British Airtours	185	60	246	9 902	34 756	31 529	90·7	..	3 164	2 730	—	—	2 730	86·3
British Airways Regional Division—														
Cambrian Airways	37	226	144	7 464	2 238	1 304	58·3	..	200	104	—	—	104	52·0
Northeast Airlines	16	34	39	1 906	1 586	852	53·7	..	122	72	—	1	71	59·0
British Caledonian Airways	6	6	11	469	624	453	72·6	..	169	39	—	—	39	23·1
Air-Bridge Carriers	4	10	14	335	327	215	65·7	..	28	17	—	—	17	60·7
Alidair	4	9	12	531	315	249	79·0	..	26	20	—	—	20	76·9
British Island Airways	1	2	3	91	47	42	89·4	..	4	3	—	—	3	75·0
British Midland Airways	73	63	129	2 991	9 455	6 322	66·9	..	893	494	—	1	493	55·3
Dan-Air Services	44	14	58	1 407	8 166	7 041	86·2	..	652	563	—	—	563	86·3
Invicta International Airlines	57	68	99	5 990	9 602	7 083	73·8	..	906	673	—	—	673	74·3
Monarch Airlines	16	14	26	6 179	2 748	2 154	78·4	..	267	193	—	—	193	72·3
Tradewinds Airways	10	2	20	—	—	—	—	..	264	129	—	129	—	48·9
TOTAL	483	542	852	39 777	73 863	59 953	81·2	..	7 123	5 297	—	131	5 166	74·3

Class 5 Operations for Non-UK Operators July 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 European Division	46	28	60	2 770	5 702	4 594	80·6	..	489	404	6	8	390	82·6
British Airtours	297	80	386	7 560	56 133	28 067	50·0	..	5 108	2 554	—	—	2 554	50·0
British Airways Regional Division—														
Channel Islands Airways	18	10	31	352	832	789	94·8	..	71	66	—	—	66	93·0
British Caledonian Airways	72	18	100	115	214	108	50·5	..	2 328	1 203	—	1 194	9	51·7
Air Freight	14	39	69	—	—	—	—	..	51	37	—	37	—	72·5
Alidair	20	33	64	1 297	1 410	1 048	74·3	..	139	94	—	6	88	67·6
British Island Airways	78	223	277	4 045	2 753	1 384	50·3	..	364	167	—	50	117	45·9
British Midland Airways	247	293	614	34 646	45 554	30 442	66·8	..	3 682	2 651	—	301	2 350	72·0
Invicta International Airlines	125	74	185	3 724	14 263	6 996	49·0	..	1 986	1 296	—	351	945	65·3
Monarch Airlines	2	2	4	235	287	283	98·6	..	28	26	—	—	26	92·9
TOTAL	919	800	1 791	54 744	127 148	73 711	58·0	..	14 246	8 498	6	1 947	6 545	59·7

Aircraft Type and Utilisation—All Airlines July 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 June 1975	Daily utilisation per aircraft (hrs) Quarter ended June 1975
Aviation Traders Carvair	114	427	27	373	109	8 473	1 572	5	3·7
Aviation Traders Merchantman	471	—	644	—	919	—	—	6	4·3
AW650 Argosy	45	—	119	—	168	—	—	2	3·4
BAC 111-200	803	1 536	—	1 722	—	68 904	41 590	9	5·5
BAC 111-300/400	2 766	2 617	—	5 038	—	167 166	197 186	16	9·3
BAC 111-500	3 860	5 869	1	7 636	1	390 495	293 271	34	6·8
BAC Britannia-300	256	—	113	—	541	—	—	4	3·8
BAC Vanguard 952	345	198	123	374	369	18 824	18 347	5	3·8
BAC VC10 Standard	62	14	—	82	—	676	3 489	5	2·4
BAC VC10 Super	3 440	1 028	1	4 566	—	53 599	317 194	15	11·0
BAC Viscount-700	141	437	89	324	100	13 380	2 942	4	2·0
BAC Viscount-700D/800/810	2 238	7 021	119	6 952	96	299 849	99 403	45	4·6
Beechcraft B55 Baron	—	—	—	—	—	—	—	1	—
Beechcraft B80 Queen-Air	20	49	—	70	—	199	113	1	2·4
Beechcraft B90 King-Air	1	2	—	2	—	10	3	2	—
Bell 206 Jetranger	4	10	—	14	—	—	—	1	0·3
Bell 212 Twin	52	592	—	298	—	3 543	449	6	1·5
Boeing 707-120/120B	570	164	—	700	—	13 753	78 456	2	10·9
Boeing 707-320C/336	5 562	1 336	465	5 437	2 129	83 534	478 372	27	8·5
Boeing 707-420	2 859	1 244	2	4 108	—	151 029	415 738	15	7·1
Boeing 720/720B	1 045	732	4	1 584	4	101 162	143 425	6	6·0
Boeing 727-100	1 151	694	—	1 721	—	83 915	143 311	5	7·8
Boeing 737-200	3 146	2 112	—	5 009	—	254 286	380 796	14	9·7
Boeing 747	5 177	1 247	—	6 761	—	154 757	1 144 705	17	12·3
Britten-Norman Islander	168	1 542	25	814	28	6 580	705	15	2·0
Britten-Norman Trislander	162	2 269	—	875	—	24 248	1 683	9	2·8
Canadair CL 44	1 260	—	389	—	2 659	—	—	12	7·0
Cessna 340	3	—	33	—	11	—	—	1	0·6
Cessna 401/421	3	5	—	9	—	8	6	2	0·5
Cessna 500 Citation	..	..	..	..	..	..	..	2	—
DC10	1 200	220	—	1 532	—	19 100	271 539	5	7·1
DC3 Dakota/Pionair	150	322	331	287	426	7 484	1 306	13	1·4
DC8-54/55F Jet Trader	189	—	72	—	262	—	—	1	7·1
DH 104 Dove	—	—	—	—	—	—	—	4	1·3
DH 106 Comet 4B/C	1 512	1 022	—	2 567	—	101 536	154 526	11	4·5
DH 114 Heron	59	176	3	231	4	1 405	515	7	1·3
DHC 6 Twin-Otter	38	198	—	146	—	2 073	399	1	3·9
Fokker Friendship 100/600	312	810	—	947	—	14 515	6 778	4	7·3
HP Herald 100/200	649	2 503	440	1 954	496	81 078	16 591	17	4·4
HS 121 Trident 1C	681	1 207	—	1 390	—	79 682	44 124	9	3·5
HS 121 Trident 1E	577	676	—	1 000	—	60 489	55 810	4	6·6
HS 121 Trident 2E	1 948	1 656	—	3 182	—	112 128	136 229	15	6·7
HS 121 Trident 3B	2 760	3 356	—	5 182	—	315 532	262 731	26	6·3
HS 125	234	391	—	394	—	1 041	685	20	1·1
HS 748	365	1 105	126	1 147	189	25 257	8 742	8	4·7
Lockheed L1011 Tristar	486	515	—	863	—	102 570	97 482	6	3·5
PA23 Aztec/Apache	29	150	5	101	4	220	48	5	0·6
PA31 Navajo	69	227	11	207	8	1 239	190	8	1·5
Sikorsky 58T	81	511	—	486	—	2 939	464	7	1·5
Sikorsky S61N	508	2 978	—	2 665	—	26 591	4 778	26	3·1
Westland Wessex	71	590	—	443	—	5 270	633	4	4·0
TOTAL	47 646	49 758	3 142	79 193	8 523	2 858 539	4 826 325	*489	*5·3

*Excluding airlines for which details not available.

Aircraft Type and Utilisation—Individual Airlines Table 31.2

July 1975

	Aircraft—km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended June 1975	Daily utilisation per aircraft (hrs) Quarter ended June 1975
British Airways Overseas Division									
DC10	455	52	—	562	—	8 138	71 232	2	5.8
BAC VC10 Standard	62	14	—	82	—	676	3 489	5	2.4
BAC VC10 Super	3 440	1 028	1	4 566	—	53 599	317 194	15	11.0
Boeing 707-320C/336	2 246	471	236	1 995	991	28 192	158 755	11	9.4
Boeing 707-420	1 003	347	2	1 414	—	17 800	141 588	6	8.0
Boeing 747	5 177	1 247	—	6 761	—	154 757	1 144 705	17	12.3
TOTAL	12 384	3 159	239	15 380	991	263 162	1 836 963	56	10.0
British Airways European Division									
BAC 111-500	1 629	3 619	—	3 605	—	215 696	95 595	18	6.5
HS 121 Trident 2E	1 947	1 656	—	3 182	—	112 128	136 230	15	6.7
Aviation Traders Merchantman	471	—	644	—	919	—	—	6	4.3
HS 121 Trident 1C	680	1 207	—	1 390	—	79 682	44 124	9	3.5
HS 121 Trident 3B	2 760	3 356	—	5 182	—	315 532	262 730	26	6.3
Lockheed L1011 Tristar	486	515	—	863	—	102 570	97 482	6	3.5
TOTAL	7 973	10 353	644	14 222	919	825 608	636 161	80	5.7
British Airways Airtours									
Boeing 707-420	1 856	897	—	2 694	—	133 229	274 149	9	6.5
British Airways Helicopters									
Sikorsky S61N	168	1 576	—	830	—	12 183	1 289	10	3.1
Sikorsky 58T	6	44	—	33	—	249	34	—	—
Bell 212 Twin	17	355	—	92	—	1 276	62	1	3.4
TOTAL	191	1 975	—	955	—	13 708	1 385	11	3.1
British Airways Regional Division—									
Channel Islands Airways									
BAC Viscount-700D/800/810	600	1 772	—	1 970	—	88 384	30 588	10	4.7
BAC 111-300/400	258	485	—	525	—	25 783	13 079	2	12.0
TOTAL	858	2 257	—	2 495	—	114 167	43 667	12	5.8
Scottish Airways									
BAC Viscount-700D/800/810	302	1 436	—	1 055	—	44 349	11 890	7	4.6
BAC 111-300/400	198	301	—	410	—	17 775	11 663	1	4.0
TOTAL	500	1 737	—	1 465	—	62 124	23 553	8	4.6
Cambrian Airways									
BAC Viscount-700	47	358	—	194	—	11 004	1 451	2	1.5
BAC Viscount-700D/800/810	291	1 310	—	1 037	—	56 094	13 859	8	3.1
BAC 111-300/400	391	589	—	747	—	31 703	27 184	3	6.5
TOTAL	729	2 257	—	1 978	—	98 801	42 494	13	3.7
Northeast Airlines									
BAC Viscount-700D/800/810	235	642	—	749	—	32 656	12 023	6	3.9
HS 121 Trident 1E	578	676	—	1 000	—	60 489	55 810	4	6.6
TOTAL	813	1 318	—	1 749	—	93 145	67 833	10	5.0

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1975	Daily utilisation per aircraft (hrs) Quarter ended June 1975
British Caledonian Airways									
BAC 111-200	589	1 251	—	1 295	—	51 428	27 732	7	5.6
BAC 111-500	1 195	1 392	1	2 199	1	91 204	95 047	10	7.0
Boeing 707-320C/336	2 679	530	228	2 397	1 132	24 942	226 055	10	10.3
TOTAL	4 463	3 173	229	5 891	1 133	167 574	348 835	27	7.8
Air Anglia									
DC3 Dakota/Pionair	49	36	65	63	120	—	252	2	1.6
Fokker Friendship 100/600	312	810	—	947	—	14 515	6 778	4	7.3
PA31 Navajo	43	130	—	125	—	930	112	3	1.3
TOTAL	403	976	65	1 135	120	15 445	7 142	9	4.0
Air Freight									
DC3 Dakota/Pionair	39	—	129	—	194	—	—	7	1.1
Air-Bridge Carriers									
AW650 Argosy	45	—	119	—	168	—	—	2	3.4
BAC Viscount-700D/800/810	32	158	4	119	2	8 055	1 659	1	3.8
TOTAL	78	158	123	119	170	8 055	1 659	3	3.5
Alidair									
BAC Viscount-700	84	79	89	130	100	2 376	1 492	2	2.7
BAC Viscount-700D/800/810	55	58	114	71	92	2 737	1 217	1	6.4
TOTAL	139	137	203	201	192	5 113	2 709	3	4.0
Aurigny Air Services									
Britten-Norman Trislander	129	2 112	—	722	—	23 070	1 429	6	3.0
Britten-Norman Islander	13	178	—	69	—	1 083	70	2	2.8
TOTAL	142	2 290	—	791	—	24 153	1 499	8	3.0
Beecham Imperial									
HS 125	12	19	—	25	—	82	48	2	0.4
Bristow Helicopters									
Sikorsky S61N	340	1 402	—	1 835	—	14 408	3 489	16	3.0
Westland Wessex	71	590	—	443	—	5 270	633	4	4.0
Sikorsky 58T	75	467	—	453	—	2 690	430	7	1.5
Bell 212 Twin	22	81	—	116	—	1 101	292	1	2.5
TOTAL	508	2 540	—	2 847	—	23 469	4 844	28	2.8
Britannia Airways									
Boeing 737-200	3 146	2 112	—	5 009	—	254 286	380 796	14	9.7
British Air Ferries									
HP Herald 100/200	54	275	—	203	—	7 415	1 412	2	3.5
Aviation Traders Carvair	114	427	27	373	109	8 473	1 572	5	3.7
TOTAL	167	702	27	576	109	15 888	2 983	7	3.7
British Executive Air Services									
Bell 206 Jetranger	4	10	—	14	—	—	—	1	0.3
Bell 212 Twin	13	156	—	90	—	1 166	95	4	0.7
TOTAL	17	166	—	104	—	1 166	95	5	0.7

Table 31.2 cont.

	Aircraft—km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended June 1975	Daily utilisation per aircraft (hrs) Quarter ended June 1975
British Island Airways									
HP Herald 100/200	567	2 156	440	1 668	496	71 694	14 437	13	4.7
British Midland Airways									
HP Herald 700	28	72	—	83	—	1 969	743	2	3.2
BAC Viscount—700D/800/810	616	1 645	1	1 951	2	67 574	28 167	12	5.5
Boeing 707—320C/336	191	210	—	458	—	25 447	24 257	4	3.3
TOTAL	835	1 927	1	2 492	2	94 990	53 168	18	4.8
Brymon Airways									
Britten-Norman Islander	48	279	—	228	—	1 656	241	3	2.7
DHC 6 Twin-Otter	38	198	—	146	—	2 073	399	1	3.9
TOTAL	87	477	—	374	—	3 729	640	4	3.0
Dan-Air Services									
HS 748	365	1 105	126	1 147	189	25 257	8 742	8	4.7
BAC 111—200	214	285	—	427	—	17 476	13 858	2	4.8
BAC 111—300/400	880	598	—	1 620	—	42 699	65 095	5	7.6
BAC 111—500	633	546	—	1 149	—	54 008	62 880	4	7.2
DH 106 Comet 4B/C	1 512	1 022	—	2 567	—	101 536	154 526	11	4.5
Boeing 727—100	1 151	694	—	1 721	—	83 915	143 311	5	7.8
Boeing 707—320C/336	447	125	1	587	6	4 953	69 305	2	4.2
TOTAL	5 204	4 375	127	9 218	195	329 844	517 716	37	5.8
Eagle Flying Services									
Beechcraft B90 King Air	1	2	—	2	—	10	3	2	—
Beechcraft B55 Baron	—	—	—	—	—	—	—	1	—
TOTAL	1	2	—	2	—	10	3	3	—
Fairflight Charters									
DH 114 Heron	..	..	..	..	..	..	..	1	1.9
DH 104 Dove	..	..	..	..	..	..	..	4	1.3
PA 31 Navajo	..	..	..	..	..	..	..	1	4.5
TOTAL	..	..	..	..	..	..	..	6	2.0
Green Shield Stamp									
HS 125	17	24	—	25	—	71	54	1	1.3
I D S Aircraft									
PA 31 Navajo	..	..	..	..	..	..	..	2	..
PA 23 Aztec/Apache	..	..	..	..	..	..	..	1	..
Cessna 500 Citation	..	..	..	..	..	..	..	2	..
TOTAL	..	..	..	..	..	..	..	5	..
International Aviation Service									
BAC Britannia—300	188	—	88	—	396	—	—	3	4.8
DC8—54/55F Jet Trader	189	—	72	—	262	—	—	1	7.1
TOTAL	376	—	160	—	658	—	—	4	5.4

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1975	Daily utilisation per aircraft (hrs) Quarter ended June 1975
Intra Airways									
DC3 Dakota/Pionair	62	286	137	224	112	7 484	1 054	4	1.9
Invicta International Airlines									
BAC Vanguard 952	345	198	123	374	369	18 824	18 347	5	3.8
Boeing 720/720B	248	176	4	377	4	16 130	21 940	2	3.7
TOTAL	593	374	127	751	373	34 954	40 286	7	3.8
Laker Airways									
BAC 111-300/400	1 039	644	—	1 736	—	49 206	80 166	5	12.6
DC10	745	168	—	970	—	10 962	200 307	3	7.7
Boeing 707-120/120B	570	164	—	700	—	13 753	78 456	2	10.9
TOTAL	2 354	976	—	3 406	—	73 921	358 930	10	10.8
Loganair									
Britten-Norman Trislander	33	157	—	153	—	1 178	254	3	2.2
Britten-Norman Islander	89	1 020	—	464	—	3 414	320	6	2.2
TOTAL	122	1 177	—	617	—	4 592	574	9	2.2
MAM Aviation									
HS 125	52	64	—	77	—	198	159	1	2.3
McAlpine Aviation									
Cessna 401/421	3	5	—	9	—	8	6	2	0.5
HS 125	130	233	—	200	—	566	361	13	1.0
PA23 Aztec/Apache	17	102	—	64	—	124	27	2	0.7
TOTAL	150	340	—	273	—	698	394	17	0.9
McDonald Aviation									
DH 114 Heron	11	23	3	45	4	148	73	1	1.3
PA 23 Aztec/Apache	—	—	—	—	—	—	—	1	—
TOTAL	11	23	3	45	4	148	73	2	1.3
Merlot International Airlines									
HS 125	23	51	—	67	—	124	63	3	1.5
Monarch Airlines									
BAC 111-500	402	312	—	683	—	29 587	39 749	2	7.3
BAC Britannia-300	68	—	25	—	145	—	—	1	2.2
Boeing 720/720B	798	556	—	1 207	—	85 032	121 485	4	7.2
TOTAL	1 268	868	25	1 890	145	114 619	161 235	7	6.0
Moseley Aviation									
PA31 Navajo	13	53	—	44	—	221	56	1	1.1
Northern Executive Aviation									
Britten-Norman Islander	11	49	14	37	15	363	61	1	1.7

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1975	Daily utilisation per aircraft (hrs) Quarter ended June 1975
Peters Aviation									
DH 114 Heron	48	153	—	186	—	1 257	442	5	1.2
Ryburn Air									
Cessna 340	3	—	33	—	11	—	—	1	0.6
Thurston Aviation									
Britten-Norman Islander	7	16	11	16	13	64	13	3	0.3
PA23 Aztec/Apache	12	48	5	37	4	96	21	1	1.6
PA31 Navajo	13	44	11	38	8	88	22	1	3.0
TOTAL	32	108	27	91	25	248	56	5	1.1
Tradewinds Airways									
Canadair CL 44	533	—	166	—	1 090	—	—	5	6.9
Trans-Meridian Air Cargo									
Canadair CL 44	727	—	223	—	1 569	—	—	7	7.1
Vernair Transport									
Beechcraft B80 Queen-Air	20	49	—	70	—	199	113	1	2.4
GRAND TOTAL	47 646	49 758	3 142	79 193	8 523	2 858 539	4 826 325	*489	*5.3

*Excluding airlines for which details not available.

Operations Subject to Variable Charge by Type of Licence for July 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	537 052	302 848	69 845	233 002	56.4
Class 2	57 400	39 247	—	39 247	68.4
Class 3	125 796	108 743	—	108 743	86.4
Class 4	34 608	25 435	—	25 435	73.5
Class 5	19 726	12 815	2 031	10 784	65.0
Class 6	49 902	32 628	32 626	1	65.4
Class 7	24 174	13 740	12 220	1 521	56.8
TOTAL	848 659	535 457	116 721	418 734	63.1
Non-chargeable Operations					
Aircraft hired from Foreign Operators	3 103	1 765	478	1 287	56.9
Exempt Services	14 202	7 498	3 173	4 326	52.8
TOTAL	17 304	9 264	3 651	5 613	53.5
GRAND TOTAL	865 963	544 721	120 372	424 347	62.9

Output by Type of Licence and Aircraft Ownership July 1975

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	537 052	842	1 073	538 967
Class 2	57 400	—	408	57 808
Class 3	125 796	180	—	125 976
Class 4	34 608	4	3	34 615
Class 6	49 902	—	—	49 902
Class 7	24 174	5	—	24 178
Exempt Services	11 005	10	3 197	14 212
TOTAL	839 937	1 040	4 680	845 658
Class 5 hired to UK Airlines	7 123			
Non UK Airlines	14 246			
TOTAL	21 369			
GRAND TOTAL	861 306			

######

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.