

***Civil Aviation Authority***

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**CAA Monthly Statistics**  
(up to and including February 1975)

# **CAA Monthly Statistics**

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# Foreword

## 1 CONTENT

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

## 2 CONVENTIONS

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

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

## 3 ENQUIRIES

- 3.1 **Statistics** Enquiries concerning the information in *CAA Monthly Statistics* should be addressed, according to the subject, as follows:
- |  |  |
|--|--|
| Airport and Air<br>Passenger Statistics: | Civil Aviation Authority<br>Room 291<br>Shell Mex House<br>Strand<br>London WC2R 0DP<br>Tel. 01 217 4210               |
| Airline Statistics:                      | Civil Aviation Authority<br>Room 622<br>Aviation House<br>129 Kingsway<br>London WC2B 6NN<br>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 &amp; mail</i>	"
CA. 4	<i>Airline operations</i>	"
CA. 5	<i>Airline operations</i>	(Quarterly)
CA. 6	<i>Domestic passenger traffic</i>	"
CA. 7	<i>Air passengers – international and cabotage</i>	"
CA. 8	<i>Airline financial statistics</i>	(Annually – 1968 to 1971 only)

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

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

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

*Table 31.1*

Boeing 707–120/120B	7 502
Boeing 707–420	36 557
DC 10	13 902
Total	1 307 653

*Table 31.2*

BAOD	Boeing 707–420	19 373
	Total	156 005
British Airtours	Boeing 707–420	17 184
Laker Airways	DC 10	13 902
	Boeing 707–120/120B	7 502
	Total	48 260
Grand Total		1 307 653



# Civil Aviation Statistics—February 1975

## Activity at UK Airports

The level of total UK Air Transport Movements during February 1975 was over 44 000, 1.9 per cent more than during February 1974. This overall growth comprises a slight decline in the London area, against a growth of 5.0 per cent elsewhere in the UK. Over the three month period December 1974 – February 1975 the number of ATM's was 5.1 per cent greater than in the corresponding period of 1973/4. For the first time since the first quarter 1974, London area movements showed a marginal growth, whilst elsewhere in the UK an 11.0 per cent increase was recorded. Heathrow and Stansted continued alone amongst London area airports in reporting a growth (4.5 per cent growth; 850 additional movements per month and 16.8 per cent growth; 26 additional movements respectively). Gatwick reported a decline of 2.2 per cent (98 less movements per month, Luton 39.2 per cent (549 less movements) and Southend 14.8 per cent (115 less movements). Over the whole of the UK the greatest increase in movements continued to be recorded at Aberdeen (a monthly average of 878 additional movements; 91.1 per cent growth). Sumburgh reported the second highest increase in movements outside the London area (424 additional movements; 75.3 per cent growth) followed by Lydd which also achieved the highest rate of growth over the whole country (277 additional movements; almost 9 fold growth). Gloucester reported the heaviest rate of decline (67.9 per cent) and Glasgow the greatest decline in actual movements (300 less per month). The 5.1 per cent growth in total movements over this period comprised a 6.8 per cent growth in scheduled services movements and a 1.7 per cent decline in charter movements. Whilst the UK operator's share of both total and scheduled traffic remained approximately the same at 75.6 per cent and 72.5 per cent respectively, their share of charter traffic increased by 1.0 percentage point to 90.7.

The number of terminal passengers using UK airports during February 1975 was just under 2.2 million – a decline of 2.0 per cent against 1974. London area passengers increased very slightly during this month, whilst over the rest of the country a decline of 6.8 per cent was reported. During the December 1974 – February 1975 period London area passengers fell by 3.0 per cent compared with a year earlier and passengers at airports in the rest of the UK fell by 4.6 per cent, resulting in an aggregate UK decline of 3.5 per cent. As with movements, Heathrow and Stansted were alone amongst London area airports in reporting a growth in passengers handled (2.3 per cent growth; 30 589 additional passengers per month and 26.5 per cent growth; 2 268 passengers respectively). Terminal passengers at Gatwick fell by 13.3 per cent (37 806 less per month), those at Luton fell by 36 per cent

(45 667 less per month) and those at Southend 24.3 per cent (3 177 less). Aberdeen, Sumburgh and Lydd again achieved the greatest increases in actual passengers carried outside the London area (16 924 additional passengers; 76.6 per cent growth; 5 252 passengers; 71.6 per cent growth and 4 362 passengers; 25 fold growth respectively). The number of passengers travelling on scheduled services during the three month period was slightly higher than a year earlier but the number travelling on charter services dropped by 18.6 per cent. The UK operators' share of total passengers carried declined 2.7 percentage points to 69.5 per cent, their share of charter traffic passengers fell 1.2 percentage points to 87.5 per cent, and their share of scheduled traffic passengers fell 2.1 percentage points to 65.7 per cent.

Over the December 1974 – February 1975 period a monthly average of 2.4 million passengers used UK airports, of which 1.7 million travelled by international services (2.6 per cent decline) and 0.7 million by domestic services (5.5 per cent decline). Total international scheduled passengers at UK airports increased by 4.9 per cent over this period. Again the most important scheduled service market was France with 12.4 per cent of total scheduled passengers (3.9 per cent more passengers than a year earlier). The USA was the next most important market with 11.2 per cent of total scheduled passengers (5.3 per cent fewer passengers) followed by the Irish Republic with 8.2 per cent (9.3 per cent fewer passengers). The greatest proportion of charter service passengers, which in total declined by 21.2 per cent, travelled on services to Spain (35.9 per cent; 33.9 per cent decline). Services to Germany carried 12.4 per cent of charter service passengers (18.3 per cent decline) and those to Italy 8.2 per cent (7.0 per cent decline).

Of the domestic routes only those serving Edinburgh, Channel Islands and Isle of Man carried more passengers than a year earlier (2.4 per cent, 22.5 per cent and 14.5 per cent growth respectively). Services to Glasgow experienced the heaviest decline in passengers carried (22.1 per cent). London route passengers fell by 8.2 per cent and those travelling to Belfast by 1.5 per cent.

The amount of air freight handled at UK airports was 53 000 tonnes during February 1975. This decline of 9.3 per cent on February 1974 comprised a 4.8 per cent decline in the London area and 24.6 per cent elsewhere in the UK. When comparing the two three month periods December – February 1974 and 1975 the level of UK air freight tonnage dropped by 7.6 per cent overall. Most of this occurred at airports outside the London area with a total of 20.0 per cent less cargo than a year previously. London area airports' tonnage declined by an aggregate 3.9 per cent. Gatwick and Stansted both reported a growth (9.4 per cent; 451

additional tonnes per month and 29.4 per cent; 322 tonnes respectively) whilst Heathrow reported a decline of 5.2 per cent (1 899 less tonnes per month). Southend recorded a decline of 27.1 per cent (446 less tonnes) and Luton 45.0 per cent decline (157 less tonnes). During this period Lydd increased its tonnage substantially to report both the greatest actual increase (300 tonnes per month) and the greatest rate of growth (26 fold its 1974 level). Aberdeen reported the second highest increase in actual tonnage (105 additional tonnes per month; 83.2 per cent growth) and Edinburgh the third (102 tonnes; 52.1 per cent growth). Tees-side reported the heaviest decline of 63.8 per cent and Glasgow the greatest actual decline (721 less tonnes). The 7.6 per cent decline in air freight tonnage comprised a 9.6 per cent decline in that carried on scheduled services and a 4.6 per cent growth in that carried on charter services. The UK operators handled 53.4 per cent of total tonnage and whilst their share of scheduled service cargo fell by 1.5 percentage points to 49.0 per cent, their share of charter traffic increased by 5.3 percentage points to 77.1 per cent.

**Output of UK Airlines**

The output of UK airlines for all services in February

1975 was 539 million available tonne-kilometres, an increase of 1.8 per cent on February 1974. The scheduled service output of 392 million available tonne-kilometres was 4.1 per cent higher than a year earlier. The overall load factor of 53.3 per cent compared with 53.5 per cent in February 1974. Seat kilometres used were 52.2 per cent of those available compared with 51.7 per cent the previous year. Seat factors on domestic and international scheduled services were 56.4 and 51.9 per cent respectively compared with 65.9 and 50.6 per cent in February 1974. The non-scheduled output of 147 million available tonne-kilometres was 3.2 per cent less than a year earlier. Advance Booking Charters and Inclusive Tour Charters accounted for 4.4 and 41 million available tonne-kilometres respectively compared with 0.6 and 61 million in February 1974.

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

# Size Structure of UK

**Table 1**

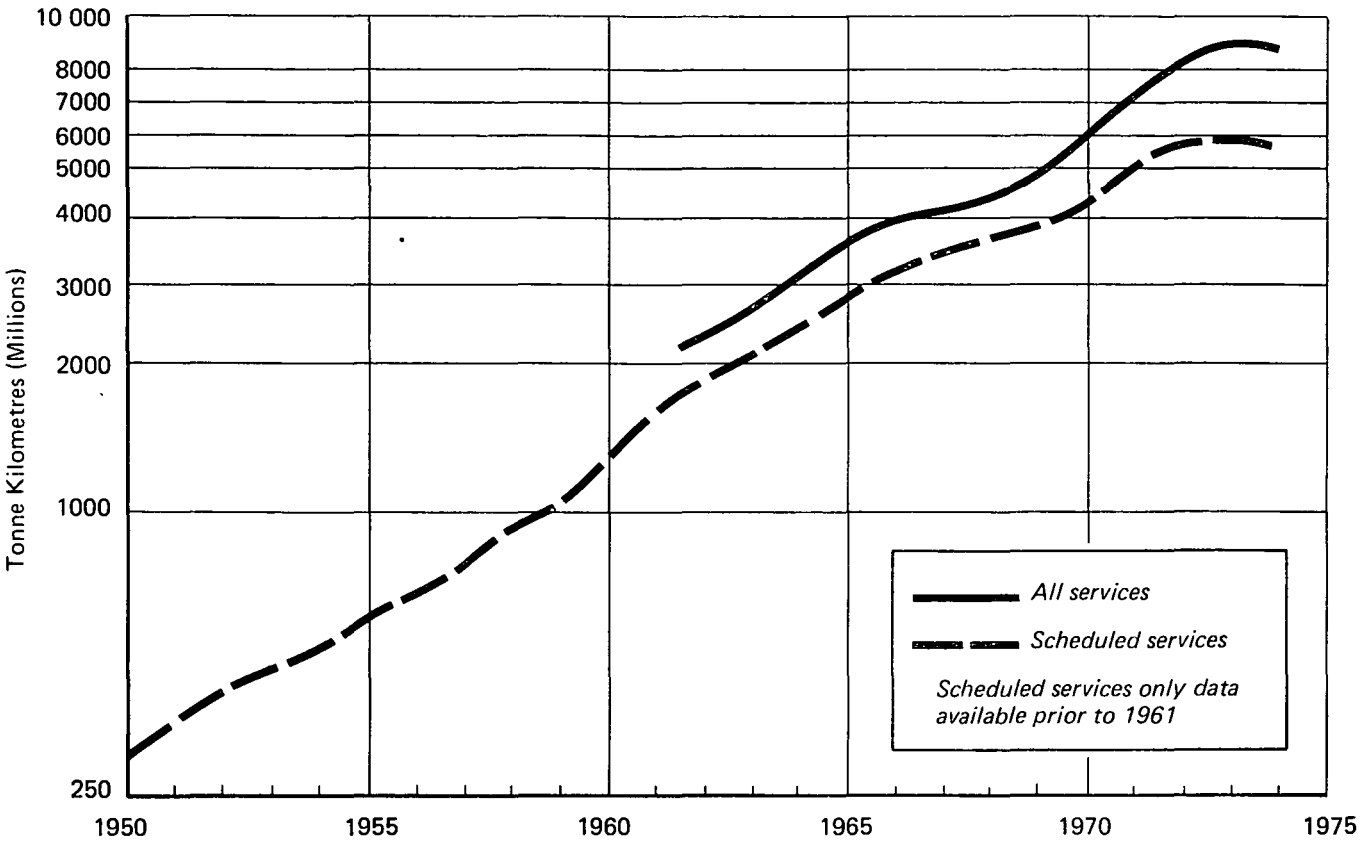
## Airports and Airlines Year ended 31 December 1974

<b>Airports</b>	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of all UK passengers at airports this size and smaller
London Heathrow	20 077	50.09	100	100.00
Gatwick	5 119	12.77	98	49.91
Manchester	2 322	5.79	95	37.14
Luton	2 023	5.05	93	31.35
Glasgow	1 935	4.83	91	26.30
Belfast	1 225	3.06	89	21.47
Birmingham	1 017	2.54	86	18.41
Edinburgh	791	1.97	84	15.88
Newcastle	581	1.45	82	13.90
Liverpool	499	1.25	80	12.45
Aberdeen	446	1.11	77	11.21
East Midlands	442	1.10	75	10.09
Isle of Man	430	1.07	73	8.99
Prestwick	343	0.86	70	7.92
Southampton	309	0.77	68	7.06
Leeds/Bradford	283	0.71	66	6.29
Southend	251	0.63	64	5.58
Glamorgan	230	0.57	61	4.96
Stansted	199	0.50	59	4.38
Tees-side	187	0.47	57	3.89
Bristol	184	0.46	55	3.42
Sumburgh	149	0.37	52	2.96
Others (22 reporting airports)	1 038	2.59	50	2.59
<b>Airlines</b>	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of all UK airlines with a.t. – km of this size and smaller
British Airways Overseas Division	4 127	49.80	100	100.00
British Airways European Division	1 153	13.92	98	50.21
British Caledonian Airways	840	10.14	96	36.29
Dan-Air Services	323	3.90	94	26.16
Laker Airways	297	3.58	92	22.26
Britannia Airways	288	3.48	90	18.68
Trans-Meridian Air Cargo	191	2.31	88	15.20
British Airtours	149	1.80	86	12.90
Tradewinds Airways	140	1.69	84	11.10
Court Line Aviation*	140	1.69	84	11.10
Monarch Airlines	128	1.54	80	7.72
British Midlands Airways	81	0.98	78	6.18
British Airways—Northeast Airlines	65	0.78	76	5.20
International Aviation Services	62	0.75	74	4.42
British Airways—Cambrian Airways	51	0.62	72	3.67
Invicta International Airlines	51	0.62	72	3.67
British Airways—Channel Islands Airways	49	0.59	68	2.44
Donaldson International Airways*	40	0.48	66	1.85
British Airways—Scottish Airways	31	0.37	64	1.36
British Island Airways	26	0.31	62	0.99
British Air Ferries	12	0.14	60	0.68
Others (29 airlines)	44	0.53	58	0.53

\*Estimated

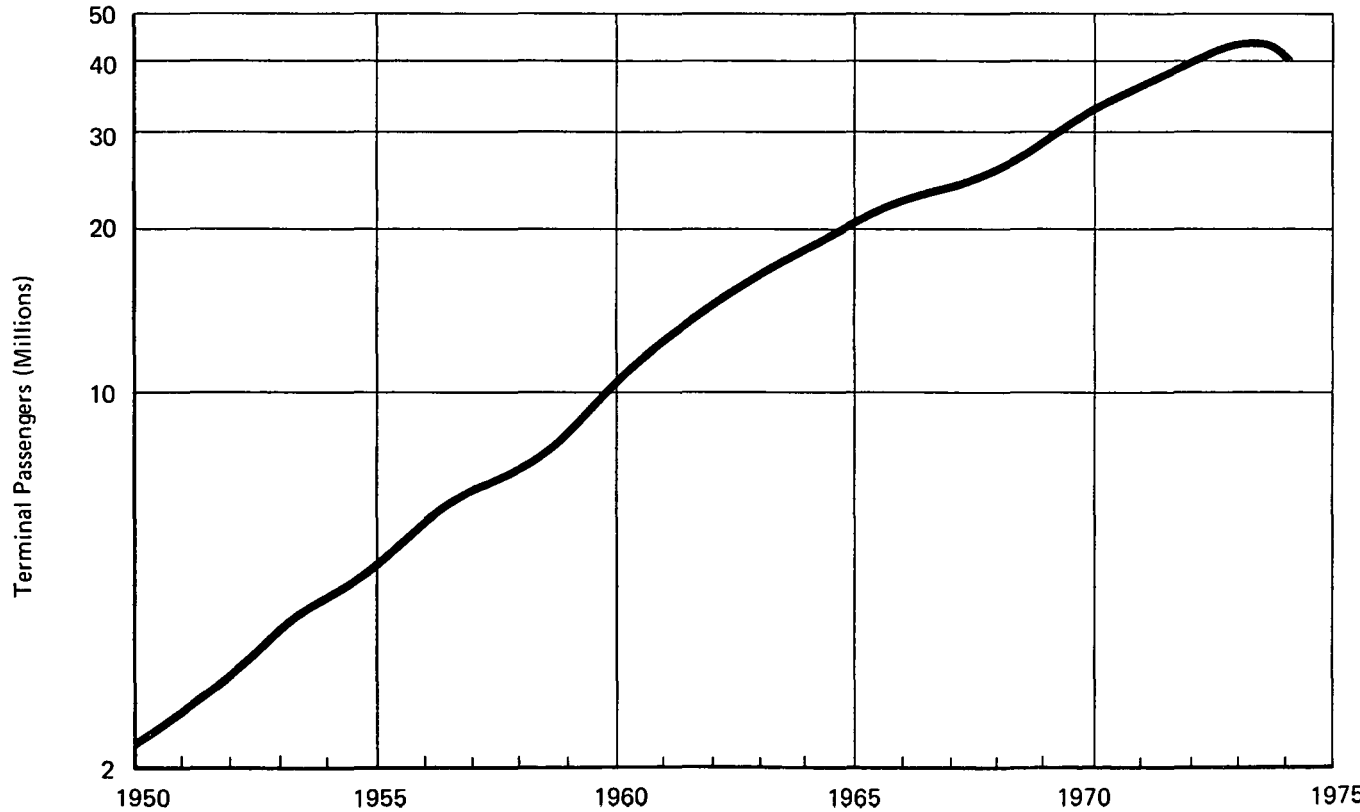
# Output of UK Airlines

Tonne-kilometres made available



# UK Airports

Terminal Passengers arriving or departing



# Main Outputs of UK Airports and Airlines 1950-1973

**Table 2**

	<b>Airports</b>			<b>Airlines</b>		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
<b>Year ended</b>						
February 1974	1 874	720	43 224	8 931	5 939	2 992
February 1975	1 864	714	39 983	8 329	5 792	2 537
<b>Mean rates of growth (percentages) to 1974</b>						
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
<b>Latest year's growth (percentages)</b>						
	-0.5	-0.8	-7.5	-6.7	-2.5	-15.2

# 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)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	Scheduled A.T. movements (000)	Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1965		42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966		46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967		47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968		46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969		49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970		50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971		52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972		55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973		59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1974		59.2	3 340	35.1	1 699	10.2	666	12.4	844	1.5	131
1973	1st quarter	46.9	2 517	27.7	1 285	7.8	576	10.5	594	0.9	62
	2nd quarter	65.0	3 838	38.3	1 884	11.9	913	12.8	870	2.1	171
	3rd quarter	74.2	4 926	42.3	2 261	14.8	1 271	14.0	1 079	3.1	315
	4th quarter	53.4	3 095	31.7	1 578	8.9	638	11.3	768	1.5	111
1974	1st quarter	47.0	2 523	27.7	1 351	8.0	473	10.5	640	0.8	59
	2nd quarter	64.2	3 512	38.3	1 777	11.1	722	13.1	876	1.7	137
	3rd quarter	71.7	4 482	42.2	2 168	13.2	1 011	13.9	1 066	2.4	237
	4th quarter	53.7	2 844	32.1	1 502	8.5	459	12.0	794	1.1	89
1973	July	75.8	4 988	43.0	2 271	15.4	1 295	14.1	1 078	3.3	334
	August	75.9	5 084	43.4	2 304	15.0	1 353	14.3	1 083	3.2	343
	September	71.0	4 704	40.6	2 207	13.9	1 166	13.7	1 065	2.8	266
	October	61.0	3 656	35.8	1 816	10.6	792	12.7	889	1.9	159
	November	52.7	2 917	32.0	1 511	8.5	611	10.9	699	1.3	97
	December	46.4	2 710	27.3	1 407	7.7	511	10.3	715	1.2	77
1974	January	47.9	2 562	28.5	1 400	7.8	450	10.8	658	0.8	54
	February	43.5	2 229	25.9	1 232	7.2	413	9.7	542	0.7	43
1974	July	74.0	4 489	43.3	2 167	13.9	1 025	14.4	1 064	2.4	233
	August	73.3	4 639	43.0	2 193	13.7	1 102	14.1	1 085	2.5	259
	September	67.9	4 318	40.3	2 144	12.0	906	13.3	1 049	2.2	219
	October	60.4	3 412	36.0	1 736	9.7	599	13.1	936	1.6	141
	November	51.1	2 574	30.5	1 392	8.2	398	11.5	719	0.9	64
	December	49.7	2 547	29.8	1 377	7.8	381	11.3	727	0.9	63
1975	January	51.0	2 506	30.9	1 375	7.8	369	11.5	706	0.8	56
	February	44.3	2 186	26.5	1 178	7.0	352	10.3	617	0.6	38

# Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

		Total	Commercial			Non-commercial			
		(000)	Total (000)	Air transport (000)	Other (000)	Total (000)	Aero club and private (000)	Test and training (000)	Other (000)
1965		79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966		91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967		101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968		106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969		116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970		122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971		134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972		144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973		157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1974		154.1	66.0	59.2	6.9	88.1	65.2	15.0	7.9
1973	1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
	2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
	3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8	7.1
	4th quarter	134.2	60.0	53.4	6.6	74.2	53.1	14.2	6.9
1974	1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
	2nd quarter	174.4	71.7	64.3	7.5	102.7	76.4	16.6	9.6
	3rd quarter	184.1	81.4	71.7	9.7	102.7	80.6	14.6	7.6
	4th quarter	135.0	59.6	53.7	5.8	75.4	54.9	12.7	7.8
1973	July	194.6	86.0	75.9	10.1	108.6	83.0	18.5	7.1
	August	181.6	85.6	75.9	9.7	96.0	74.6	15.4	6.0
	September	178.3	80.4	71.0	9.4	97.9	73.3	16.5	8.1
	October	160.0	69.2	61.0	8.2	90.8	64.8	16.4	9.6
	November	138.5	59.1	52.7	6.4	79.4	57.0	15.6	6.8
	December	104.0	51.8	46.5	5.3	52.2	37.4	10.5	4.4
1974	January	112.3	51.9	47.9	4.0	60.4	40.8	13.6	6.0
	February	118.1	47.5	43.5	4.1	70.5	49.1	15.2	6.2
	July	187.7	83.8	74.0	9.9	103.9	81.3	15.9	6.7
	August	192.3	84.4	73.3	11.1	107.9	88.1	13.2	6.6
	September	172.3	76.1	67.9	8.2	96.3	72.3	14.6	9.4
	October	153.9	67.6	60.4	7.2	86.3	64.0	13.6	8.8
	November	131.1	56.9	51.1	5.8	74.2	53.3	13.2	7.7
	December	120.1	54.3	49.7	4.5	65.8	47.3	11.5	7.0
1975	January	128.5	55.5	51.0	4.4	73.0	48.6	16.9	7.5
	February	116.3	48.5	44.3	4.2	67.8	44.5	16.7	6.6

# 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
1973 July	40 335	7 311	3 642	1 834	1 749	6 127	7 532	2 958	4 358	12 522
August	40 479	7 477	3 580	1 789	1 725	6 017	7 442	3 051	4 298	13 060
September	38 177	6 952	3 341	1 631	1 546	5 724	6 909	2 768	3 939	11 725
October	33 157	6 125	3 098	1 383	1 302	4 283	6 109	2 743	2 822	8 909
November	28 101	5 550	2 574	1 319	1 027	3 390	5 502	2 665	2 557	6 278
December	26 233	4 585	1 851	1 116	897	2 777	4 443	2 152	2 391	5 207
1974 January	26 735	4 817	1 773	1 205	778	2 353	4 658	3 420	2 200	4 647
February	23 666	4 469	1 650	1 079	768	2 290	4 307	3 315	1 959	4 517
July	37 976	7 011	3 489	1 823	1 547	5 535	7 133	5 283	4 166	10 565
August	37 403	6 901	3 548	1 757	1 567	5 789	7 093	5 183	4 074	12 106
September	34 979	6 491	3 156	1 639	1 321	5 409	6 547	4 664	3 644	10 639
October	31 279	5 943	2 859	1 510	1 103	4 221	5 903	4 928	2 678	8 209
November	26 697	5 400	2 196	1 240	1 018	2 890	4 614	4 341	2 665	5 924
December	26 660	4 938	1 986	1 109	986	2 862	4 380	4 289	2 530	5 958
1975 January	26 821	5 174	1 907	1 286	1 047	2 755	4 770	4 838	2 420	5 485
February	23 496	4 333	1 748	1 095	878	2 541	3 996	4 257	1 983	5 052



# Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1965	1 055	167	44	25	18	60	169	22	99	108
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1974	2 306	259	122	64	35	84	256	78	138	163
1973 1st quarter	1 748	202	91	45	37	39	215	42	98	66
2nd quarter	2 658	305	147	72	51	107	286	56	156	195
3rd quarter	3 356	395	197	94	66	138	386	73	221	287
4th quarter	2 167	236	117	58	38	61	249	52	117	117
1974 1st quarter	1 760	197	78	51	26	40	213	59	99	72
2nd quarter	2 435	271	128	67	37	98	259	75	141	198
3rd quarter	3 043	351	180	86	50	133	338	96	204	262
4th quarter	1 986	215	103	53	26	62	212	80	108	122
1973 July	3 368	399	200	97	69	133	416	74	232	273
August	3 456	412	205	98	69	144	384	77	239	305
September	3 244	373	186	88	61	136	357	67	193	284
October	2 539	286	150	67	47	86	288	62	129	179
November	2 009	233	120	61	39	55	246	51	104	91
December	1 954	188	80	46	27	42	212	42	119	80
1974 January	1 808	196	69	52	25	32	219	58	103	61
February	1 530	186	67	49	24	35	193	55	90	61
July	3 031	348	176	89	53	124	356	100	212	251
August	3 130	366	192	89	56	144	341	100	220	297
September	2 968	339	171	79	42	132	317	89	181	238
October	2 351	265	140	64	31	92	259	90	120	182
November	1 790	201	95	50	25	49	196	74	93	97
December	1 815	180	72	44	21	45	182	76	112	88
1975 January	1 782	181	64	48	22	39	192	78	100	67
February	1 535	161	76	44	20	41	162	69	78	74

# Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months										Tonnes
	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	22 066	2 537	259	155	248	6 942	1 309	151	1 182	1 344
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967	26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968	30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969	34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970	34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971	34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972	40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973	45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1974	46 745	4 917	941	178	82	1 445	3 513	462	1 774	1 879
1973 1st quarter	42 467	5 078	959	203	72	1 469	3 299	254	1 934	2 293
2nd quarter	43 564	4 899	1 041	174	94	1 254	3 368	278	1 931	2 443
3rd quarter	45 736	4 585	921	178	102	1 289	3 229	285	1 718	2 042
4th quarter	48 471	5 316	901	262	103	1 472	4 300	280	1 650	1 801
1974 1st quarter	46 527	5 038	794	286	72	1 593	3 630	371	1 467	2 256
2nd quarter	48 460	5 128	980	151	90	1 587	3 511	453	1 618	1 906
3rd quarter	45 066	4 678	926	128	86	1 314	3 313	518	1 646	1 893
4th quarter	46 926	4 824	1 066	148	81	1 288	3 599	505	2 366	1 461
1973 July	45 979	4 635	970	170	96	1 404	3 028	271	1 689	2 249
August	42 974	4 285	847	179	87	1 233	3 127	292	1 701	2 038
September	48 254	4 835	947	185	124	1 229	3 533	292	1 763	1 838
October	51 356	5 404	956	185	89	1 462	4 063	293	1 767	2 018
November	49 668	5 442	895	183	115	1 380	4 652	298	1 740	1 800
December	44 390	5 103	851	418	106	1 573	4 184	251	1 443	1 584
1974 January	43 967	5 050	700	472	57	1 390	3 635	386	1 432	1 823
February	45 222	4 888	863	238	85	1 744	3 657	339	1 406	2 444
July	46 368	5 030	951	141	101	1 424	3 083	487	1 599	1 861
August	43 027	4 471	890	107	73	1 131	3 420	579	1 560	1 706
September	45 802	4 532	937	137	83	1 388	3 437	489	1 780	2 113
October	49 110	4 885	947	176	80	1 462	3 586	528	1 894	1 668
November	48 607	5 389	1 492	146	76	1 201	3 873	511	3 824	1 335
December	43 061	4 199	759	123	87	1 199	3 339	476	1 381	1 381
1975 January	42 296	4 257	815	127	63	1 256	2 511	437	1 212	1 796
February	43 036	3 979	769	161	74	1 217	2 246	376	1 145	1 850

# Scheduled Services by UK Airlines

Table 8.1

**All Services**  
**Monthly Averages or Calendar Months**

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966	249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973	496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1974	478.9	263.9	9.9	65.5	188.5	55.1	3 684.7	2 117.4	57.5
1973 1st quarter	420.9	217.9	9.0	62.3	146.7	51.7	3 138.5	1 667.8	53.1
2nd quarter	520.6	271.2	8.7	63.8	198.7	52.1	4 040.6	2 240.9	55.5
3rd quarter	565.7	316.7	8.8	67.3	240.6	60.0	4 403.0	2 767.5	62.9
4th quarter	477.1	264.3	10.6	71.8	181.9	55.4	3 601.7	2 052.9	57.0
1974 1st quarter	417.4	228.2	9.0	65.4	153.8	54.7	3 116.4	1 718.1	55.1
2nd quarter	455.1	238.0	8.2	58.9	170.9	52.3	3 578.2	1 928.6	53.9
3rd quarter	572.8	328.2	9.8	69.3	249.2	57.3	4 454.6	2 820.1	63.3
4th quarter	470.2	261.0	12.5	68.4	180.1	55.5	3 589.5	2 002.9	55.8
1973 July	541.0	297.2	8.4	62.1	226.6	54.9	4 232.7	2 611.8	61.7
August	535.1	298.5	8.0	60.7	229.3	55.8	4 211.1	2 666.8	63.3
September	621.0	354.5	9.9	79.2	265.4	57.1	4 765.3	3 023.8	63.5
October	502.9	262.2	8.9	68.3	185.0	52.1	3 863.1	2 090.3	54.1
November	452.4	240.4	9.4	71.1	159.9	53.1	3 395.8	1 795.3	52.9
December	476.0	290.4	13.6	76.0	200.7	61.0	3 546.2	2 273.0	64.1
1974 January	392.8	214.4	7.6	51.8	155.0	54.6	2 985.4	1 740.9	58.3
February	376.7	201.7	8.4	62.6	130.8	53.5	2 808.7	1 453.1	51.7
July	540.3	295.6	8.9	63.4	223.4	54.7	4 221.1	2 538.4	60.1
August	536.9	308.7	9.0	62.5	237.2	57.5	4 191.3	2 699.8	64.4
September	641.3	380.4	11.4	82.0	287.1	59.3	4 951.5	3 222.0	65.1
October	488.8	267.2	10.0	66.0	191.2	54.7	3 794.2	2 125.2	56.0
November	432.2	232.9	11.2	67.3	154.4	53.9	3 270.9	1 705.9	52.2
December	489.7	283.0	16.4	71.9	194.6	57.8	3 703.5	2 177.7	58.8
1975 January	422.5	226.6	9.2	50.8	166.7	53.6	3 253.4	1 863.7	57.3
February	392.3	209.0	10.3	59.3	139.4	53.3	2 957.6	1 543.7	52.2

# 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		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
					Freight (000 000)	Passengers (000 000)				
1965		20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
1966		24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967		25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968		25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969		24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970		25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971		26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972		28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973		32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1974		30.8	17.8	0.2	1.9	15.7	57.8	298.2	188.0	63.0
1973	1st quarter	25.4	13.7	0.3	2.0	11.4	54.2	240.9	148.2	61.3
	2nd quarter	34.7	20.3	0.2	2.2	17.9	58.5	341.6	215.9	63.2
	3rd quarter	39.2	24.2	0.3	2.0	21.9	61.7	385.0	264.7	68.8
	4th quarter	28.8	17.1	0.3	1.9	14.9	59.4	274.5	184.7	67.3
1974	1st quarter	24.3	14.8	0.2	1.8	12.7	60.9	228.1	152.2	66.7
	2nd quarter	34.6	19.1	0.2	1.9	17.0	55.2	337.9	204.1	60.4
	3rd quarter	37.6	22.5	0.2	1.9	20.4	59.8	374.2	243.4	65.0
	4th quarter	26.7	14.8	0.3	1.8	12.8	55.4	252.7	152.2	60.2
1973	July	38.9	23.9	0.3	2.0	21.6	61.4	381.1	260.5	68.4
	August	40.8	24.8	0.3	2.0	22.5	60.8	400.9	273.5	68.2
	September	38.0	23.8	0.2	2.0	21.6	62.7	373.0	260.2	69.8
	October	32.5	19.7	0.3	2.1	17.4	60.7	313.1	225.4	72.0
	November	28.7	16.4	0.3	2.0	14.1	57.0	272.1	170.5	62.7
	December	25.3	15.3	0.3	1.8	13.2	60.4	238.3	158.3	66.5
1974	January	25.4	15.4	0.3	1.7	13.4	60.8	237.6	158.7	66.8
	February	23.1	14.0	0.2	1.8	11.9	60.6	215.6	142.1	65.9
	July	39.0	22.9	0.2	1.9	20.7	58.6	387.3	247.6	63.9
	August	37.8	22.4	0.2	1.7	20.5	59.3	377.6	244.9	64.9
	September	36.1	22.2	0.2	0.2	20.0	61.4	357.7	237.7	66.5
	October	31.8	18.3	0.3	1.9	16.1	57.4	307.6	192.4	62.6
	November	24.3	13.4	0.3	1.8	11.3	55.4	228.0	135.2	59.3
	December	23.9	12.7	0.3	1.6	10.9	53.2	222.4	129.0	58.0
	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

# 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		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
				Freight (000 000)	Passengers (000 000)				
1965	201.7	102.8	4.5	24.1	74.2	51.0	1 472.1	894.8	60.8
1966	225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1974	448.1	246.1	9.6	63.7	172.8	54.9	3 386.5	1 929.4	57.0
1973 1st quarter	395.6	204.2	8.7	60.3	135.2	51.5	2 897.5	1 519.6	52.4
2nd quarter	485.8	250.8	8.5	61.6	180.8	51.6	3 699.1	2 024.9	54.7
3rd quarter	526.5	292.5	8.5	65.3	218.7	55.6	4 018.0	2 502.7	62.3
4th quarter	448.3	247.2	10.3	69.8	167.1	55.1	3 327.2	1 868.1	56.2
1974 1st quarter	393.2	213.4	8.8	63.5	141.0	54.3	2 888.2	1 565.8	54.2
2nd quarter	420.6	218.9	7.9	57.1	153.9	52.0	3 240.2	1 724.4	53.2
3rd quarter	535.2	305.8	9.5	67.4	228.9	57.1	4 080.5	2 576.6	63.1
4th quarter	443.5	246.2	12.3	66.6	167.3	55.5	3 336.9	1 850.7	55.5
1973 July	502.1	273.3	7.2	60.1	205.0	54.4	3 851.6	2 351.2	61.0
August	494.4	273.7	7.7	58.7	207.3	55.4	3 810.2	2 393.3	62.8
September	583.1	330.7	9.7	77.1	243.9	56.7	4 392.3	2 763.6	62.9
October	470.4	242.5	8.6	66.2	167.7	51.6	3 550.0	1 864.9	52.5
November	423.7	224.1	9.1	69.2	145.9	52.9	3 123.6	1 624.8	52.0
December	450.7	275.1	13.3	74.2	187.6	61.0	3 307.9	2 114.6	63.9
1974 January	367.5	199.0	7.3	50.0	141.6	54.1	2 747.8	1 582.2	57.6
February	353.7	187.7	8.2	60.7	118.8	53.1	2 593.1	1 310.9	50.6
July	501.4	272.8	8.7	61.4	202.7	54.4	3 833.9	2 290.8	59.8
August	499.1	286.3	8.8	60.7	216.8	57.4	3 813.8	2 454.9	64.4
September	605.1	358.3	11.1	80.0	267.1	59.2	4 593.8	2 984.2	65.0
October	456.9	248.9	9.8	64.0	175.1	54.5	3 486.6	1 932.8	55.4
November	407.9	219.5	10.9	65.5	143.1	53.8	3 043.0	1 570.7	51.6
December	465.8	270.3	16.2	70.4	183.8	58.0	3 481.1	2 048.7	58.8
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

# Non-scheduled Services by UK Airlines

Table 9.1

## By Main Type of Service

### Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1965	55.0	19.8	11.9	4.3	7.4	2.6	35.7	12.9
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1974	211.7	30.4	86.3	12.4	44.5	6.1	81.1	12.0
1973 1st quarter	203.4	32.6	83.0	13.3	30.1	4.8	90.4	14.5
2nd quarter	265.9	33.8	120.7	15.3	63.0	8.0	82.2	10.5
3rd quarter	330.4	36.9	152.7	17.0	89.0	9.9	88.7	9.9
4th quarter	217.0	31.3	89.5	12.9	27.3	3.9	100.2	14.4
1974 1st quarter	174.5	29.5	69.4	11.7	20.5	3.5	54.6	14.3
2nd quarter	221.6	32.7	101.2	15.0	44.1	6.5	76.3	11.3
3rd quarter	281.0	32.9	116.9	13.7	85.2	10.0	78.8	9.2
4th quarter	169.7	26.5	57.7	9.0	27.4	4.2	84.6	13.3
1973 July	330.2	37.9	156.0	17.9	85.3	9.8	83.9	10.2
August	341.6	39.0	155.6	17.7	95.2	10.9	90.3	10.4
September	319.4	34.0	146.5	15.6	86.4	9.2	86.5	9.2
October	246.2	32.9	107.7	14.4	37.4	5.0	101.1	13.5
November	200.6	30.7	88.4	13.5	17.7	2.7	94.5	14.5
December	204.2	30.0	72.3	10.6	26.9	4.0	105.0	15.4
1974 January	181.1	31.6	66.2	11.6	27.7	4.8	87.2	15.1
February	152.7	28.8	61.7	11.7	14.0	2.6	77.1	14.6
July	291.8	36.1	125.4	15.1	88.3	10.6	78.1	9.4
August	289.4	35.0	122.0	14.8	89.2	10.8	78.2	9.5
September	261.8	29.0	103.4	11.4	78.2	8.7	80.2	8.9
October	190.8	28.1	77.4	11.4	38.1	5.6	75.3	11.1
November	144.9	25.1	51.9	9.0	13.7	2.4	79.3	13.7
December	173.4	26.2	43.9	6.6	30.3	4.6	99.2	15.0
1975 January	183.4	30.3	41.5	6.9	27.8	4.6	114.1	18.8
February	146.8	27.2	41.1	7.6	13.8	2.6	91.9	17.1

# Non-scheduled Services by UK Airlines

Table 9.2

**Load Factors and Distances: Inclusive Tours**

**Monthly Averages or Calendar Months**

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	137.3	115.9	84.4	99.4	1 569	1 580	1 007	1 166
1966	239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1974	991.5	794.9	80.1	519.5	5 124	7 493	1 462	1 530
1973 1st quarter	954.8	776.7	81.3	489.5	5 165	7 744	1 499	1 587
2nd quarter	1 411.0	1 065.7	75.5	752.2	7 787	10 805	1 388	1 417
3rd quarter	1 780.7	1 508.2	84.7	1 030.6	9 400	13 268	1 411	1 463
4th quarter	1 042.7	813.8	78.1	528.5	5 329	7 938	1 490	1 540
1974 1st quarter	787.6	600.0	76.2	380.7	4 023	6 007	1 493	1 576
2nd quarter	1 168.2	874.9	74.9	579.6	6 025	8 606	1 428	1 509
3rd quarter	1 346.4	1 152.9	85.6	764.0	6 996	10 161	1 453	1 509
4th quarter	663.8	551.7	83.0	353.8	3 450	5 199	1 507	1 559
1973 July	1 818.1	1 517.0	83.4	1 045.6	9 629	13 549	1 407	1 451
August	1 815.6	1 606.8	88.5	1 090.9	9 508	13 535	1 424	1 473
September	1 708.5	1 400.9	82.0	955.2	9 062	12 720	1 404	1 467
October	1 257.6	984.1	78.3	657.1	6 541	9 449	1 445	1 498
November	1 033.7	840.3	81.3	534.1	5 140	7 854	1 528	1 573
December	836.8	617.1	73.7	394.3	4 305	6 512	1 513	1 565
1974 January	752.8	559.6	74.3	341.3	3 832	5 786	1 510	1 640
February	704.9	541.6	76.8	349.9	3 626	5 354	1 477	1 548
July	1 445.5	1 175.1	81.3	774.1	7 324	10 653	1 455	1 518
August	1 406.7	1 236.6	87.9	822.7	7 357	10 641	1 446	1 503
September	1 187.0	1 046.9	88.2	695.2	6 308	9 188	1 457	1,506
October	894.0	738.5	82.6	481.5	4 677	6 939	1 484	1 534
November	597.5	517.3	86.6	324.5	3 035	4 692	1 546	1 594
December	500.0	399.2	79.8	255.5	2 638	3 966	1 503	1 562
1975 January	475.3	390.0	82.0	259.4	2 539	3 742	1 474	1 504
February	469.9	423.1	90.1	285.8	2 616	3 711	1 419	1 480

# 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
1973	July	831.2	675.9	81.3	186.8	2 677	5 573	2 082	3 618
	August	1 215.7	962.4	79.2	225.2	2 748	5 207	1 895	4 274
	September	792.8	674.3	85.1	170.1	2 260	4 573	2 023	3 964
	October	339.4	273.4	80.5	78.2	1 343	1 994	1 485	3 496
	November	162.5	122.9	75.6	34.7	917	985	1 074	3 542
	December	253.3	205.8	81.3	66.7	1 198	1 553	1 296	3 085
1974	January	249.7	201.1	80.5	49.6	1 023	1 525	1 491	4 054
	February	131.9	103.5	78.5	26.3	750	859	1 145	3 935
	July	874.5	713.7	81.6	219.7	2 786	4 996	1 793	3 249
	August	884.2	761.4	86.1	235.3	2 761	5 070	1 836	3 236
	September	762.6	656.5	86.1	178.0	2 072	4 187	2 021	3 688
	October	385.2	291.9	75.8	80.0	1 246	2 013	1 616	3 649
	November	139.7	112.2	80.3	32.1	725	780	1 076	3 495
	December	303.1	245.6	81.0	73.2	1 195	1 781	1 490	3 355
1975	January	275.2	227.9	82.8	64.0	1 062	1 653	1 556	3 561
	February	140.1	113.0	80.7	31.5	718	840	1 170	3 587



UK Passenger Movement by Air<sup>(a)</sup>

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages

European continent and Mediterranean Sea area(b)		Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
													Eastern Europe (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		1 684	72	40	233	187	45	148	67	135	23	36	36	403	23	86	27	96
1973	1st quarter	1 272	59	29	155	191	26	95	44	99	12	34	19	323	15	82	7	83
	2nd quarter	2 040	87	42	297	220	70	199	58	184	28	48	33	497	27	111	38	101
	3rd quarter	2 601	97	51	305	252	106	268	111	162	35	68	57	746	30	127	68	117
	4th quarter	1 575	68	36	219	179	47	114	46	133	18	44	34	426	20	73	19	89
1974	1st quarter	1 216	56	32	178	180	27	89	46	102	15	32	20	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
December—February		1 104	49	30	168	159	17	83	63	103	19	22	28	203	18	73	6	63
Rest of World		Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)						
1968		270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969		327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970		392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971		433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972		512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1973		560.3	—	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2						
1974		551.1	21.4	21.5	108.6	11.5	23.2	10.5	19.3	243.8	11.3	80.0						
1973	1st quarter	375.5	14.1	18.9	46.2	12.0	17.9	6.9	14.7	170.4	7.4	66.8						
	2nd quarter	573.7	16.2	18.8	112.0	10.4	15.1	9.7	12.8	308.1	7.5	63.2						
	3rd quarter	808.7	19.3	26.1	200.5	17.3	36.0	11.9	16.1	401.1	14.3	66.0						
	4th quarter	483.4	19.5	18.1	70.9	11.3	23.6	9.6	16.9	227.1	9.8	76.7						
1974	1st quarter	384.2	18.4	17.9	47.1	11.5	21.0	8.5	17.9	157.2	8.8	75.9						
	2nd quarter	537.0	19.6	19.2	109.9	9.0	18.4	10.0	16.7	258.9	8.8	66.7						
	3rd quarter	794.3	24.5	28.4	200.5	15.0	24.8	12.2	21.8	355.7	17.0	94.5						
	4th quarter	488.9	23.2	20.7	76.9	10.4	28.5	11.5	20.9	203.4	10.5	82.9						
December—February		424.6	22.9	19.8	55.9	11.4	29.1	11.6	23.1	156.6	10.7	83.5						

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 February 1975

Table 11

	Total	Commercial Movements					Non-commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+ Gatwick	6 206	4 041	—	297	—	412	101	—	1 311	—	44
+ Heathrow	19 822	17 983	—	52	—	244	203	—	1 280	16	44
+ Luton	2 122	711	—	186	30	98	43	585	457	—	12
+ Southend	3 738	598	—	—	—	369	—	1 544	1 209	18	—
+ Stansted	2 430	163	—	46	—	1 498	29	40	588	64	2
TOTAL (London Area)	34 318	23 496	—	581	30	2 621	376	2 169	4 845	98	102
Westland Heliport (Battersea)	547	181	—	71	—	—	—	—	211	—	84
Other UK Airports											
+ Leeds/Bradford	2 124	463	—	22	16	78	20	1 255	262	2	6
+ Liverpool	3 574	1 086	—	73	43	66	33	1 619	606	14	34
+ Manchester	4 273	2 784	2	154	12	173	139	307	674	2	26
+ Birmingham	3 405	1 135	—	36	4	278	23	1 080	831	—	18
+ Coventry	2 475	17	—	6	53	362	39	1 357	637	—	4
+ East Midlands	3 005	596	26	75	19	504	53	1 100	598	3	31
+ Newcastle	2 399	730	—	32	359	791	2	305	141	—	39
+ Tees-side	2 576	365	232	8	6	621	—	859	364	—	121
+ Bristol	1 625	410	—	—	—	4	8	596	601	—	6
+ Glamorgan	1 928	453	—	60	—	259	—	919	217	10	10
Swansea	1 187	15	—	11	31	10	—	1 019	99	—	2
+ Blackpool	3 966	230	12	30	7	240	—	2 958	487	—	2
+ Bournemouth	4 051	435	—	96	—	1 380	—	838	1 118	118	66
+ Cambridge	1 578	21	—	10	2	334	2	192	232	—	785
+ Exeter	1 867	114	—	—	71	67	—	796	414	—	405
Gloucester/Cheltenham	2 374	20	—	—	12	824	—	1 154	342	—	22
Hawarden	853	—	—	—	—	44	—	626	171	—	12
Isles of Scilly	135	92	—	—	2	26	—	—	13	—	2
+ Lydd	2 608	326	—	—	58	—	—	1 672	532	—	20
+ Manston	195	99	—	12	6	7	—	—	71	—	..
+ Norwich	1 556	399	—	176	9	180	2	62	726	—	2
Penzance Heliport	122	92	—	—	2	4	24	—	—	—	—
+ Southampton	2 779	532	2	27	19	1 722	4	142	331	—	—
+ Edinburgh	4 301	1 087	—	18	—	1 119	27	1 409	514	4	123
+ Glasgow	5 156	2 319	—	44	—	92	23	1 601	687	—	390
+ Prestwick	5 526	590	—	7	—	3 852	30	347	178	—	522
Aberdeen	5 614	1 856	—	14	762	646	—	1 870	90	4	372
Benbecula	144	124	—	—	16	—	—	—	2	—	2
Inverness	1 217	387	—	10	160	162	—	415	75	6	2
Islay	98	60	—	4	1	2	—	4	25	2	—
+ Kirkwall	1 080	553	—	37	75	4	3	337	53	12	6
Stornoway	248	136	—	14	58	18	—	4	—	3	15
+ Sumburgh	1 228	886	—	77	193	62	—	—	—	—	10
Tiree	76	62	—	5	3	—	—	2	—	2	2
Wick	243	193	—	6	12	—	—	18	6	—	8
+ Belfast	4 804	1 446	—	3	34	—	—	755	289	—	2 277
+ Isle of Man	1 068	537	—	116	2	176	—	139	89	2	7
TOTAL (Incl. London Area)	116 323	44 327	274	1 835	2 077	16 728	808	27 926	16 531	282	5 535
Channel Islands Airports											
Alderney	295	295	..	..	..	..	..	..	..	..	..
Guernsey	1 932	1 932	..	..	..	..	..	..	..	..	..
Jersey	2 825	2 825	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	5 052	5 052	..	..	..	..	..	..	..	..	..

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

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	4 041	6	2 181	303	86	1 290	175
+ Heathrow	17 983	8 738	271	8 637	189	15	133
+ Luton	711	—	2	1	—	650	58
+ Southend	598	—	432	—	—	151	15
+ Stansted	163	2	1	3	—	61	96
TOTAL (London Area)	23 496	8 746	2 887	8 944	275	2 167	477
Westland Heliport (Battersea)	181	—	—	—	—	181	—
Other UK Airports							
+ Leeds/Bradford	463	211	198	16	—	36	2
+ Liverpool	1 086	749	82	49	17	161	28
+ Manchester	2 784	1 297	249	731	9	496	2
+ Birmingham	1 135	594	207	65	22	245	2
+ Coventry	17	2	—	—	1	14	—
+ East Midlands	596	21	405	—	—	166	4
+ Newcastle	730	226	437	2	2	61	2
+ Tees-side	365	12	305	—	1	43	4
Bristol	410	260	42	22	63	19	4
Glamorgan	453	183	140	26	53	49	2
Swansea	15	—	—	—	—	13	2
+ Blackpool	230	—	216	—	—	14	—
+ Bournemouth	435	1	328	—	—	106	—
+ Cambridge	21	—	—	—	—	10	11
Exeter	114	—	112	—	—	2	—
Gloucester/Cheltenham	20	—	16	—	—	4	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	92	92	—	—	—	—	—
+ Lydd	326	—	178	—	—	148	—
Manston	99	—	—	—	—	99	—
Norwich	399	—	271	—	—	121	7
Penzance Heliport	92	92	—	—	—	—	—
+ Southampton	532	79	435	—	—	12	6
+ Edinburgh	1 087	546	467	47	20	5	2
+ Glasgow	2 319	1 413	571	187	1	134	13
+ Prestwick	590	387	23	151	—	5	24
+ Aberdeen	1 856	563	241	—	151	890	11
Benbecula	124	124	—	—	—	—	—
Inverness	387	234	75	—	1	77	—
Islay	60	42	—	—	—	18	—
+ Kirkwall	553	172	—	28	8	344	1
Stornoway	136	128	—	—	—	8	—
+ Sumburgh	886	130	82	—	197	473	4
Tiree	62	56	—	—	—	6	—
Wick	193	184	—	—	—	9	—
+ Belfast	1 446	1 099	306	28	1	2	10
+ Isle of Man	537	379	158	—	—	—	—
TOTAL (Incl. London Area)	44 327	18 022	8 431	10 296	822	6 138	618
Channel Islands Airports							
Alderney	295	—	247	—	—	48	—
Guernsey	1 932	134	1 667	—	—	131	—
Jersey	2 825	553	1 945	40	2	285	—
TOTAL (Channel Islands Airports)	5 052	687	3 859	40	2	464	—

# Air Transport Movements

**Table 13**

## Comparison with a Year Earlier

Monthly Averages	December 1974 —February 1975	December 1973 —February 1974	Percentage Change
<b>London Area Airports</b>			
+ Gatwick	4 428	4 526	-2.2
+ Heathrow	19 537	18 687	4.5
+ Luton	853	1 402	-39.2
+ Southend	660	775	-14.8
+ Stansted	181	155	16.8
TOTAL (London Area)	25 659	25 545	0.4
Westland Heliport (Battersea)	185	148	25.0
<b>Other UK Airports</b>			
+ Leeds/Bradford	612	503	21.7
+ Liverpool	1 078	1 034	4.3
+ Manchester	3 125	3 087	1.2
+ Birmingham	1 223	1 155	5.9
+ Coventry	23	9	—
+ East Midlands	634	594	6.7
+ Newcastle	773	752	2.8
+ Tees-side	390	381	2.4
+ Bristol	463	372	24.5
+ Glamorgan	489	427	14.5
+ Swansea	18	15	20.0
+ Ashford	—	284	—
+ Blackpool	253	211	19.9
+ Bournemouth	443	365	21.4
+ Cambridge	37	49	-24.5
+ Exeter	128	109	17.4
+ Gloucester/Cheltenham	34	106	-67.9
+ Hawarden	—	—	—
+ Isles of Scilly	97	139	-30.2
+ Lydd	308	31	—
+ Manston	109	102	6.9
+ Norwich	435	276	57.6
+ Penzance Heliport	97	130	-25.4
+ Portsmouth	—	66	—
+ Southampton	592	500	18.4
+ Edinburgh	1 134	938	20.9
+ Glasgow	2 657	2 957	-10.1
+ Prestwick	591	575	2.8
+ Aberdeen	1 842	964	91.1
+ Benbecula	130	93	39.8
+ Inverness	429	338	26.9
+ Islay	73	121	-39.7
+ Kirkwall	581	465	24.9
+ Stornoway	149	158	-5.7
+ Sumburgh	987	563	75.3
+ Tiree	61	61	—
+ Wick	210	199	5.5
+ Belfast	1 730	1 669	3.7
+ Isle of Man	581	514	13.0
TOTAL (Incl. London Area)	48 362	46 006	5.1
<b>Channel Islands Airports</b>			
Alderney	459	441	4.1
Guernsey	2 000	1 786	12.0
Jersey	3 040	2 563	18.6
TOTAL (Channel Islands Airports)	5 498	4 790	14.8

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

Air Transport Landings Diverted to UK Reporting Airports February 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	25									3He	1Ma 4He 3Bo 1Em													1Li 3He 2Bo	5He 1Lu	1St								
Heathrow	83	1Pr	6Ma 2Pr	2Ga				1Ga 2Pr			20Ma 2Em 1Ga 5Pr	1Gl	1Gl		1Em			1Gl						9Ma 1Bo 6Ga 9Pr 6Bi 4St 2Em 1Bi		1Gl 1Ma								
Luton	31		2Em	1Ga 1Bi 1St	1St		1Bi 2St			2Ga 4Bi	2Em 1Ga 4Bi	2Ga 3Bi													2Em 1Bi	1St								
Stansted	6		2Ga					1Em			1Ma	1He 1Ga																						
Leeds	41		1Em	1Ma 2Te						1Em	1Em 2Te	1Ma 1Gl 1Em 3Te 1Ma	3Ma 1Li 2Em 2Te 1Ma		1Ma 2Te		1Em				3Em			1Em	2Li 2Em	1Em 1Te		3Ne	2Ma					
Liverpool Manchester	3 40									2Li	1Pr								1Bi	1He		3Li	1Li 3Bi	1Bi 3Bi	1Bi 2Li 2Bi	1Bi 2Bi	1Bi 2Bi		1Ma 1Bi 2Li 1He 3Pr 1Bi 1Li 1He 1Ma 1Lu 2Bo 2Bi 2Lu 1Pr 3Ne	1Bi 1He 2Bi 1Lu				
Birmingham	23			2Ma			1Bo			1He	5Ma 3Em	1He 1Ga												2Em	1Lu	1Lu								
East Midlands	22			1Lb 3Bi	1Ed						1Ma 2Bi		1Bi											1Bi	3Bi									
Newcastle	9			1Te								6Te														1Lu								
Tees-side	4																						1Em											
Blackpool	2																																	
Bournemouth	2																																	
Lydd	2																							2Ga										
Norwich	4																																	
Southampton	1																																	
Edinburgh	60			2Pr						1No 1Gl	1Gl 1Pr	4Gl 1Pr	1Ma 2Gl 5Pr 2Ma	3Gl 1Pr	1Gl	1Pr	2Gl				1Gl 1Pr	1Gl				7Gl 2Pr		19Pr	3Pr					
Glasgow	16		3Pr 1Ed									1Pr	2Ma	1Pr				1Ma		1He			2Ma 1Gl 1Pr							1Ma	1Li			
Aberdeen	5			2In										1Ed																				
Inverness	7				2Gl			1Gl	1Gl 1Sw	2Gl																2Gl								
Sumburgh	3	2Ki		1Ab																														
Wick	1							1Ki																										
Belfast	8											3Pr					1Gl		2Gl 1Im										1Im					
Isle of Man	2																																	
Other UK	2																																	
Overseas	22	1Ki 1He		1Ki	1Gl					1Ki		1He					1Ki 1Pr				1Ki 1He	1Sh 3He	5He		2Li 1He	1Bo 1Ma	1Ki							
All Aerodromes	424	5	17	21	5	—	4	6	2	18	62	33	25	5	5	1	6	4	4	9	5	12	5	57	35	10	3	47	18	—	—	—		

Aerodrome of actual landing: letter code

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

# Air Passengers by Type and Nationality of Operator

## February 1975

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		Terminal	Transit	United Kingdom operators		Overseas operators		Terminal	Transit
				British Airways	Others	British Airways	Others			British Airways	Others	British Airways	Others		
<b>London Area Airports</b>															
+ Gatwick	229 458	226 594	2 864	196	—	76 789	—	3 140	191	13 380	36	119 579	977	13 510	1 660
+ Heathrow	1 243 899	1 221 421	22 478	602 891	—	10 612	—	577 093	20 540	23 091	—	266	6	7 468	1 932
+ Luton	68 955	68 768	187	—	—	97	—	—	—	—	—	64 545	182	4 126	5
+ Southend	8 183	8 183	—	—	—	7 940	—	—	—	—	—	181	—	62	—
+ Stansted	9 920	9 607	313	85	—	20	—	105	313	—	—	1 265	—	8 132	—
TOTAL (London Area)	1 560 415	1 534 573	25 842	603 172	—	95 458	—	580 338	21 044	36 471	36	185 836	1 165	33 298	3 597
Westland Heliport (Battersea)	272	272	—	—	—	—	—	—	—	—	—	272	—	—	—
<b>Other UK Airports</b>															
+ Leeds/Bradford	12 863	11 671	1 192	8 581	61	2 550	1 116	438	—	—	—	96	15	6	—
+ Liverpool	35 400	33 446	1 954	22 831	1 407	1 021	169	2 157	—	555	—	6 782	378	100	—
+ Manchester	122 254	116 210	6 044	60 184	1 755	3 887	969	20 536	2 304	772	—	30 649	1 016	182	—
+ Birmingham	56 611	54 880	1 731	22 698	161	2 408	1 449	3 160	121	1 650	—	24 774	—	190	—
+ Coventry	97	97	—	49	—	—	—	—	—	25	—	23	—	—	—
+ East Midlands	21 170	21 103	67	691	—	11 215	—	—	—	—	—	9 197	67	—	—
+ Newcastle	35 363	33 288	2 075	17 286	—	9 664	1 925	51	36	246	—	6 041	—	—	114
+ Tees-side	11 758	10 258	1 500	534	—	8 826	844	—	—	34	—	808	656	56	—
+ Bristol	9 445	6 435	3 010	2 720	2 217	468	96	515	101	464	596	2 032	—	236	—
+ Glamorgan	14 608	13 435	1 173	3 458	4	1 185	617	332	253	2 752	225	5 708	24	—	50
Swansea	57	57	—	—	—	—	—	—	—	—	—	46	—	11	—
+ Blackpool	3 642	3 642	—	—	—	3 613	—	—	—	—	—	29	—	—	—
+ Bournemouth	4 998	4 660	338	36	—	3 250	119	—	—	—	—	1 374	219	—	—
+ Cambridge	145	145	—	—	—	—	—	—	—	—	—	61	—	84	—
+ Exeter	2 777	2 399	378	—	—	2 263	378	—	—	—	—	136	—	—	—
Gloucester/Cheltenham	86	86	—	—	—	72	—	—	—	—	—	14	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	1 874	1 874	—	1 874	—	—	—	—	—	—	—	—	—	—	—
+ Lydd	6 094	6 094	—	—	—	6 094	—	—	—	—	—	—	—	—	—
+ Manston	301	301	—	—	—	—	—	—	—	—	—	301	—	—	—
+ Norwich	7 121	7 121	—	—	—	5 698	—	—	—	—	—	1 292	—	131	—
Penzance Heliport	1 874	1 874	—	1 874	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	12 333	12 288	45	3 110	16	8 980	29	—	—	—	—	184	—	14	—
+ Edinburgh	48 458	47 129	1 329	31 481	142	11 481	1 155	2 775	32	1 127	—	242	—	23	—
+ Glasgow	103 142	100 993	2 149	67 039	329	17 097	20	5 646	1 797	90	—	9 886	—	1 235	3
+ Prestwick	21 876	13 715	8 161	10 193	4 448	663	30	924	3 466	—	—	357	—	1 578	217
Aberdeen	38 870	37 867	1 003	21 407	839	4 448	—	—	—	1 396	—	10 425	9	191	155
Benbecula	2 593	1 544	1 049	1 544	1 049	—	—	—	—	—	—	—	—	—	—
Inverness	7 779	7 099	680	6 512	680	322	—	—	—	2	—	263	—	—	—
Islay	815	716	99	659	99	—	—	—	—	—	—	57	—	—	—
+ Kirkwall	6 444	5 489	955	3 561	688	—	—	279	234	271	—	1 359	33	19	—
Stornoway	3 132	2 893	239	2 871	239	—	—	—	—	—	—	22	—	—	—
+ Sumburgh	12 332	11 687	645	3 942	—	299	—	—	—	2 346	—	4 996	645	104	—
Tiree	322	169	153	150	152	—	—	—	—	—	—	19	1	—	—
Wick	4 457	2 022	2 435	2 006	2 435	—	—	—	—	—	—	16	—	—	—
+ Belfast	64 674	64 674	—	55 121	—	8 131	—	311	—	—	—	260	—	851	—
+ Isle of Man	15 560	13 659	1 901	10 312	1 656	3 347	245	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	2 252 012	2 185 865	66 147	965 896	18 377	212 440	9 161	617 462	29 388	48 201	857	303 557	4 228	38 309	4 136
<b>Channel Islands Airports</b>															
Alderney	2 593	2 593	—	—	—	2 503	—	—	—	—	—	90	—	—	—
Guernsey	20 804	20 804	—	4 916	—	15 613	—	—	—	—	—	275	—	—	—
Jersey	51 028	50 243	785	22 912	67	25 950	704	796	14	128	—	457	—	—	—
TOTAL (Channel Is. Airports)	74 425	73 640	785	27 828	67	44 066	704	796	14	128	—	822	—	—	—

# Terminal Air Passengers

Table 16

## Comparison with a Year Earlier

Monthly Averages	December 1974 —February 1975	December 1973 —February 1974	Percentage change
<b>London Area Airports</b>			
+Gatwick	246 475	284 281	-13.3
+Heathrow	1 362 110	1 331 521	2.3
+Luton	81 223	126 890	-36.0
+Southend	9 885	13 062	-24.3
+Stansted	10 838	8 570	26.5
TOTAL (London Area)	1 710 530	1 764 326	-3.0
Westland Heliport (Battersea)	305	366	-16.7
<b>Other UK Airports</b>			
+Leeds/Bradford	15 430	15 758	-2.1
+Liverpool	30 468	29 790	2.3
+Manchester	128 430	144 462	-11.1
+Birmingham	50 653	51 665	-2.0
+Coventry	82	222	-63.1
+East Midlands	19 878	20 105	-1.1
+Newcastle	34 148	35 320	-3.3
+Tees-side	10 889	13 557	-19.7
+Bristol	7 128	10 741	-33.6
+Glamorgan	13 853	14 399	-3.8
Swansea	62	154	-59.7
+Ashford	—	4 329	—
+Blackpool	3 960	3 036	30.4
+Bournemouth	5 512	5 035	9.5
+Cambridge	192	315	-39.0
+Exeter	2 508	2 236	12.2
Gloucester/Cheltenham	164	500	-67.2
Hawarden	—	—	—
Isles of Scilly	1 839	1 317	39.6
+Lydd	4 535	173	—
+Manston	321	217	47.9
+Norwich	7 414	4 943	50.0
Penzance Heliport	1 839	1 246	47.6
+Portsmouth	—	373	—
+Southampton	12 916	12 847	0.5
+Edinburgh	46 760	55 087	-15.1
+Glasgow	115 314	139 405	-17.3
+Prestwick	16 423	13 352	23.0
Aberdeen	39 026	22 102	76.6
Benbecula	1 739	1 463	18.9
Inverness	8 543	9 753	-12.4
Islay	986	1 203	-18.0
+Kirkwall	5 855	4 696	24.7
Stornoway	3 343	2 891	15.6
+Sumburgh	12 586	7 334	71.6
Tiree	193	209	-7.7
Wick	2 245	2 138	5.0
+Belfast	80 825	89 200	-9.4
+Isle of Man	16 068	14 522	10.6
TOTAL (Inc. London Area)	2 412 961	2 500 789	-3.5
<b>Channel Islands Airports</b>			
Alderney	2 582	2 225	16.0
Guernsey	21 752	18 003	20.8
Jersey	51 848	46 873	10.6
TOTAL (Channel Islands Airports)	76 182	67 101	13.5

Portsmouth Airport closed w.e.f. 31.12.73.

Ashford Airport closed w.e.f. 31.10.74.

# International and Domestic Passenger Traffic

Table 17

## Terminal Passengers

### Monthly Averages

	Total	International			Domestic		
	Dec. 74– Feb. 75	Dec. 74– Feb. 75	Dec. 74– Feb. 75	Per- centage change	Dec. 74– Feb. 75	Dec. 74– Feb. 75	Per- centage change
<b>London Area Airports</b>							
+ Gatwick	246 475	210 295	240 875	–13	36 180	43 406	–17
+ Heathrow	1 362 110	1 145 484	1 099 575	4	216 626	231 946	–7
+ Luton	81 223	80 845	125 855	–36	378	1 035	–63
+ Southend	9 885	9 753(a)	12 241 (a)	–20	132	821	–84
+ Stansted	10 838	10 765	8 422	28	72	148	–51
TOTAL (London Area)	1 710 530	1 457 142	1 486 968	–2	253 388	277 356	–9
Westland Heliport (Battersea)	305	2	—	—	303	366	–17
<b>Other UK Airports</b>							
+ Leeds/Bradford	15 430	2 282	2 431	–6	13 149	13 328	–1
+ Liverpool	30 468	7 789	7 567	3	22 679	22 223	2
+ Manchester	128 430	76 167	89 891	–15	52 263	54 570	–4
+ Birmingham	50 653	33 662	35 015	–4	16 991	16 650	2
+ Coventry	82	17	141	–88	65	81	–20
+ East Midlands	19 878	11 055	11 294	–2	8 823	8 811	—
+ Newcastle	34 148	9 678	11 401	–15	24 471	23 918	2
+ Tees-side	10 889	1 154	2 575	–55	9 735	10 982	–11
+ Bristol	7 128	4 761	8 267	–42	2 367	2 474	–4
+ Glamorgan	13 853	9 060	11 008	–18	4 793	3 391	41
Swansea	62	15	137	–89	47	17	—
+ Ashford	—	—	4 329	—	—	—	—
+ Blackpool	3 960	273	213	28	3 687	2 823	31
+ Bournemouth	5 512	1 795	1 739	3	3 717	3 296	13
+ Cambridge	192	151	303	–50	40	13	—
+ Exeter	2 508	325	350	–7	2 183	1 885	16
Gloucester/Cheltenham	164	—	—	—	164	500	–67
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	1 839	—	—	—	1 839	1 317	40
+ Lydd	4 535	4 535	147	—	—	26	—
+ Manston	321	321	217	48	—	—	—
+ Norwich	7 414	4 191	3 281	28	3 223	1 661	94
Penzance	1 839	—	—	—	1 839	1 246	48
+ Portsmouth	—	—	—	—	—	373	—
+ Southampton	12 916	468	375	25	12 448	12 472	—
+ Edinburgh	46 760	2 743	2 065	33	44 016	53 022	–17
+ Glasgow	115 314	21 211	23 755	–11	94 104	115 650	–19
+ Prestwick	16 423	12 639	11 473	10	3 784	1 880	—
Aberdeen	39 026	10 282	3 356	—	28 744	18 747	53
Benbecula	1 739	—	—	—	1 739	1 463	19
Inverness	8 543	4	22	82	8 539	9 731	–12
Islay	986	—	—	—	986	1 203	–18
+ Kirkwall	5 855	155	88	76	5 700	4 608	24
Stornoway	3 343	—	1	—	3 343	2 890	16
+ Sumburgh	12 586	4 515	1 962	—	8 070	5 372	50
Tiree	193	—	—	—	193	209	–8
Wick	2 245	2	—	—	2 243	2 138	5
+ Belfast	80 825	1 696	3 059	–45	79 129	86 141	–8
+ Isle of Man	16 068	374	312	20	15 694	14 210	10
TOTAL (Incl. London Area)	2 412 961	1 678 466	1 723 742	–3	734 495	777 043	–5

(a) Includes Channel Islands Traffic.

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

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

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



# International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	December 1974— February 1975			December 1973— February 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
<b>Austria</b>	8.9	6.8	2.1	9.5	6.6	2.9	-6
London – Vienna	8.0	6.5	1.5	6.8	5.6	1.2	18
Other Routes	1.0	0.3	0.6	2.7	1.0	1.7	-65
<b>Belgium</b>	53.9	53.7	0.2	53.1	52.9	0.2	2
London – Brussels	41.1	41.1	—	39.6	39.6	—	4
Other S.E. England – Belgium	9.2	9.1	—	9.9	9.8	0.1	-7
Other Routes	3.6	3.4	0.2	3.6	3.5	0.1	—
<b>Denmark</b>	30.2	23.2	6.9	30.2	24.1	6.1	—
London – Copenhagen	25.4	19.4	5.9	25.3	19.9	5.4	—
Other Routes	4.8	3.8	1.0	4.9	4.2	0.7	-3
<b>Finland</b>	5.3	4.6	0.7	4.8	4.0	0.9	9
<b>France</b>	173.1	157.9	15.2	166.2	151.9	14.2	4
London – Nice	6.1	5.6	0.5	5.4	4.6	0.9	12
– Paris	127.1	122.0	5.1	128.9	123.2	5.7	-1
– N. France (a)	7.0	6.8	0.2	5.8	5.7	—	21
– Other France	14.1	9.5	4.6	10.1	7.9	2.2	40
Manchester – Paris	4.2	4.2	—	4.9	4.9	—	-15
Other UK – Paris	6.5	5.3	1.2	6.8	4.8	2.0	-3
Luton – Other France	1.6	—	1.6	1.5	—	1.5	7
Other S.E. England – France	5.0	4.2	0.8	0.6	0.6	—	685
Other Routes	1.5	0.3	1.1	2.1	0.3	1.9	-31
<b>Germany (Fed. Republic)</b>	149.2	101.5	47.7	165.2	106.9	58.4	-10
London – Dusseldorf	19.1	16.9	2.2	19.2	17.7	1.5	-1
– Frankfurt	35.6	31.2	4.4	35.0	33.1	1.9	2
– Hamburg	14.5	14.2	0.3	14.6	14.5	0.1	—
– Munich	32.8	10.5	22.4	33.1	11.3	21.7	-1
– Other Germany	22.5	21.2	1.4	27.6	22.3	5.4	-18
Luton – Germany	9.5	—	9.5	20.4	—	20.3	-53
Manchester – Germany	7.0	5.1	2.0	8.8	5.7	3.1	-20
Other Routes	8.1	2.5	5.6	6.5	2.3	4.3	22
<b>Gibraltar</b>	6.4	6.1	0.3	6.5	6.4	0.1	-2
<b>Greece</b>	16.8	14.6	2.2	25.5	14.5	11.0	-34
<b>Iceland</b>	2.1	2.0	0.2	1.5	1.5	—	45
London – Reykjavik	1.2	1.1	0.2	0.9	0.8	—	43
Glasgow – Reykjavik	—	—	—	0.6	0.6	—	-100
Other Routes	0.9	0.9	—	—	—	—	—

Table 18 cont.

	December 1974— February 1975			December 1973— February 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Irish Republic</b>	105.1	103.8	1.3	117.1	114.4	2.6	-10
London – Cork	8.7	8.6	0.1	9.3	9.2	—	-6
– Dublin	54.1	53.9	0.2	62.8	61.7	1.1	-14
– Shannon	5.8	5.8	—	5.7	5.5	0.2	2
Manchester – Dublin	10.0	9.9	—	10.5	10.5	—	-6
Birmingham – Dublin	7.4	7.3	—	8.0	8.0	—	-8
Glasgow – Dublin	3.7	3.7	—	4.1	4.1	—	-8
Liverpool – Dublin	4.4	4.4	—	5.0	5.0	—	-12
Leeds/Bradford – Dublin	1.8	1.8	—	1.9	1.9	—	-6
Edinburgh – Dublin	2.1	1.7	0.5	1.2	1.2	—	74
Bristol – Dublin	1.4	1.4	0.1	1.4	1.4	—	—
Other Routes	5.7	5.3	0.4	7.2	6.0	1.1	-20
<b>Italy</b>	83.4	51.7	31.7	84.1	50.0	34.1	-1
London – Genoa (g)	0.2	—	0.2	0.2	—	0.2	24
– Milan	26.3	18.2	8.1	27.3	18.8	8.5	-4
– Rimini (g)	—	—	—	—	—	—	—
– Rome	28.7	22.5	6.2	30.1	22.0	8.0	-4
– Venice	3.0	1.7	1.3	3.3	1.6	1.7	-10
– Other Italy	13.3	8.0	5.3	15.1	6.6	8.6	-12
Luton – Rimini	—	—	—	—	—	—	—
– Other Italy	9.5	—	9.5	5.4	—	5.4	76
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	0.8	—	0.8	1.6	—	1.6	-51
Other Routes	1.7	1.4	0.3	1.2	1.0	0.2	42
<b>Luxembourg</b>	3.5	3.5	—	3.9	3.8	0.1	-10
London – Luxembourg	3.5	3.5	—	3.9	3.8	0.1	-10
Other Routes	—	—	—	—	—	—	500
<b>Netherlands</b>	105.0	102.6	2.4	99.9	97.2	2.6	5
London – Amsterdam	65.8	64.7	1.1	63.3	61.5	1.8	4
– Rotterdam	15.2	14.9	0.2	13.8	13.8	—	10
Other S.E. England – Netherlands	2.7	2.6	0.1	2.8	2.7	0.1	-4
Manchester – Amsterdam	7.2	7.1	—	7.8	7.7	0.1	-8
Other Routes	14.1	13.2	0.9	12.2	11.6	0.7	16
<b>Norway</b>	18.6	15.3	3.4	14.6	11.8	2.7	28
London – Oslo	11.2	9.4	1.8	10.2	8.5	1.7	11
Other Routes	7.4	5.9	1.5	4.4	3.4	1.0	67
<b>Portugal</b>	21.8	12.0	9.7	27.8	13.7	14.1	-22
London – Lisbon	12.3	9.1	3.2	14.9	10.7	4.2	-17
Other Routes	9.4	2.9	6.5	12.9	3.0	9.9	-27
<b>Soviet Union and Eastern Europe (b)</b>	21.4	13.5	7.9	20.1	11.3	8.8	6
London – Moscow	5.7	4.5	1.1	4.4	2.9	1.5	29
– Prague	1.8	1.8	—	1.5	1.5	—	16
Other Routes	13.9	7.2	6.7	14.2	6.9	7.3	-2

Table 18 cont.

	December 1974— February 1975			December 1973— February 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Spain</b>	202.8	64.9	137.9	262.4	53.8	208.7	-23
London – Barcelona	14.2	11.5	2.7	11.2	9.6	1.5	27
– Ibiza	2.5	0.6	1.9	4.1	0.2	3.9	-38
– Madrid	24.1	20.9	3.2	22.5	18.9	3.6	7
– Malaga	16.3	11.0	5.3	15.7	9.0	6.7	4
– Palma	25.5	8.0	17.4	35.1	7.4	27.7	-27
– Other Spain	23.5	12.0	11.5	26.7	7.8	18.8	-12
Luton – Alicante	6.9	—	6.9	17.1	—	17.1	-60
– Barcelona	1.9	—	1.9	2.4	—	2.4	-20
– Gerona	2.2	—	2.2	2.0	—	2.0	9
– Ibiza	2.3	—	2.3	4.4	—	4.4	-47
– Palma	9.3	—	9.3	19.0	—	19.0	-51
– Other Spain	5.2	—	5.2	8.2	—	8.2	-37
Other S.E. England – Spain	—	—	—	—	—	—	—
Manchester – Barcelona	0.9	—	0.9	1.4	—	1.4	-34
– Palma	9.1	—	9.1	15.6	—	15.6	-42
Other N. England – Spain	20.3	0.4	19.9	24.8	0.6	24.2	-18
Scotland – Spain	9.5	0.5	9.1	13.2	0.1	13.1	-28
Other Routes	29.1	0.1	29.0	39.3	0.2	39.1	-26
<b>Sweden</b>	18.3	11.7	6.6	14.1	9.9	4.2	30
London – Stockholm	12.2	7.6	4.6	9.3	7.4	1.9	32
Other Routes	6.0	4.0	2.0	4.8	2.5	2.3	26
<b>Switzerland</b>	73.0	58.4	14.6	73.4	56.8	16.6	-1
London – Basle	4.4	4.2	0.2	4.8	4.3	0.4	-8
– Geneva	32.1	24.2	7.9	31.2	22.7	8.5	3
– Zurich	32.3	26.9	5.4	34.0	27.2	6.8	-5
Luton – Switzerland	0.9	—	0.9	0.4	—	0.4	97
Other Routes	3.3	3.0	0.3	3.0	2.5	0.4	11
<b>Yugoslavia</b>	6.4	50.1	1.3	5.9	4.4	1.6	7
London – Dubrovnic	1.0	—	1.0	0.9	—	0.9	11
– Ljubljana	1.1	1.1	—	0.8	0.7	—	47
Luton – Yugoslavia	0.1	—	0.1	—	—	—	4 900
Other Routes	4.2	4.0	0.3	4.3	3.7	0.6	-1
<b>Other Europe</b>	37.6	25.2	12.4	44.5	32.7	11.8	-15
<b>WESTERN HEMISPHERE</b>							
<b>Canada</b>	55.9	47.8	8.1	49.6	42.4	7.2	13
London – Montreal	10.9	10.8	0.1	10.8	10.7	—	1
– Toronto	23.5	18.2	5.4	19.6	15.4	4.2	20
– Other Canada	10.1	8.9	1.1	8.7	7.1	1.6	15
Other UK – Montreal	1.3	1.3	—	1.9	1.8	—	-28
– Toronto	8.9	7.5	1.3	7.3	6.5	0.9	21
Other Routes	1.3	1.1	0.2	1.4	0.9	0.4	-4

Table 18 cont.

	December 1974— February 1975			December 1973— February 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>United States</b>	156.7	143.2	13.5	163.6	151.2	12.4	-4
London – New York	58.3	53.5	4.9	68.3	63.4	4.9	-15
– Other East Coast USA	47.0	45.4	1.6	44.4	43.1	1.3	6
– Chicago and Detroit	15.7	14.2	1.5	16.4	14.9	1.5	-4
– West Coast USA	26.5	24.1	2.4	26.8	25.0	1.8	-1
– Other USA	2.1	0.9	1.2	2.9	1.8	1.1	-27
Other UK – New York	5.7	4.9	0.8	3.0	2.6	0.3	94
Other Routes	1.4	0.2	1.2	1.9	0.4	1.5	-28
<b>West Atlantic and Caribbean Islands</b>	20.3	19.7	0.5	19.9	16.8	3.1	2
<b>Central and South America</b>	7.5	7.3	0.3	7.2	6.9	0.3	4
<b>REST OF THE WORLD</b>							
<b>Canary Islands</b>	30.0	5.4	24.7	26.4	4.5	21.8	14
<b>North Africa (c)</b>	15.8	8.3	7.5	20.0	5.5	14.5	-21
<b>East Africa (d)</b>	11.4	9.4	2.0	12.0	8.7	3.3	-5
<b>Central Africa (e)</b>	6.1	6.0	0.1	5.7	5.7	—	6
<b>West Africa (d)</b>	10.7	9.8	0.9	9.9	8.6	1.2	8
<b>South Africa</b>	23.1	22.6	0.5	19.5	18.5	1.0	19
<b>Middle East (f)</b>	63.3	62.1	1.3	45.5	43.9	1.7	39
<b>India</b>	18.7	18.5	0.1	17.0	16.9	0.1	10
<b>Pakistan</b>	7.1	7.1	0.1	3.6	3.5	0.1	98
<b>Far East</b>	42.8	36.0	6.9	37.0	26.3	10.7	16
<b>Australia and New Zealand</b>	22.9	22.9	—	20.6	19.8	0.8	11
<b>Other Routes n.e.i.</b>	22.4	9.2	13.3	13.9	6.3	7.6	61
<b>ALL ROUTES</b>	1 657.5	1 273.2	384.3	1 701.7	1 214.1	487.6	-3

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

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

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

**Glasgow** includes Prestwick and Abbotsinch.

- (a) N. France comprises the airports north of the line of 49° latitude.
- (b) Soviet Union and Eastern Europe includes the United Soviet Socialist Republics, Bulgaria, Czechoslovakia, Hungary, Poland, Roumania and the Eastern Zone of Germany but excluding Berlin.
- (c) North Africa includes Algeria, Libya, Morocco and Tunisia.
- (d) Commonwealth countries only.
- (e) Commonwealth countries including Rhodesia.
- (f) Middle East includes Iraq, Iran, Israel, Jordan, Lebanon, Persian Gulf States, Saudi Arabia, Sudan and the United Arab Republic.
- (g) Total is in respect of charter passengers only. Passengers on scheduled flights included in London – Other Italy.
- (h) Total is in respect of charter passengers only. Passengers on scheduled flights included in other routes to Italy.

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

# Domestic Passengers by Main Routes

Table 19

## Monthly Averages

Origin/Destination		December 1974 —February 1975 (000)	December 1973 —February 1974 (000)	Percentage change
London (a)	Aberdeen	11.3	8.9	27
	Belfast	38.9	45.4	-14
	Birmingham	2.4	0.6	—
	Channel Islands	28.0	26.2	7
	Edinburgh	33.3	43.0	-23
	Glasgow	58.4	70.0	-17
	Isle of Man	1.5	1.7	-10
	Leeds/Bradford	7.6	8.6	-12
	Liverpool	9.4	8.5	11
	Manchester	28.7	29.3	-2
	Newcastle	18.7	17.9	4
	Tees-side	8.6	9.8	-13
	Other airports	6.2	5.6	10
	Birmingham	5.4	5.6	-3
Belfast	East Midlands	3.0	3.0	1
	Edinburgh	1.9	1.5	25
	Glasgow	7.7	9.5	-19
	Isle of Man	1.1	1.1	-1
	Leeds/Bradford	2.5	2.1	16
	Liverpool	3.3	3.0	10
	Manchester	9.5	10.1	-5
	Newcastle	1.6	1.5	8
	Other airports	4.2	3.4	26
Channel Islands	Bournemouth	2.3	1.7	38
	Birmingham	2.2	2.2	-3
	Bristol/Glamorgan	2.3	1.4	58
	East Midlands	2.0	1.3	59
	Glasgow	—	0.3	-98
	Leeds/Bradford	0.1	—	45
	Liverpool	—	1.4	—
	Manchester	1.6	1.4	18
	Newcastle	—	—	—
	Southampton	11.8	9.2	28
	Other airports	2.2	1.1	—
Edinburgh	Birmingham	1.4	2.4	-40
	Glasgow	—	0.4	-88
	Manchester	2.3	3.1	-26
	Other airports	5.0	2.6	92
Glasgow	Birmingham	3.8	4.5	-14
	East Midlands	2.9	3.6	-19
	Isle of Man	0.6	0.5	31
	Leeds/Bradford	1.4	2.0	-33
	Liverpool	1.4	2.0	-31
	Manchester	4.0	6.0	-32
	Southampton	—	2.4	—
	Other Scottish airports	11.8	12.6	-7
	Other airports	2.0	2.2	-10
Isle of Man	Blackpool	2.4	2.5	-5
	Liverpool	7.2	6.4	11
	Manchester	2.5	2.0	26
	Newcastle	—	—	—
	Other airports	0.5	0.1	—
Penzance	Isles of Scilly	1.8	1.2	48
Other Routes		24.8	18.7	32
TOTAL		393.5	411.4	-4

(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 February 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	5 669·8	—	—	501·2	923·6	9·5	17·2	—	—	1 436·8	2 709·2	0·6	71·7	
+ Heathrow	34 817·4	6 486·8	6 760·2	18·3	119·3	8 779·8	11 346·0	46·0	20·9	133·7	99·3	283·5	723·6	
+ Luton	177·3	—	—	—	—	1·3	—	—	—	47·0	43·7	38·4	46·9	
+ Southend	1 123·0	—	—	639·0	460·0	—	—	—	—	8·0	16·0	—	—	
+ Stansted	1 248·2	—	—	—	—	—	—	—	—	137·7	749·3	0·3	360·9	
TOTAL (London Area)	43 035·7	6 486·8	6 760·2	1 158·5	1 502·9	8 790·6	11 363·2	46·0	20·9	1 763·2	3 617·5	322·8	1 203·1	
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—	
Other UK Airports														
+ Leeds/Bradford	34·8	10·2	14·5	0·1	0·2	4·7	5·1	—	—	—	—	—	—	
+ Liverpool	1 041·8	79·1	534·5	1·4	0·6	65·2	51·6	—	—	3·1	30·4	54·5	221·4	
+ Manchester	2 902·9	540·4	405·9	6·5	1·9	823·0	1 036·6	—	—	0·2	88·4	—	—	
+ Birmingham	198·5	46·9	53·1	11·9	2·8	32·7	49·4	—	—	—	1·7	—	—	
+ Coventry	1·3	—	—	—	—	—	—	0·3	—	—	1·0	—	—	
+ East Midlands	569·1	0·8	—	226·4	195·2	—	—	—	—	5·7	24·1	46·9	70·0	
+ Newcastle	129·7	11·6	33·5	26·7	22·3	—	—	—	—	6·4	29·2	—	—	
+ Tees-side	31·0	0·5	0·2	9·3	10·2	—	—	0·2	—	10·6	—	—	—	
+ Bristol	45·1	8·6	4·0	1·0	0·8	17·5	11·6	0·8	0·5	—	—	0·3	—	
+ Glamorgan	28·5	1·1	15·6	1·7	0·3	8·4	1·4	—	—	—	—	—	—	
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Blackpool	43·3	—	—	3·3	32·4	—	—	—	—	0·1	7·5	—	—	
+ Bournemouth	442·3	—	—	267·9	118·1	—	—	—	—	43·6	12·7	—	—	
+ Cambridge	58·4	—	—	—	—	—	—	—	—	—	—	25·0	33·4	
+ Exeter	13·7	—	—	2·9	10·8	—	—	—	—	—	—	—	—	
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Isles of Scilly	7·2	4·5	2·7	—	—	—	—	—	—	—	—	—	—	
+ Lydd	297·4	—	—	—	0·1	—	—	—	—	146·9	150·4	—	—	
+ Manston	269·4	—	—	—	—	—	—	—	—	141·5	127·9	—	—	
+ Norwich	21·4	—	—	9·6	10·4	—	—	—	—	1·3	0·1	—	—	
+ Penzance Heliport	7·2	2·7	4·5	—	—	—	—	—	—	—	—	—	—	
+ Southampton	56·9	4·4	3·7	13·3	28·9	—	—	—	—	3·3	3·3	—	—	
+ Edinburgh	346·5	174·6	36·0	48·3	52·0	2·3	8·0	5·6	2·5	8·2	2·0	—	7·0	
+ Glasgow	731·5	354·9	328·7	6·7	2·9	15·6	22·5	—	—	0·2	—	—	—	
+ Prestwick	1 167·6	455·5	158·0	11·6	—	246·8	158·3	—	—	4·9	—	39·7	92·8	
+ Aberdeen	215·9	19·6	37·8	12·3	18·0	—	—	5·0	12·4	33·1	77·5	—	0·2	
+ Benbecula	10·1	8·7	1·4	—	—	—	—	—	—	—	—	—	—	
+ Inverness	22·6	4·5	18·1	—	—	—	—	—	—	—	—	—	—	
+ Islay	0·1	0·1	—	—	—	—	—	—	—	—	—	—	—	
+ Kirkwall	36·9	22·2	10·5	—	—	0·1	0·1	1·0	—	0·5	2·5	—	—	
+ Stornoway	11·2	6·5	4·7	—	—	—	—	—	—	—	—	—	—	
+ Sumburgh	75·5	16·9	5·1	—	—	—	—	10·1	15·4	17·5	10·4	0·1	—	
+ Tiree	—	—	—	—	—	—	—	—	—	—	—	—	—	
+ Wick	4·2	1·7	1·8	—	—	—	—	—	—	—	0·7	—	—	
+ Belfast	908·2	617·8	177·7	82·3	17·5	1·9	1·3	—	8·6	—	—	1·1	—	
+ Isle of Man	236·7	137·8	60·2	36·1	2·6	—	—	—	—	—	—	—	—	
TOTAL (Incl. London Area)	53 002·6	9 018·4	8 672·4	1 937·8	2 030·9	10 008·8	12 709·1	69·0	60·3	2 190·3	4 187·3	490·4	1 627·9	
Channel Islands Airports														
+ Alderney	15·7	—	—	13·0	1·0	—	—	—	—	1·7	—	—	—	
+ Guernsey	756·4	68·0	38·9	165·2	242·1	—	—	—	—	72·1	170·1	—	—	
+ Jersey	1 078·0	128·4	220·2	359·8	357·6	0·9	0·2	—	—	5·8	5·1	—	—	
TOTAL (Channel Islands Airports)	1 850·1	196·4	259·1	538·0	600·7	0·9	0·2	—	—	79·6	175·2	—	—	

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	December 1974 —February 1975 (tonnes)	December 1973 —February 1974 (tonnes)	Percentage change
<b>London Area Airports</b>			
+ Gatwick	5 271.4	4 820.5	9.4
+ Heathrow	34 720.8	36 619.6	−5.2
+ Luton	191.5	348.1	−45.0
+ Southend	1 198.0	1 644.0	−27.1
+ Stansted	1 416.2	1 094.3	29.4
TOTAL (London Area)	42 797.8	44 526.5	−3.9
Westland Heliport (Battersea)	—	—	—
<b>Other UK Airports</b>			
+ Leeds/Bradford	49.6	54.5	−9.0
+ Liverpool	1 059.5	1 346.5	−21.3
+ Manchester	3 035.9	3 612.7	−16.0
+ Birmingham	230.6	250.6	−8.0
+ Coventry	3.9	10.1	−61.4
+ East Midlands	546.5	543.8	0.5
+ Newcastle	103.0	282.8	−63.5
+ Tees-side	33.9	93.7	−63.8
+ Bristol	50.6	56.9	−11.1
+ Glamorgan	23.6	25.7	−8.2
Swansea	—	—	—
+ Ashford	—	369.2	—
+ Blackpool	48.3	49.9	−3.2
+ Bournemouth	379.6	462.9	−18.0
+ Cambridge	62.9	160.7	−60.9
+ Exeter	18.9	24.6	−23.2
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	10.7	22.6	−52.7
+ Lydd	311.5	11.5	—
+ Manston	300.8	350.9	−14.3
+ Norwich	22.1	29.1	−24.1
Penzance Heliport	10.7	22.4	−52.2
+ Portsmouth	—	2.8	—
+ Southampton	58.7	64.5	−9.0
+ Edinburgh	298.3	196.1	52.1
+ Glasgow	1 307.7	2 028.7	−35.5
+ Prestwick	1 092.5	1 600.7	−31.7
+ Aberdeen	231.9	126.6	83.2
Benbecula	17.1	13.8	23.9
Inverness	25.1	37.0	−32.2
Islay	4.5	4.5	—
Kirkwall	41.9	34.7	20.7
Stornoway	25.7	32.7	−21.4
Sumburgh	76.2	68.7	10.9
Tiree	0.5	1.0	−50.0
+ Wick	6.7	6.3	6.3
+ Belfast	1 018.5	1 154.8	−11.8
+ Isle of Man	227.5	272.1	16.4
TOTAL (Incl. London Area)	53 533.3	57 951.9	−7.6
<b>Channel Islands Airports</b>			
Alderney	16.5	15.1	9.3
Guernsey	697.3	792.1	−12.0
Jersey	962.2	1 142.9	−15.8
TOTAL (Channel Islands Airports)	1 676.0	1 950.1	−14.1

Portsmouth Airport closed w.e.f. 31-12-73  
Ashford Airport closed w.e.f. 31-10-74

# All Scheduled Services February 1975

Table 22.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
Passenger Services														
British Airways Overseas Division	9 370	2 948	12 788	153 486	2 042 523	1 055 202	51.7	5 802	262 599	140 656	8 456	35 322	96 878	53.6
British Airways European Division	5 230	7 392	10 846	455 801	590 000	324 121	54.9	3 067	61 291	30 944	825	1 902	28 217	50.5
British Airways Helicopters	6	92	34	1 754	157	107	68.0	10	11	9	—	1	9	79.6
British Airways Regional Division—														
Channel Islands Airways	403	1 051	1 246	43 051	29 087	16 018	55.1	196	2 696	1 424	20	58	1 346	52.8
Scottish Airways	172	1 025	1 138	24 257	10 647	5 659	53.2	108	940	503	7	19	477	53.5
Cambrian Airways	320	1 295	1 023	38 037	21 855	10 560	48.3	601	2 183	1 002	5	153	844	45.9
Northeast Airlines	227	590	651	30 874	20 842	12 404	59.5	89	2 049	1 067	—	38	1 030	52.1
British Caledonian Airways	1 575	1 707	3 067	63 309	190 124	96 366	50.7	876	22 247	11 191	323	2 222	8 645	50.3
Air Anglia	198	645	635	8 792	8 697	3 757	43.2	40	890	394	—	18	376	44.3
Aurigny Air Services	77	1 410	442	10 628	858	538	62.7	42	88	45	—	2	43	51.3
British Air Ferries	79	375	360	6 965	2 757	1 311	47.5	1 103	537	356	—	237	119	66.3
British Island Airways	177	955	699	21 831	8 884	4 248	47.8	130	817	383	—	22	361	46.9
British Midland Airways	264	776	838	22 148	18 991	8 671	45.7	106	1 474	721	—	44	676	48.9
Brymon Airways	22	149	94	692	305	131	42.9	—	28	11	—	—	11	38.6
Dan-Air Services	200	720	698	13 572	11 289	4 395	38.9	—	921	359	—	—	359	38.9
Intra Airways	9	82	49	1 410	214	112	52.4	—	19	9	—	—	9	49.5
Loganair	37	364	215	1 013	358	130	36.1	—	33	12	—	—	12	36.2
TOTAL Passenger Services	18 366	21 576	34 822	897 620	2 957 589	1 543 729	52.2	12 170	358 822	189 085	9 638	40 037	139 410	52.7
Cargo Services														
British Airways Overseas Division	714	220	944					2 218	22 897	14 794	384	14 416		64.6
British Airways European Division	541	814	1 088					4 950	7 681	3 272	95	3 177		42.6
British Caledonian Airways	92	63	138					495	2 036	1 356	167	1 190		66.6
Air Freight	26	122	128					295	87	61	—	61		70.5
Air-Bridge Carriers	22	61	80					395	232	157	—	157		67.8
British Island Airways	115	377	413					721	530	231	37	194		43.6
Intra Airways	7	42	27					128	27	22	—	22		82.4
TOTAL Cargo Services	1 518	1 699	2 819					9 201	33 489	19 893	683	19 216		59.4
GRAND TOTAL	19 884	23 275	37 640	897 620	2 957 589	1 543729	52.2	21 370	392 311	208 978	10 321	59 252	139 410	53.3



International Scheduled Services February 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 tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
Passenger Services														
British Airways Overseas Division	9 370	2 948	12 788	153 486	2 042 523	1 055 202	51·7	5 802	262 599	140 656	8 456	35 322	96 878	53·6
British Airways European Division	4 440	5 834	8 899	353 495	501 939	271 669	54·1	2 872	52 544	26 430	794	1 845	23 792	50·3
British Airways Regional Division—														
Channel Islands Airways	156	252	339	8 654	11 767	5 302	45·1	80	1 170	500	1	44	455	42·7
Cambrian Airways	100	283	256	6 884	8 159	3 201	39·2	38	710	275	—	19	256	38·7
Northeast Airlines	88	160	234	5 743	7 527	3 509	46·6	33	637	309	—	17	291	48·5
British Caledonian Airways	1 311	1 192	2 478	40 130	166 538	84 309	50·6	739	19 914	10 101	322	2 169	7 610	50·7
Air Anglia	117	261	335	5 141	5 167	2 100	40·6	40	529	228	—	18	210	43·2
Aurigny Air Services	63	1 317	373	9 961	709	435	61·4	39	73	36	—	1	35	49·6
British Air Ferries	79	375	360	6 965	2 757	1 311	47·5	1 103	537	356	—	237	119	66·3
British Island Airways	77	336	298	8 982	3 884	1 885	48·5	25	357	166	—	6	160	46·5
British Midland Airways	90	238	295	4 822	6 471	2 388	36·9	38	468	206	—	19	186	44·0
Brymon Airways	7	36	32	90	73	18	25·0	—	7	2	—	—	2	22·3
Dan-Air Services	84	206	281	5 593	4 125	1 812	43·9	—	337	148	—	—	148	43·9
Intra Airways	5	70	31	1 358	182	97	53·2	—	15	8	—	—	8	51·2
TOTAL Passenger Services	15 988	13 508	26 998	611 304	2 761 821	1 433 237	51·9	10 809	339 896	179 420	9 572	39 697	130 150	52·8
Cargo Services														
British Airways Overseas Division	714	220	944					2 218	22 897	14 794	384	14 416		64·6
British Airways European Division	465	623	826					3 798	6 309	2 751	75	2 676		43·6
British Caledonian Airways	70	23	94					275	1 875	1 230	41	1 190		65·6
Air Freight	26	122	128					295	87	61	—	61		70·5
British Island Airways	56	95	185					161	258	91	9	82		35·3
TOTAL Cargo Services	1 331	1 083	2 177					6 746	31 425	18 928	509	18 424		60·2
GRAND TOTAL	17 319	14 591	29 175	611 304	2 761 821	1 433 237	51·9	17 554	371 322	198 347	10 081	58 122	130 150	53·4

# Domestic Scheduled Services February 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	790	1 558	1 947	102 306	88 061	52 452	59.6	195	8 746	4 513	31	57	4 425	51.6
British Airways Helicopters	6	92	34	1 754	157	107	68.0	10	11	9	—	1	9	79.6
British Airways Regional Division—														
Channel Islands Airways	247	799	906	34 397	17 320	10 716	61.9	115	1 526	925	20	14	891	60.6
Scottish Airways	172	1 025	1 138	24 257	10 647	5 659	53.2	108	940	503	7	19	477	53.5
Cambrian Airways	220	1 012	767	31 153	13 696	7 359	53.7	563	1 473	727	5	134	588	49.3
Northeast Airlines	139	430	416	25 131	13 315	8 895	66.8	56	1 412	759	—	20	738	53.7
British Caledonian Airways	264	515	589	23 179	23 586	12 057	51.1	138	2 333	1 090	3	53	1 034	46.7
Air Anglia	80	384	300	3 651	3 530	1 657	46.9	—	361	166	—	—	166	45.9
Aurigny Air Services	14	93	69	667	149	103	69.0	3	14	9	—	1	8	60.1
British Island Airways	100	619	401	12 849	5 001	2 363	47.3	105	460	217	—	16	201	47.2
British Midland Airways	174	538	543	17 326	12 520	6 283	50.2	69	1 006	515	—	25	490	51.2
Brymon Airways	15	113	62	602	231	112	48.5	—	21	9	—	—	9	43.9
Dan-Air Services	116	514	417	7 979	7 164	2 583	36.1	—	584	211	—	—	211	36.1
Intra Airways	4	12	18	52	32	15	48.1	—	3	1	—	—	1	41.7
Loganair	37	364	215	1 013	358	130	36.1	—	33	12	—	—	12	36.2
TOTAL Passenger Services	2 377	8 068	7 823	286 316	195 767	110 492	56.4	1 361	18 925	9 666	66	339	9 260	51.1
Cargo Services														
British Airways European Division	76	191	263					1 152	1 372	521	20	501		38.0
British Caledonian Airways	23	40	45					220	162	126	126	—		77.9
Air-Bridge Carriers	22	61	80					395	232	157	—	157		67.8
British Island Airways	59	282	228					561	272	140	28	111		51.4
Intra Airways	7	42	27					128	27	22	—	22		82.4
TOTAL Cargo Services	187	616	642					2 455	2 064	966	174	791		46.8
GRAND TOTAL	2 564	8 684	8 465	286 316	195 767	110 492	56.4	3 816	20 989	10 631	240	1 131	9 260	50.7

# All Non-scheduled Services February 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* tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	217	57	295	3 710	38 159	34 934	91.5	2	4 328	3 298	20	3 278	76.2
British Airways European Division	241	280	507	10 405	9 925	8 245	83.1	1 476	3 900	2 263	1 520	743	58.0
British Airtours	359	129	497	16 185	67 965	50 569	74.4	—	6 186	4 384	—	4 384	70.9
British Airways Helicopters	114	943	646	7 292	2 384	1 059	44.4	62	227	92	12	80	40.7
British Airways Regional Division—													
Channel Islands Airways	36	40	67	2 259	2 747	2 203	80.2	—	259	193	—	193	74.5
Scottish Airways	1	2	2	64	48	21	45.1	—	4	2	—	2	51.7
Cambrian Airways	53	128	118	3 159	4 121	2 783	67.5	—	365	223	—	223	61.0
Northeast Airlines	88	103	160	11 727	10 733	10 225	95.3	—	918	848	—	848	92.4
British Caledonian Airways	1 150	555	2 128	25 447	58 747	49 806	84.8	2 649	31 956	21 950	17 558	4 392	68.7
Air Anglia	49	131	142	748	720	300	41.7	—	80	30	—	30	37.5
Air Freight	10	18	55	—	—	—	—	15	32	22	22	—	69.9
Air-Bridge Carriers	6	23	27	—	—	—	—	69	55	16	16	—	28.0
Alidair	47	127	140	1 224	1 260	513	40.7	143	332	107	64	43	32.1
Aurigny Air Services	—	4	2	48	4	4	100.0	—	—	—	—	—	100.0
Beecham Imperial	15	23	35	140	121	54	45.2	—	11	5	—	5	46.1
Bristow Helicopters	326	2 000	1 633	29 514	5 710	3 103	54.3	663	518	304	63	241	58.7
Britannia Airways	1 581	1 083	2 530	129 897	205 065	191 298	93.3	15	17 465	16 143	15	16 129	92.4
British Air Ferries	9	12	34	—	—	—	—	28	68	27	27	—	39.6
British Executive Air Services	18	188	92	1 329	237	133	56.2	57	46	18	6	13	40.2
British Island Airways	371	309	386	6 387	17 481	8 758	50.1	12	1 706	825	83	743	48.4
British Midland Airways	450	392	851	15 699	61 651	38 830	63.0	63	4 911	2 766	285	2 481	56.3
Dan-Air Services	1 098	845	1 919	77 225	137 211	116 761	85.1	11	11 004	9 344	4	9 339	84.9
Eagle Flying Services	1	4	4	11	9	4	44.4	—	1	—	—	—	—
Fairflight Charters	62	145	236	526	302	226	74.8	26	43	28	11	17	65.1
Green Shield Stamp	26	39	40	136	251	111	44.2	—	25	8	—	8	33.1
Haywards Aviation	1	5	4	16	6	5	87.0	—	1	1	—	—	44.2
I D S Aircraft	54	209	155	517	319	134	42.0	—	26	11	—	11	42.2
International Aviation Service	474	195	868	—	—	—	—	1 650	12 939	7 885	7 885	—	60.9
Intra Airways	2	22	11	87	4	4	94.7	47	6	5	4	—	76.8
Invicta International Airlines	274	177	502	3 568	12 697	4 172	32.9	458	4 185	1 884	1 479	404	45.0
Laker Airways	1 056	490	1 579	48 260	142 963	114 626	80.2	—	13 923	10 991	—	10 991	78.9
Loganair	51	535	180	1 421	373	147	39.3	—	34	14	—	14	40.2
MAM Aviation	34	38	51	89	307	79	25.7	—	31	8	—	8	25.8
McAlpine Aviation	150	285	283	582	1 168	427	36.6	6	88	34	—	34	38.4
Merlot International Airlines	21	35	31	60	154	35	22.7	—	13	3	—	3	23.1
Monarch Airlines	712	138	504	13 494	32 580	27 636	84.8	31	4 532	3 430	922	2 507	75.7
Moseley Aviation	12	27	38	135	80	57	71.3	—	7	5	—	5	71.4
Northern Air Taxis	63	107	209	442	378	252	66.7	—	38	20	—	20	52.6
Northern Executive Aviation	3	11	12	44	11	9	81.8	2	3	3	2	1	81.8
Peters Aviation	44	126	163	795	552	311	56.3	60	55	25	6	19	45.1
Ryburn Air	5	35	19	15	11	5	48.3	3	3	1	—	1	29.9
Thurston Aviation	17	73	60	98	56	16	28.6	5	9	1	1	—	11.1
Tradewinds Airways	419	99	866	—	—	—	—	389	9 519	7 398	7 398	—	77.7
Trans-Meridian Air Cargo	641	202	1 243	—	—	—	—	1 466	16 950	8 863	8 863	—	52.3
Vernair Transport	5	8	16	27	28	18	61.6	—	3	2	—	2	59.6
TOTAL	10 366	10 397	19 340	412 782	816 538	667 873	81.8	9 418	146 803	103 478	46 266	57 213	70.5
Class 5A Licence TOTAL	838	257	379	8 443	24 205	14 001	57.8	—	3 200	1 845	667	1 178	57.7
TOTAL Excludes 5A Licence	9 528	10 140	18 960	404 339	792 333	653 872	82.5	9 418	143 603	101 633	45 599	56 035	70.8

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

# International Non-scheduled Services February 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* tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	217	57	295	3 710	38 159	34 934	91.5	2	4 328	3 298	20	3 278	76.2
British Airways European Division	236	271	498	9 834	9 643	8 014	83.1	1 451	3 861	2 234	1 511	723	57.9
British Airtours	359	129	497	16 185	67 965	50 569	74.4	—	6 186	4 384	—	4 384	70.9
British Airways Helicopters	114	943	646	7 292	2 384	1 059	44.4	62	227	92	12	80	40.7
British Airways Regional Division—													
Channel Islands Airways	34	34	61	2 052	2 624	2 143	81.7	—	249	188	—	188	75.5
Cambrian Airways	41	48	70	1 581	3 497	2 555	73.1	—	307	204	—	204	66.5
Northeast Airlines	88	103	160	11 727	10 733	10 225	95.3	—	918	848	—	848	92.4
British Caledonian Airways	1 150	555	2 128	25 447	58 747	49 806	84.8	2 649	31 956	21 950	17 558	4 392	68.7
Air Anglia	21	49	75	585	557	250	44.8	—	63	25	—	25	39.9
Air Freight	9	13	47	—	—	—	—	10	27	18	18	—	67.7
Air-Bridge Carriers	3	5	15	—	—	—	—	11	23	5	5	—	23.5
Alidair	14	39	40	709	840	361	43.0	22	99	39	9	30	39.9
Aurigny Air Services	—	4	2	48	4	4	100.0	—	—	—	—	—	100.0
Beecham Imperial	13	19	29	120	105	43	40.7	—	9	4	—	4	41.6
Bristow Helicopters	326	2 000	1 633	29 514	5 710	3 103	54.3	663	518	304	63	241	58.7
Britannia Airways	1 581	1 083	2 530	129 897	205 065	191 298	93.3	15	17 465	16 143	15	16 129	92.4
British Air Ferries	9	12	34	—	—	—	—	28	68	27	27	—	39.6
British Executive Air Services	18	188	92	1 329	237	133	56.2	57	46	18	6	13	40.2
British Island Airways	68	196	249	3 526	2 429	1 197	49.3	—	318	154	53	101	48.4
British Midland Airways	364	226	606	10 938	55 579	36 339	65.4	—	4 434	2 537	250	2 287	57.2
Dan-Air Services	1 092	827	1 900	76 862	136 979	116 651	85.2	—	10 977	9 330	—	9 330	85.0
Eagle Flying Services	1	4	4	11	9	4	44.4	—	1	—	—	—	44.4
Fairflight Charters	45	103	169	240	143	104	72.7	26	31	19	11	8	61.3
Green Shield Stamp	19	20	29	89	191	80	41.9	—	19	6	—	6	31.7
Haywards Aviation	1	3	3	—	2	2	100.0	—	1	—	—	—	35.8
International Aviation Service	474	195	868	—	—	—	—	1 650	12 939	7 885	7 885	—	60.9
Intra Airways	2	20	10	15	1	1	83.3	47	6	5	4	—	76.6
Invicta International Airlines	274	177	502	3 568	12 697	4 172	32.9	458	4 185	1 884	1 478	404	45.0
Laker Airways	1 056	490	1 579	48 260	142 963	114 626	80.2	—	13 923	10 991	—	10 991	78.9
MAM Aviation	33	36	50	83	297	76	25.6	—	30	8	—	8	26.7
McAlpine Aviation	125	181	216	440	996	384	38.6	—	75	30	—	30	40.4
Merlot International Airlines	20	32	30	56	148	34	23.0	—	12	3	—	3	25.0
Monarch Airlines	712	138	504	13 494	32 580	27 636	84.8	31	4 532	3 430	922	2 507	75.7
Moseley Aviation	10	19	32	95	67	48	71.6	—	6	4	—	4	66.7
Northern Executive Aviation	1	2	3	—	—	—	—	—	1	1	1	—	100.0
Peters Aviation	12	19	38	134	153	108	70.4	—	16	8	—	8	53.0
Ryburn Air	2	4	6	9	9	4	45.6	—	1	—	—	—	38.0
Thurston Aviation	4	14	12	24	19	4	21.1	—	3	—	—	—	—
Tradewinds Airways	419	99	866	—	—	—	—	389	9 519	7 398	7 398	—	77.7
Trans-Meridian Air Cargo	641	202	1 243	—	—	—	—	1 466	16 950	8 863	8 863	—	52.3
Vernair Transport	3	4	12	14	18	13	71.1	—	2	1	—	1	66.4
TOTAL	9 613	8 563	17 782	397 888	791 551	655 981	82.9	9 046	144 327	102 342	46 112	56 229	70.9
Class 5A Licence TOTAL	521	64	195	3 699	8 281	5 997	72.4	..	1 733	1 138	639	499	65.7
TOTAL Excludes 5A Licence	9 092	8 499	17 587	394 189	783 270	649 984	83.0	9 046	142 594	101 204	45 473	55 730	71.0

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

# Domestic Non-scheduled Services February 1975

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo* uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
										Total (000)	Cargo (000)		
British Airways European Division	4	9	9	571	282	231	81.9	25	39	29	9	20	73.6
British Airways Regional Division—													
Channel Islands Airways	2	6	6	207	123	60	48.5	—	10	5	—	5	52.0
Scottish Airways	1	2	2	64	48	21	45.1	—	4	2	—	2	51.7
Cambrian Airways	12	80	49	1 578	624	227	36.5	—	58	18	—	18	31.5
Air Anglia	27	82	67	163	163	50	30.9	—	18	5	—	5	28.8
Air Freight	1	5	8	—	—	—	—	5	5	4	4	—	81.8
Air-Bridge Carriers	3	18	13	—	—	—	—	57	33	10	10	—	31.1
Alidair	33	88	100	515	420	151	36.1	121	233	67	55	13	28.9
Beecham Imperial	2	4	5	20	15	12	76.2	—	1	1	—	1	77.3
British Island Airways	303	113	136	2 861	15 052	7 561	50.2	12	1 388	672	30	642	48.4
British Midland Airways	86	166	245	4 761	6 073	2 491	41.0	63	477	229	35	194	48.0
Dan-Air Services	6	18	18	363	232	110	47.3	11	27	13	4	9	48.6
Fairflight Charters	17	42	67	286	159	122	76.7	—	12	9	—	9	75.0
Green Shield Stamp	7	19	11	47	60	31	51.3	—	6	2	—	2	37.7
Haywards Aviation	—	2	1	16	4	3	80.0	—	—	—	—	—	60.0
I D S Aircraft	54	209	155	517	319	134	42.0	—	26	11	—	11	42.2
Intra Airways	—	2	1	72	3	3	100.0	—	—	—	—	—	83.9
Loganair	51	535	180	1 421	373	147	39.3	—	34	14	—	14	40.2
MAM Aviation	1	2	2	6	10	3	30.0	—	1	—	—	—	30.0
McAlpine Aviation	25	104	68	142	171	43	25.2	6	13	4	—	4	27.1
Merlot International Airlines	1	3	1	4	6	1	16.7	—	1	—	—	—	16.7
Moseley Aviation	2	8	6	40	13	9	69.2	—	1	1	—	1	66.7
Northern Air Taxis	63	107	209	442	378	252	66.7	—	38	20	—	20	52.6
Northern Executive Aviation	2	9	9	44	11	9	81.8	2	2	2	1	1	81.8
Peters Aviation	32	107	125	661	398	203	50.9	60	40	17	6	11	42.0
Ryburn Air	3	31	13	6	2	1	60.0	3	2	—	—	—	24.6
Thurston Aviation	13	59	49	74	37	12	32.4	4	6	1	1	—	16.7
Vernair Transport	2	4	5	13	11	5	45.5	—	1	—	—	—	44.7
TOTAL	753	1 834	1 558	14 894	24 987	11 892	47.6	371	2 476	1 137	154	983	45.9
Class 5A Licence TOTAL	317	193	184	4 744	15 924	8 004	50.3	..	1 467	707	28	679	48.2
TOTAL Excludes 5A Licence	436	1 641	1 373	10 150	9 063	3 888	42.9	371	1 009	430	126	304	42.6

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

## Class 2 Licence Operations February 1975

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km			Tonne—km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Airways Overseas Division	22	4	28	493	—	3 853	2 729	70·8	425	249	58·6
British Airtours	37	8	47	576	—	6 963	5 305	76·2	634	448	70·7
Laker Airways	137	38	183	3 640	—	32 404	20 677	63·8	3 325	2 068	62·2
TOTAL	196	50	258	4 709	—	43 220	28 711	66·4	4 384	2 765	63·1

There were no US originating passengers in February 1975.

## Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers February 1975

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat—km			Tonne—km			Number of IT passengers uplifted	
					Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available	Class 2	Class 4
International Services												
British Airways European Division	54	66	104	8 652	7 561	6 981	92·3	743	630	84·8	—	—
British Airtours	142	74	208	11 800	26 912	22 853	84·9	2 449	1 977	80·7	—	—
British Airways Regional Division—												
Channel Islands Airways	34	34	61	2 052	2 624	2 143	81·7	249	188	75·5	—	—
Cambrian Airways	41	48	70	1 581	3 497	2 555	73·1	307	204	66·5	—	—
Northeast Airlines	85	97	151	11 362	10 357	10 029	96·8	884	833	94·2	—	—
British Caledonian Airways	199	221	453	20 943	22 563	20 166	89·4	2 019	1 734	85·9	—	—
Alidair	1	2	3	—	70	62	88·5	6	5	82·9	—	—
Britannia Airways	1 497	967	2 349	117 593	194 669	182 449	93·7	16 552	15 376	92·9	—	—
Dan-Air Services	762	656	1 351	60 930	87 019	75 526	86·8	6 981	6 042	86·6	—	—
Invicta International Airlines	5	8	13	510	776	383	49·3	78	38	49·3	—	—
Laker Airways	716	358	1 080	37 908	84 289	74 152	88·0	7 962	6 997	87·9	—	—
Monarch Airlines	174	85	255	12 457	29 516	25 817	87·5	2 870	2 342	81·6	—	—
TOTAL International Services	3 711	2 616	6 096	285 788	469 853	423 116	90·1	41 101	36 367	88·5	—	—
Domestic Services—Nil												
GRAND TOTAL	3 711	2 616	6 096	285 788	469 853	423 116	90·1	41 101	36 367	88·5	—	—

## All Class 4 Licence Operations February 1975

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers		Seat-km		Percentage of available	Tonne-km		Percentage of available
				uplifted IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	116	27	152	—	2 261	22 976	22 152	96.4	2 430	2 055	84.6
British Airtours	46	10	62	—	685	8 731	7 754	88.8	795	694	87.3
British Caledonian Airways	110	65	525	—	2 684	18 137	14 658	80.8	2 378	1 311	55.1
Britannia Airways	21	14	34	—	1 588	2 744	2 438	88.9	233	207	88.8
British Midland Airways	1	2	2	—	142	44	43	97.3	4	3	90.9
Dan-Air Services	249	127	413	—	13 140	37 014	31 283	84.5	2 961	2 502	84.5
Intra Airways	—	4	1	—	87	4	4	94.7	—	—	75.9
Invicta International Airlines	2	4	5	—	441	290	219	75.5	29	22	75.5
Laker Airways	73	60	144	—	4 245	6 510	5 377	82.6	585	489	83.5
Loganair	24	353	61	—	1 156	190	108	56.5	17	10	56.6
Monarch Airlines	2	2	3	—	337	289	286	99.1	28	26	92.4
<b>TOTAL</b>	<b>644</b>	<b>668</b>	<b>1 404</b>	<b>—</b>	<b>26 766</b>	<b>96 929</b>	<b>84 322</b>	<b>87.0</b>	<b>9 460</b>	<b>7 318</b>	<b>77.4</b>

## International Class 4 Licence Operations February 1975

Table 26.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers		Seat-km		Percentage of available	Tonne-km		Percentage of available
				uplifted IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	116	27	152	—	2 261	22 976	22 152	96.4	2 430	2 055	84.6
British Airtours	46	10	62	—	685	8 731	7 754	88.8	795	694	87.3
British Caledonian Airways	110	65	525	—	2 684	18 137	14 658	80.8	2 378	1 311	55.1
Britannia Airways	21	14	34	—	1 588	2 744	2 438	88.9	233	207	88.8
Dan-Air Services	249	127	413	—	13 140	37 014	31 283	84.5	2 961	2 502	84.5
Intra Airways	—	2	1	—	15	1	1	83.3	—	—	61.1
Invicta International Airlines	2	4	5	—	441	290	219	75.5	29	22	75.5
Laker Airways	73	60	144	—	4 245	6 510	5 377	82.6	585	489	83.5
Monarch Airlines	2	2	3	—	337	289	286	99.1	28	26	92.4
<b>TOTAL</b>	<b>619</b>	<b>311</b>	<b>1 340</b>	<b>—</b>	<b>25 396</b>	<b>96 692</b>	<b>84 168</b>	<b>87.0</b>	<b>9 439</b>	<b>7 305</b>	<b>77.4</b>

## Domestic Class 4 Licence Operations February 1975

Table 26.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers		Seat-km		Percentage of available	Tonne-km		Percentage of available
				uplifted IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Midland Airways	1	2	2	—	142	44	43	97.3	4	3	90.9
Intra Airways	—	2	1	—	72	3	3	100.0	—	—	83.9
Loganair	24	353	61	—	1 156	190	108	56.5	17	10	56.6
<b>TOTAL</b>	<b>24</b>	<b>357</b>	<b>64</b>	<b>—</b>	<b>1 370</b>	<b>237</b>	<b>153</b>	<b>64.6</b>	<b>21</b>	<b>13</b>	<b>62.8</b>

## All Class 6 Licence Operations February 1975

**Table 27.1**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways European Division	8	16	19	97	103	50	48.4
British Caledonian Airways	628	207	856	2 629	21 579	14 916	69.1
Air Freight	7	7	39	16	21	13	63.6
Air-Bridge Carriers	5	19	22	67	44	14	31.4
Alidair	3	11	10	17	23	9	39.1
Britannia Airways	4	4	7	16	29	15	51.7
British Air Ferries	2	4	7	8	12	3	29.0
International Aviation Service	179	72	277	693	6 304	4 255	67.5
Intra Airways	2	18	9	47	6	4	76.9
Invicta International Airlines	14	8	28	93	234	201	85.6
Tradewinds Airways	182	54	350	390	4 512	2 882	63.9
Trans-Meridian Air Cargo	376	110	727	869	10 006	5 901	59.0
<b>TOTAL</b>	<b>1 408</b>	<b>530</b>	<b>2 350</b>	<b>4 940</b>	<b>42 872</b>	<b>28 263</b>	<b>65.9</b>

## International Class 6 Licence Operations February 1975

**Table 27.2**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
British Airways European Division	8	16	19	97	103	50	48.4
British Caledonian Airways	628	207	856	2 629	21 579	14 916	69.1
Air Freight	6	5	34	10	17	10	60.5
Air-Bridge Carriers	2	4	12	10	16	4	22.5
Alidair	3	11	10	17	23	9	39.1
Britannia Airways	4	4	7	16	29	15	51.7
British Air Ferries	2	4	7	8	12	3	29.0
International Aviation Service	179	72	277	693	6 304	4 255	67.5
Intra Airways	2	18	9	47	6	4	76.9
Invicta International Airlines	14	8	28	93	234	201	85.6
Tradewinds Airways	182	54	350	390	4 512	2 882	63.9
Trans-Meridian Air Cargo	376	110	727	869	10 006	5 901	59.0
<b>TOTAL</b>	<b>1 405</b>	<b>513</b>	<b>2 335</b>	<b>4 878</b>	<b>42 840</b>	<b>28 249</b>	<b>65.9</b>

## Domestic Class 6 Licence Operations February 1975

**Table 27.3**

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne-km Used (000)	Percentage of available
Air Freight	1	2	5	5	4	3	77.1
Air-Bridge Carriers	3	15	11	57	28	10	36.5
<b>TOTAL</b>	<b>4</b>	<b>17</b>	<b>16</b>	<b>63</b>	<b>32</b>	<b>13</b>	<b>41.5</b>



# All Class 7 Licence Operations February 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	79	26	115	956	11 330	10 053	88.7	2	1 472	994	20	974	67.5
British Airways European Division	40	41	81	1 118	1 553	926	59.6	186	536	350	266	84	65.3
British Airtours	48	12	64	864	9 105	7 523	82.6	—	829	633	—	633	76.4
British Airways Helicopters	114	943	646	7 292	2 384	1 059	44.4	63	227	92	12	80	40.7
British Airways Regional Division—													
Channel Islands Airways	2	6	6	207	123	60	48.5	—	10	5	—	5	52.0
Scottish Airways	1	2	2	64	48	21	45.1	—	4	2	—	2	51.7
Cambrian Airways	—	2	2	67	34	15	45.9	—	3	1	—	1	42.7
Northeast Airlines	2	2	4	73	185	55	29.7	—	16	5	—	5	29.0
British Caledonian Airways	28	9	39	214	649	277	42.7	20	726	341	317	24	47.0
Air Anglia	49	131	142	748	720	300	41.7	—	80	30	—	30	37.5
Air-Bridge Carriers	1	4	5	—	—	—	—	2	12	2	2	—	15.2
Alidair	43	114	128	1 224	1 190	451	37.9	127	302	92	55	38	30.6
Aurigny Air Services	—	4	2	48	4	4	100.0	—	—	—	—	—	100.0
Beecham Imperial	15	23	35	140	121	54	45.2	—	11	5	—	5	46.1
Bristow Helicopters	326	2 000	1 633	29 514	5 710	3 103	54.3	664	518	304	63	241	58.7
British Air Ferries	7	8	27	—	—	—	—	20	56	24	24	—	41.7
British Executive Air Services	18	188	92	1 329	237	133	56.2	57	46	18	6	13	40.2
British Island Airways	1	9	9	256	18	10	57.0	12	6	3	3	1	56.7
British Midland Airways	13	33	42	921	726	500	68.8	4	52	40	1	39	76.9
Dan-Air Services	31	44	72	1 467	2 616	1 410	53.9	11	218	118	4	113	53.9
Eagle Flying Services	1	4	4	11	9	4	44.4	—	1	—	—	—	—
Fairflight Charters	62	145	236	526	302	226	74.8	26	43	28	11	17	65.1
Green Shield Stamp	26	39	40	136	251	111	44.2	—	25	8	—	8	33.1
Haywards Aviation	1	5	4	16	6	5	87.0	—	1	1	—	—	44.2
I D S Aircraft	54	209	155	517	319	134	42.0	—	26	11	—	11	42.2
International Aviation Service	217	94	436	—	—	—	—	720	4 490	2 658	2 658	—	59.2
Invicta International Airlines	139	80	270	—	—	—	—	365	2 151	903	903	—	42.0
Laker Airways	14	10	22	524	1 534	719	46.9	—	147	68	—	68	46.0
Loganair	14	108	62	201	133	28	21.1	—	12	3	—	3	25.0
MAM Aviation	34	38	51	89	307	79	25.7	—	31	8	—	8	25.8
McAlpine Aviation	150	285	283	582	1 168	427	36.6	6	88	34	—	34	38.4
Merlot International Airlines	21	35	31	60	154	35	22.7	—	13	3	—	3	23.1
Moseley Aviation	12	27	38	135	80	57	71.3	—	7	5	—	5	71.4
Northern Air Taxis	63	107	209	442	378	252	66.7	—	38	20	—	20	52.6
Northern Executive Aviation	3	11	12	44	11	9	81.8	2	3	3	2	1	81.8
Peters Aviation	44	126	163	795	552	311	56.3	61	55	25	6	19	45.1
Ryburn Air	5	35	19	15	11	5	48.3	3	3	1	—	1	29.9
Thurston Aviation	17	73	60	98	56	16	28.6	5	9	1	1	—	11.1
Trans-Meridian Air Cargo	259	89	503	—	—	—	—	598	6 767	2 819	2 819	—	41.7
Vernair Transport	5	8	16	27	28	18	61.6	—	3	2	—	2	59.6
TOTAL	1 959	5 129	5 760	50 720	42 052	28 392	67.5	2 953	19 036	9 659	7 172	2 487	50.7

# International Class 7 Licence Operations February 1975

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	Percentage of available
British Airways Overseas Division	79	26	115	956	11 330	10 053	88.7	2	1 472	994	20	974	67.5
British Airways European Division	39	38	77	1 118	1 553	926	59.6	161	524	341	257	84	65.1
British Airtours	48	12	64	864	9 105	7 523	82.6	—	829	633	—	633	76.4
British Airways Helicopters	114	943	646	7 292	2 384	1 059	44.4	63	227	92	12	80	40.7
British Airways Regional Division— Northeast Airlines	2	2	4	73	185	55	29.7	—	16	5	—	5	29.0
British Caledonian Airways	28	9	39	214	649	277	42.7	20	726	341	317	24	47.0
Air Anglia	21	49	75	585	557	250	44.8	—	63	25	—	25	39.9
Air-Bridge Carriers	1	1	3	—	—	—	—	2	7	2	2	—	25.9
Alidair	10	26	27	709	770	300	38.9	5	69	25	—	25	36.3
Aurigny Air Services	—	4	2	48	4	4	100.0	—	—	—	—	—	100.0
Beecham Imperial	13	19	29	120	105	43	40.7	—	9	4	—	4	41.6
Bristow Helicopters	326	2 000	1 633	29 514	5 710	3 103	54.3	664	518	304	63	241	58.7
British Air Ferries	7	8	27	—	—	—	—	20	56	24	24	—	41.7
British Executive Air Services	18	188	92	1 329	237	133	56.2	57	46	18	6	13	40.2
British Island Airways	—	2	2	57	18	10	57.0	—	2	1	—	1	52.2
British Midland Airways	5	7	14	368	349	333	95.4	—	29	26	—	26	89.8
Dan-Air Services	25	26	54	1 104	2 384	1 300	54.5	—	191	104	—	104	54.6
Eagle Flying Services	1	4	4	11	9	4	44.4	—	1	—	—	—	44.4
Fairflight Charters	45	103	169	240	143	104	72.7	26	31	19	11	8	61.3
Green Shield Stamp	19	20	29	89	191	80	41.9	—	19	6	—	6	31.7
Haywards Aviation	1	3	3	—	2	2	100.0	—	1	—	—	—	35.8
International Aviation Service	217	94	436	—	—	—	—	720	4 490	2 658	2 658	—	59.2
Invicta International Airlines	139	80	270	—	—	—	—	365	2 151	903	903	—	42.0
Laker Airways	14	10	22	524	1 534	719	46.9	—	147	68	—	68	46.0
MAM Aviation	33	36	50	83	297	76	25.6	—	30	8	—	8	26.7
McAlpine Aviation	125	181	216	440	996	384	38.6	—	75	30	—	30	40.4
Merlot International Airlines	20	32	30	56	148	34	23.0	—	12	3	—	3	25.0
Moseley Aviation	10	19	32	95	67	48	71.6	—	6	4	—	4	66.7
Northern Executive Aviation	1	2	3	—	—	—	—	—	1	1	1	—	100.0
Peters Aviation	12	19	38	134	153	108	70.4	1	16	8	—	8	53.0
Ryburn Air	2	4	6	9	9	4	45.6	—	1	—	—	—	38.0
Thurston Aviation	4	14	12	24	19	4	21.1	—	3	—	—	—	21.1
Trans-Meridian Air Cargo	259	89	503	—	—	—	—	598	6 767	2 819	2 819	—	41.7
Vernair Transport	3	4	12	14	18	13	71.1	—	2	1	—	1	66.4
TOTAL	1 642	4 074	4 737	46 070	38 928	26 949	69.2	2 703	18 535	9 468	7 093	2 375	51.1

# Domestic Class 7 Licence Operations    February 1975

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	Percentage of available
British Airways European Division	1	3	3	—	—	—	—	25	12	9	9	—	72.6
British Airways Regional Division—													
Channel Islands Airways	2	6	6	207	123	60	48.5	—	10	5	—	5	52.0
Scottish Airways	1	2	2	64	48	21	45.1	—	4	2	—	2	51.7
Cambrian Airways	—	2	2	67	34	15	45.9	—	3	1	—	1	42.7
Air Anglia	27	82	67	163	163	50	30.9	—	18	5	—	5	28.8
Air-Bridge Carriers	—	3	2	—	—	—	—	—	5	—	—	—	—
Alidair	33	88	100	515	420	151	36.1	121	233	67	55	13	28.9
Beecham Imperial	2	4	5	20	15	12	76.2	—	1	1	—	1	77.3
British Island Airways	1	7	7	199	—	—	—	12	4	3	3	—	58.6
British Midland Airways	8	26	29	553	377	167	44.3	4	23	14	1	13	60.9
Dan-Air Services	6	18	18	363	232	110	47.3	11	27	13	4	9	48.6
Fairflight Charters	17	42	67	286	159	122	76.7	—	12	9	—	9	75.0
Green Shield Stamp	7	19	11	47	60	31	51.3	—	6	2	—	2	37.7
Haywards Aviation	—	2	1	16	4	3	80.0	—	—	—	—	—	60.0
I D S Aircraft	54	209	155	517	319	134	42.0	—	26	11	—	11	42.2
Loganair	14	108	62	201	133	28	21.1	—	12	3	—	3	25.0
MAM Aviation	1	2	2	6	10	3	30.0	—	1	—	—	—	30.0
McAlpine Aviation	25	104	68	142	171	43	25.2	6	13	4	—	4	27.1
Merlot International Airlines	1	3	1	4	6	1	16.7	—	1	—	—	—	16.7
Moseley Aviation	2	8	6	40	13	9	69.2	—	1	1	—	1	69.2
Northern Air Taxis	63	107	209	442	378	252	66.7	—	38	20	—	20	52.6
Northern Executive Aviation	2	9	9	44	11	9	81.8	2	2	2	1	1	81.8
Peters Aviation	32	107	125	661	398	203	50.9	60	40	17	6	11	42.0
Ryburn Air	3	31	13	6	2	1	60.0	3	2	—	—	—	24.6
Thurston Aviation	13	59	49	74	37	12	32.4	4	6	1	1	—	16.7
Vernair Transport	2	4	5	13	11	5	45.5	—	1	—	—	—	44.7
TOTAL	317	1 055	1 023	4 650	3 124	1 443	46.2	249	501	191	79	112	38.1

## All Exempt Operations February 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	136	151	298	64	528	107	20.3	1 195	2 492	1 213	1 204	9	48.7
British Caledonian Airways	91	16	121	1 273	17 137	14 505	84.6	—	2 352	1 306	—	1 306	55.5
Britannia Airways	59	98	140	10 716	7 653	6 411	83.8	—	651	545	—	545	83.8
British Midland Airways	77	138	214	4 066	5 652	2 281	40.4	60	450	211	34	178	47.0
International Aviation Service	78	29	155	—	—	—	—	238	2 145	972	972	—	45.3
Laker Airways	115	24	150	1 943	18 227	13 701	75.2	—	1 903	1 370	—	1 370	72.0
Loganair	13	74	56	64	50	11	22.0	—	5	1	—	1	20.0
Monarch Airlines	69	24	150	34	1 355	575	42.4	31	860	595	542	52	69.1
<b>TOTAL</b>	<b>639</b>	<b>554</b>	<b>1 284</b>	<b>18 160</b>	<b>50 601</b>	<b>37 591</b>	<b>74.3</b>	<b>1 524</b>	<b>10 858</b>	<b>6 213</b>	<b>2 752</b>	<b>3 462</b>	<b>57.2</b>

## International Exempt Operations February 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	136	151	298	64	528	107	20.3	1 195	2 492	1 213	1 204	9	48.7
British Caledonian Airways	91	16	121	1 273	17 137	14 505	84.6	—	2 352	1 306	—	1 306	55.5
Britannia Airways	59	98	140	10 716	7 653	6 411	83.8	—	651	545	—	545	83.8
International Aviation Service	78	29	155	—	—	—	—	238	2 145	972	972	—	45.3
Laker Airways	115	24	150	1 943	18 227	13 701	75.2	—	1 903	1 370	—	1 370	72.0
Monarch Airlines	69	24	150	34	1 355	575	42.4	31	860	595	542	52	69.1
<b>TOTAL</b>	<b>548</b>	<b>342</b>	<b>1 013</b>	<b>14 030</b>	<b>44 900</b>	<b>35 299</b>	<b>78.6</b>	<b>1 464</b>	<b>10 402</b>	<b>6 001</b>	<b>2 718</b>	<b>3 283</b>	<b>57.7</b>

## Domestic Exempt Operations February 1975

**Table 29.3**

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Midland Airways	77	138	214	4 066	5 652	2 281	40.4	60	450	211	34	178	47.0
Loganair	13	74	56	64	50	11	22.0	—	5	1	—	1	20.0
<b>TOTAL</b>	<b>90</b>	<b>212</b>	<b>270</b>	<b>4 130</b>	<b>5 702</b>	<b>2 292</b>	<b>40.2</b>	<b>60</b>	<b>455</b>	<b>212</b>	<b>34</b>	<b>179</b>	<b>46.7</b>

Class 5 Operations for UK Operators February 1975

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	3	6	6	571	282	231	81.9	..	27	20	—	—	20	74.1
British Airtours	11	8	19	999	2 216	1 454	65.6	..	202	122	—	—	122	60.4
British Airways Regional Division—														
Cambrian Airways	12	78	47	1 511	590	212	35.9	..	55	17	—	—	17	30.9
Northeast Airlines	2	4	6	292	192	141	73.4	..	18	11	—	—	11	61.1
British Caledonian Airways	2	4	5	333	261	199	76.2	..	23	17	—	—	17	73.9
Air Freight	—	3	3	—	—	—	—	..	1	1	—	1	—	100.0
British Island Airways	302	106	129	2 662	15 052	7 561	50.2	..	1 384	669	—	27	642	48.3
British Midland Airways	3	4	8	183	187	163	87.2	..	15	13	—	—	13	86.7
Dan-Air Services	20	10	32	1 036	3 725	2 899	77.8	..	298	231	—	—	231	77.5
Invicta International Airlines	2	2	4	190	280	182	65.0	..	28	18	—	—	18	64.3
Monarch Airlines	468	27	96	666	1 420	959	67.5	..	773	467	—	380	87	60.4
Tradewinds Airways	7	2	14	—	—	—	—	..	199	115	—	115	—	57.8
Trans-Meridian Air Cargo	6	3	12	—	—	—	—	..	177	144	—	144	—	81.4
TOTAL	838	257	379	8 443	24 205	14 001	57.8	..	3 200	1 845	—	667	1 178	57.7

Class 5 Operations for Non-UK Operators February 1975

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airtours	74	17	97	1 261	14 037	5 680	40.5	..	1 278	510	—	—	510	39.9
British Caledonian Airways	92	33	129	—	—	—	—	..	2 880	2 325	—	2 325	—	80.7
Air Freight	3	8	14	—	—	—	—	..	10	8	—	8	—	80.0
British Island Airways	68	194	248	3 469	2 411	1 187	49.2	..	316	153	4	49	100	48.4
British Midland Airways	356	215	585	10 387	55 043	35 843	65.1	..	4 390	2 498	—	250	2 248	56.9
Dan-Air Services	36	8	51	652	6 837	5 643	82.5	..	546	451	—	—	451	82.6
Invicta International Airlines	112	75	183	2 427	11 350	3 388	29.9	..	1 665	702	—	376	326	42.2
Tradewinds Airways	230	43	503	—	—	—	—	..	4 808	4 401	—	4 401	—	91.5
TOTAL	971	593	1 808	18 196	89 678	51 741	57.7	..	15 893	11 048	4	7 409	3 635	69.5

# Aircraft Type and Utilisation — All Airlines February 1975

Table 31.1

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1974	Daily utilisation per aircraft (hrs) Quarter ended December 1974
Aviation Traders Carvair	88	375	12	360	34	6 965	1 311	6	4.1
Aviation Traders Merchantman	623	—	903	—	1 307	—	—	10	4.6
AW650 Argosy	22	—	64	—	82	—	—	2	2.8
BAC 111-200	378	891	—	1 649	—	29 491	13 420	7	5.7
BAC 111-300/400	1 411	1 374	—	2 670	—	76 190	96 126	17	6.0
BAC 111-500	1 629	3 250	40	3 768	45	166 401	87 048	24	6.0
BAC Britannia-300	678	9	139	74	624	34	575	5	5.1
BAC Vanguard 952	177	14	95	22	325	1 141	784	5	10.3
BAC VC10 Standard	496	190	—	670	—	6 567	36 505	6	6.7
BAC VC10 Super	3 113	1 043	—	4 321	—	37 191	236 858	15	10.8
BAC Viscount-700	11	76	—	45	—	1 382	176	2	0.6
BAC Viscount-700D/800/810	1 267	4 232	101	4 429	119	130 880	42 005	48	3.9
Beagle 206	63	107	—	209	—	442	252	4	1.6
Beechcraft 18/Super H18	4	16	—	19	—	26	6	1	0.3
Beechcraft B55 Baron	—	—	—	—	—	—	—	1	—
Beechcraft B80 Queen-Air	5	7	1	14	2	27	18	1	0.9
Beechcraft B90 King-Air	1	4	—	4	—	11	4	2	0.1
Bell 212 Twin	44	596	—	272	—	4 155	271	6	2.2
Boeing 707-120/120B	253	75	—	343	—	5 740	31 879	2	6.7
Boeing 707-320C/336	4 413	868	487	3 892	2 052	46 887	227 273	24	9.2
Boeing 707-420	1 559	553	—	2 189	—	35 488	162 931	18	6.0
Boeing 720/720B	355	161	—	427	—	15 887	30 450	6	5.3
Boeing 727-100	316	211	—	503	—	26 150	39 926	5	6.2
Boeing 737-200	1 581	1 079	4	2 523	7	129 897	191 298	14	8.2
Boeing 747	3 385	900	—	4 519	—	73 223	580 252	17	11.2
Britten-Norman Islander	126	1 416	7	587	10	4 945	460	14	1.6
Britten-Norman Trislander	55	976	—	317	—	8 418	408	7	2.6
Canadair CL 44	1 060	—	301	—	2 109	—	—	11	6.7
Cessna 340	5	6	29	8	11	15	5	1	1.0
Cessna 401/421	8	28	—	23	—	38	12	2	0.3
Cessna 500 Citation	11	44	—	42	—	63	15	—	—
DC10	123	55	—	177	—	12 024	30 961	3	6.0
DC3 Dakota/Pionair	67	105	200	87	219	1 992	342	10	1.4
DC8-54/55F Jet Trader	172	—	63	—	248	—	—	—	—
DH 104 Dove	53	61	66	94	111	415	172	3	2.3
DH 106 Comet 4B/C	229	203	2	418	2	19 209	22 404	13	3.3
DH 114 Heron	44	125	1	162	1	795	311	5	0.8
DHC 6 Twin-Otter	11	79	—	42	—	544	105	1	2.2
Fokker Friendship 100/600	198	645	—	635	—	8 792	3 757	4	5.6
HP Herald 100/200	663	1 206	429	1 015	478	28 074	12 986	13	4.4
HP Herald 700	25	80	—	89	—	1 564	573	3	1.7
HS 121 Trident 1C	1 016	1 680	—	2 239	—	98 697	57 704	19	4.4
HS 121 Trident 1E	169	272	—	333	—	25 873	16 874	4	4.1
HS 121 Trident 2E	1 215	898	—	2 141	—	47 551	63 827	15	5.3
HS 121 Trident 3B	1 897	2 359	—	3 753	—	187 879	147 760	26	5.7
HS 125	226	344	—	374	—	903	671	17	1.0
HS 748	187	710	—	692	—	13 815	4 183	7	4.1
Lockheed L1011 Tristar	72	74	—	134	—	10 387	9 660	3	—
PA23 Aztec/Apache	25	65	27	62	30	130	30	7	0.7
PA31 Navajo	100	335	—	278	—	916	298	*11	*1.3
Sikorsky 58T	21	183	—	66	—	1 894	167	1	1.6
Sikorsky S61N	373	1 693	—	1 853	—	26 564	3 816	21	3.1
Westland Wessex	26	751	—	213	—	7 276	148	7	1.8
TOTAL	30 045	30 422	2 971	48 756	7 816	1 302 944	2 207 014	*476	*4.8

\*Excluding airlines for which details not available (see Table 31.2).

# Aircraft Type & Utilisation — Individual Airlines

## February 1975

Table 31.2

	Aircraft—km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended December 1974	Daily utilisation per aircraft (hrs) Quarter ended December 1974
		Passenger	Cargo	Passenger	Cargo				
<b>British Airways Overseas Division</b>									
BAC VC10 Standard	496	190	—	670	—	6 567	36 505	6	6·8
BAC VC10 Super	3 113	1 043	—	4 321	—	37 191	236 858	15	10·8
Boeing 707–320C/336	2 108	375	220	1 849	944	19 651	125 440	11	10·2
Boeing 707–420	1 190	417	—	1 678	—	18 880	110 912	9	9·7
Boeing 747	3 385	900	—	4 519	—	73 223	580 252	17	11·2
<b>TOTAL</b>	<b>10 291</b>	<b>2 925</b>	<b>220</b>	<b>13 037</b>	<b>944</b>	<b>155 512</b>	<b>1 089 967</b>	<b>58</b>	<b>10·3</b>
<b>British Airways European Division</b>									
BAC 111–500	1 114	2 493	—	2 746	—	121 622	52 682	18	6·1
HS 121 Trident 2E	1 216	898	—	2 141	—	47 551	63 827	15	5·3
Aviation Traders Merchantman	623	—	903	—	1 307	—	—	10	4·6
HS 121 Trident 1C	1 015	1 678	—	2 239	—	98 697	57 704	19	4·4
HS 121 Trident 3B	1 898	2 359	—	3 753	—	187 879	147 760	26	5·7
Lockheed L1011 Tristar	72	74	—	134	—	10 387	9 660	3	—
<b>TOTAL</b>	<b>5938</b>	<b>7502</b>	<b>903</b>	<b>11 013</b>	<b>1307</b>	<b>466 136</b>	<b>331633</b>	<b>91</b>	<b>5·2</b>
<b>British Airtours</b>									
Boeing 707–420	369	136	—	511	—	16 608	52 020	9	2·4
<b>British Airways Helicopters</b>									
Sikorsky S61N	108	835	—	602	—	7 982	1 100	10	2·7
Bell 212 Twin	12	200	—	77	—	1 064	66	1	3·8
<b>TOTAL</b>	<b>120</b>	<b>1 035</b>	<b>—</b>	<b>679</b>	<b>—</b>	<b>9 046</b>	<b>1166</b>	<b>11</b>	<b>2·8</b>
<b>British Airways Regional Division—</b>									
<b>Channel Islands Airways</b>									
BAC Viscount–700D/800/810	272	830	—	991	—	34 429	10 866	12	4·0
BAC 111–300/400	161	256	—	498	—	10 705	7 127	3	6·4
<b>TOTAL</b>	<b>433</b>	<b>1 086</b>	<b>—</b>	<b>1 489</b>	<b>—</b>	<b>45 134</b>	<b>17 993</b>	<b>15</b>	<b>4·5</b>
<b>Scottish Airways</b>									
BAC Viscount–700D/800/810	157	952	—	894	—	23 264	5 133	7	5·2
Short SC7 Skyvan	—	—	—	—	—	—	—	—	2·1
<b>TOTAL</b>	<b>157</b>	<b>952</b>	<b>—</b>	<b>894</b>	<b>—</b>	<b>23 264</b>	<b>5 133</b>	<b>7</b>	<b>4·9</b>
<b>Cambrian Airways</b>									
BAC Viscount–700	11	76	—	45	—	1 382	176	2	0·6
BAC Viscount–700D/800/810	200	969	—	731	—	25 304	5 547	8	3·5
BAC 111–300/400	161	376	—	363	—	14 420	7 569	4	4·9
<b>TOTAL</b>	<b>372</b>	<b>1 421</b>	<b>—</b>	<b>1 139</b>	<b>—</b>	<b>41 106</b>	<b>13 293</b>	<b>14</b>	<b>3·5</b>
<b>Northeast Airlines</b>									
BAC Viscount–700D/800/810	145	417	—	474	—	16 323	5 592	6	3·2
HS 121 Trident 1E	169	272	—	333	—	25 873	16 874	4	4·1
<b>TOTAL</b>	<b>314</b>	<b>689</b>	<b>—</b>	<b>807</b>	<b>—</b>	<b>42 196</b>	<b>22 465</b>	<b>10</b>	<b>3·6</b>
<b>British Caledonian Airways</b>									
BAC 111–200	378	891	—	1 649	—	29 491	13 420	7	5·7
BAC 111–500	514	757	40	1 022	45	44 779	34 366	6	5·8
Boeing 707–320C/336	1 925	370	267	1 510	1 108	14 486	98 386	9	10·0
BAC VC10 Standard	—	—	—	—	—	—	—	—	5·8
<b>TOTAL</b>	<b>2 817</b>	<b>2 018</b>	<b>307</b>	<b>4 181</b>	<b>1 153</b>	<b>88 756</b>	<b>146 172</b>	<b>22</b>	<b>7·3</b>

**Table 31.2 cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1974	Daily utilisation per aircraft (hrs) Quarter ended December 1974
<b>Air Anglia</b>									
DC3 Dakota/Pionair	16	33	—	55	—	562	243	2	1.0
Fokker Friendship 100/600	198	645	—	635	—	8 792	3 757	4	5.6
PA31 Navajo	32	98	—	87	—	186	57	3	1.3
TOTAL	246	776	—	777	—	9 540	4 057	9	3.1
<b>Air Freight</b>									
DC3 Dakota/Pionair	36	—	140	—	183	—	—	4	1.9
<b>Air-Bridge Carriers</b>									
AW650 Argosy	22	—	64	—	82	—	—	2	2.8
BAC Viscount-700D/800/810	7	—	20	—	26	—	—	1	1.5
TOTAL	28	—	84	—	108	—	—	3	2.5
<b>Alidair</b>									
BAC Viscount-700D/800/810	47	46	81	47	93	1 224	513	2	4.2
<b>Aurigny Air Services</b>									
Britten-Norman Trislander	40	872	—	246	—	8 142	370	4	3.0
Britten-Norman Islander	37	542	—	198	—	2 534	172	3	1.8
TOTAL	78	1 414	—	444	—	10 676	542	7	2.5
<b>Beecham Imperial</b>									
HS 125	15	23	—	35	—	140	54	2	0.5
<b>Bristow Helicopters</b>									
Sikorsky S61N	265	858	—	1 251	—	18 582	2 717	11	3.4
Westland Wessex	26	751	—	213	—	7 276	148	7	1.8
Sikorsky 58T	21	183	—	66	—	1 894	167	1	1.6
Bell 212 Twin	14	208	—	103	—	1 762	72	1	3.7
TOTAL	326	2 000	—	1 633	—	29 514	3 103	20	2.8
<b>Britannia Airways</b>									
Boeing 737-200	1 581	1 079	4	2 523	7	129 897	191 298	14	8.2
<b>British Air Ferries</b>									
Aviation Traders Carvair	88	375	12	360	34	6 965	1 311	6	4.1
<b>British Executive Air Services</b>									
Bell 212 Twin	18	188	—	92	—	1 329	133	4	1.0
<b>British Island Airways</b>									
HP Herald 100/200	663	1 206	429	1 015	478	28 074	12 986	13	4.4
<b>British Midland Airways</b>									
HP Herald 700	25	80	—	89	—	1 564	573	3	1.7
BAC Viscount-700D/800/810	439	1 018	—	1 292	—	30 336	14 354	12	3.8
Boeing 707-320C/336	224	66	—	282	—	5 336	28 448	2	4.6
TOTAL	688	1 164	—	1 663	—	37 236	43 376	17	3.5



**Table 31.2 cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1974	Daily utilisation per aircraft (hrs) Quarter ended December 1974
<b>Brymon Airways</b>									
Britten-Norman Islander	11	70	—	53	—	148	26	2	1.3
DHC 6 Twin-Otter	11	79	—	42	—	544	105	1	2.2
TOTAL	22	149	—	95	—	692	131	3	1.6
<b>Dan-Air Services</b>									
HS 748	187	710	—	692	—	13 815	4 183	7	4.1
BAC 111-300/400	408	382	—	750	—	24 209	29 643	5	5.5
DH 106 Comet 4B/C	229	203	2	418	2	19 209	22 404	13	3.3
Boeing 727-100	316	211	—	503	—	26 150	39 926	5	6.2
Boeing 707-320C/336	157	57	—	251	—	7 414	24 999	2	4.5
TOTAL	1 297	1 563	2	2 614	2	90 797	121 156	32	4.3
<b>Eagle Flying Services</b>									
Beechcraft B90 King Air	1	4	—	4	—	11	4	2	—
Beechcraft B55 Baron	—	—	—	—	—	—	—	1	—
TOTAL	1	4	—	4	—	11	4	3	—
<b>Fairflight Charters</b>									
DH 104 Dove	52	57	65	92	109	399	167	3	2.1
PA31 Navajo	10	23	—	35	—	127	59	1	2.1
TOTAL	62	80	65	127	109	526	226	4	2.1
<b>Green Shield Stamp</b>									
HS 125	26	39	—	40	—	136	111	1	1.4
<b>Haywards Aviation</b>									
DH 104 Dove	1	4	1	2	2	16	5	..	..
<b>I D S Aircraft</b>									
Cessna 500 Citation	11	44	—	42	—	63	15	—	—
PA23 Aztec/Apache	5	18	—	22	—	54	15	1	1.4
PA31 Navajo	38	147	—	91	—	400	104	2	1.7
TOTAL	54	209	—	155	—	517	134	3	1.6
<b>International Aviation Service</b>									
BAC Britannia-300	224	—	103	—	465	—	—	3	6.4
DC8-54/55F Jet Trader	172	—	63	—	248	—	—	—	—
TOTAL	396	—	166	—	713	—	—	3	6.4
<b>Intra Airways</b>									
Britten-Norman Islander	4	14	—	19	—	67	17	1	1.2
DC3 Dakota/Pionair	14	72	60	32	36	1 430	99	4	0.9
TOTAL	18	86	60	51	36	1 497	116	5	1.0
<b>Invicta International Airlines</b>									
BAC Vanguard 952	177	14	95	22	325	1 141	784	5	10.3
Boeing 720/720B	97	68	—	156	—	2 427	3 388	2	1.0
TOTAL	274	82	95	178	325	3 568	4 172	7	7.2

Table 31.2 cont.

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	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1974	Daily utilisation per aircraft (hrs) Quarter ended December 1974
<b>Laker Airways</b>									
BAC 111-300/400	680	360	—	1 059	—	26 856	51 787	5	6.9
DC10	123	55	—	177	—	12 024	30 961	3	6.0
Boeing 707-120/120B	253	75	—	343	—	5 740	31 879	2	6.7
TOTAL	1 056	490	—	1 579	—	44 620	114 626	10	6.6
<b>Loganair</b>									
Beechcraft 18/Super H18	4	16	—	19	—	26	6	1	0.3
Britten-Norman Trislander	15	104	—	71	—	276	38	3	2.1
Britten-Norman Islander	69	779	—	306	—	2 132	233	6	1.8
TOTAL	88	899	—	396	—	2 434	276	10	1.8
<b>MAM Aviation</b>									
HS 125	34	38	—	51	—	89	79	1	2.1
<b>McAlpine Aviation</b>									
Cessna 401/421	8	28	—	23	—	38	12	2	0.3
HS 125	129	209	—	217	—	478	392	11	1.0
PA23 Aztec/Apache	9	31	—	31	—	44	10	3	0.7
PA31 Navajo	4	17	—	13	—	22	13	1	1.0
TOTAL	150	285	—	284	—	582	427	17	0.9
<b>Merlot International Airlines</b>									
HS 125	21	35	—	31	—	60	35	2	0.7
<b>Monarch Airlines</b>									
BAC Britannia-300	454	9	36	74	159	34	575	2	3.2
Boeing 720/720B	258	93	—	271	—	13 460	27 062	4	6.4
TOTAL	712	102	36	345	159	13 494	27 636	6	5.3
<b>Moseley Aviation</b>									
PA31 Navajo	12	27	—	38	—	135	57	1	0.4
<b>Northern Air Taxis</b>									
Beagle 206	63	107	—	209	—	442	252	4	1.6
<b>Northern Executive Aviation</b>									
Britten-Norman Islander	3	6	5	6	7	44	9	1	1.0
<b>Peters Aviation</b>									
DH 114 Heron	44	125	1	162	1	795	311	5	0.8
<b>Ryburn Air</b>									
Cessna 340	5	6	29	8	11	15	5	1	1.1
<b>Thurston Aviation</b>									
Britten-Norman Islander	2	5	2	5	3	20	4	1	0.9
PA23 Aztec/Apache	11	16	27	9	30	32	4	3	0.4
PA31 Navajo	4	23	—	14	—	46	8	3	0.5
TOTAL	17	44	29	28	33	98	16	7	0.5

**Table 31.2 cont.**

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended December 1974	Daily utilisation per aircraft (hrs) Quarter ended December 1974
		Passenger	Cargo	Passenger	Cargo				
<b>Tradwinds Airways</b>									
Canadair CL 44	419	—	99	—	866	—	—	4	7.5
<b>Trans-Meridian Air Cargo</b>									
Canadair CL 44	641	—	202	—	1 243	—	—	7	6.2
<b>Vernair Transport</b>									
Beechcraft B80 Queen-Air	5	7	1	14	2	27	18	1	0.9
<b>GRAND TOTAL</b>	<b>30 045</b>	<b>30 422</b>	<b>2 971</b>	<b>48 756</b>	<b>7 816</b>	<b>1 302 944</b>	<b>2 207 014</b>	<b>*476</b>	<b>*4.8</b>

\*Excluding airlines for which details not available.

# Operations Subject to Variable Charge by Type of Licence February 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
<b>Chargeable Operations (Own Aircraft)</b>					
Class 1	391 062	208 363	68 999	139 370	53.3
Class 2	4 384	2 765	—	2 765	63.1
Class 3	41 101	36 367	—	36 367	88.5
Class 4	9 460	7 318	—	7 318	77.4
Class 5	19 093	12 893	8 080	4 813	67.5
Class 6	42 872	28 263	28 263	—	65.9
Class 7	19 036	9 659	7 172	2 487	50.7
TOTAL	531 008	305 628	112 514	193 120	57.6
<b>Non-chargeable Operations</b>					
Aircraft hired from Foreign Operators	1 537	929	607	322	60.4
Exempt Services	10 858	6 213	2 752	3 461	57.2
TOTAL	12 395	7 142	3 358	3 783	57.6
GRAND TOTAL	543 403	312 770	115 872	196 903	57.6

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

# Output by Type of Licence and Aircraft Ownership February 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	391 062	98	1 150	392 311
Class 2	4 384	—	—	4 384
Class 3	41 101	—	—	41 101
Class 4	9 460	—	—	9 460
Class 6	42 872	—	—	42 872
Class 7	19 036	—	—	19 036
Exempt Services	8 713	—	2 145	10 858
TOTAL	516 629	98	3 295	520 023
Class 5 hired to UK Airlines	3 200			
Non UK Airlines	15 893			
TOTAL	19 093			
GRAND TOTAL	535 722			

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# Appendix A Definitions

## AIRPORT ACTIVITY

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

## AIR PASSENGERS

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

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

<b>Cargo uplifted</b>	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.
<b>Daily utilisation per a/c (hrs)</b>	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.
<b>Exempt operations</b>	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.
<b>Inclusive tours (IT)</b>	are separate fare charters where the cost to the passenger includes the cost of accommodation.
<b>Licence</b>	means an air transport licence granted under Section 22 of the Civil Aviation Act 1971.
<b>Mail</b>	covers only that handled by postal administrations and includes troop mail.
<b>Mail tonne-km</b>	are calculated using the same principle as when calculating cargo tonne-km.
<b>Overall load factor</b>	is an expression of tonne-km used as a percentage of tonne-km available.
<b>Passengers</b>	in airline statistics means revenue passengers only, i.e. passengers paying 25 per cent or more of the normal fare.
<b>Passenger-km</b>	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.
<b>Passenger load factor</b>	is an expression of seat-km used as a percentage of seat-km available.
<b>Passengers uplifted and passengers carried</b>	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.
<b>Passenger tonne-kilometres</b>	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.