

**Civil Aviation Authority**

---



# CAA Monthly Statistics

(up to and including August 1975)

# **CAA Monthly Statistics**

**(up to and including August 1975)**

© Civil Aviation Authority, 1975

ISSN 0306 3577

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

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

# Foreword

## 1 CONTENT

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

## 2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

## 3 ENQUIRIES

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

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

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

3.2 **Distribution** Enquiries concerning orders and subscriptions should be addressed to:

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

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

The series comprise:

CA. 1	<i>Airport activity</i>	(Monthly)
CA. 2	<i>Air passengers</i>	"
CA. 3	<i>Air freight &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.

# Contents

## Foreword

<b>Civil Aviation Statistics—August 1975</b>	<b>1</b>
--	----------

## Graphs

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

## Tables

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

## Airport Activity

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

## Air Passengers

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

# Contents *continued*

## **Air Cargo**

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

## **Airline Operations**

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

<b>Appendix A</b>	<b>Definitions</b>	54
-------------------	--------------------	----

<b>Appendix B</b>	<b>Classes of Licence</b>	58
-------------------	---------------------------	----

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

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

*Table 31.1*

BAC VC 10 Standard	1 976
BAC VC 10 Super	57 655
Boeing 707–120/120B	22 337
Boeing 707–320C/336	102 202
Boeing 707–420	177 856
Boeing 747	172 166
DC 10	56 208
Total	3 115 526

*Table 31.2*

BAOD	BAC VC 10 Standard	1 976
	BAC VC 10 Super	57 655
	Boeing 707–320C/336	28 125
	Boeing 707–420	30 102
	Boeing 747	172 166
	Total	303 832
British Airtours	Boeing 707–420	147 754
BCAL	Boeing 707–320C/336	35 876
	Total	188 178
BMA	Boeing 707–320C/336	25 024
	Total	99 777
Dan Air Services	Boeing 707–320C/336	13 177
	Total	375 180
Laker Airways	DC 10	47 020
	Boeing 707–120/120B	22 337
	Total	124 638
Grand Total		3 115 526

July 1976



# Civil Aviation Statistics—August 1975

Anne Norman  
386.

## Activity at UK Airports

During August 1975 UK Air Transport Movements fell to a level of almost 71 000, a decline of 3.3 per cent against 1974. A similar rate of decline was reported from London area airports (an aggregate decline of 3.2 per cent) and airports elsewhere in the UK (an aggregate decline of 3.4 per cent). When comparing the two three month periods June-August 1974 and 1975 the overall rate of decline was heavier at 4.2 per cent. London area airports recorded an aggregate 5.5 per cent decline, and once again only Stansted and Gatwick achieved growth against one year previously (24.4 per cent growth: 69 additional movements per month and 0.6 per cent growth: 44 additional movements per month respectively). Heathrow reported a decline of 7.6 per cent (1900 fewer movements), Luton 7.8 per cent decline (186 fewer movements) and Southend 4.5 per cent decline (53 fewer movements). The rate of decline over the remainder of the UK was half (at 2.8 per cent) that of the London area during this period, when the greatest increases in actual movements again occurred at Aberdeen, Lydd and Manchester (858 additional movements; 46.4 per cent growth, 346 movements; 17 fold growth – the highest of all airports over this period – and 223 movements, 5.0 per cent growth respectively). Glasgow reported the heaviest actual decline in movements (578 fewer movements: 13.6 per cent decline) whilst Gloucester the heaviest rate of decline (58.5 per cent: 83 fewer movements). The 4.2 per cent decline in total movements in the June to August period comprised an 8.0 per cent decline in scheduled movements and a 9.5 per cent growth in charter flights. The UK operators' share of the former declined 1.5 percentage points to 73.6 per cent, and their share of the latter fell marginally to 84.9 per cent resulting in their operating 76.4 per cent of total movements – a marginal decline on the corresponding period during 1974.

In the June to August period a monthly average of 4.6 million terminal passengers used UK airports – 6.3 per cent more than during the corresponding period of 1974. During the month of August the number of terminal passengers carried increased to almost 5.0 million – 7.7 per cent more than in 1974. London area airports reported an aggregate 6.5 per cent growth over the three month period which comprised growth at Heathrow, Gatwick and Stansted (7.3 per cent growth; 147 000 additional passengers, 8.0 per cent growth; 50 000 additional passengers and 43.7 per cent growth; 9000 additional passengers respectively) against a decline in the number of passengers at Southend and Luton (19.5 per cent decline; 6000 fewer passengers and 3.6 per cent decline; 9000 fewer passengers respectively). Outside the London area an aggregate growth of 5.9 per cent was achieved. Manchester recorded the greatest actual increase in passengers handled (50 000 additional passengers: 19.5 per cent growth) followed by Aberdeen and East Midlands (16 500 passengers; 37.6 per cent growth and 13 000 passengers; 24.7 per cent growth respectively). Lydd, which continued to report the highest rate of growth, increased its rate to over 46 fold the 1974 level. Gloucester's rate of decline of 48.2 per cent was the heaviest, whilst Liverpool once more reported the

largest decline in actual passengers (9000 fewer passengers; 15.8 per cent decline). The 6.3 per cent growth in passengers in the June to August period resulted from a 3.8 per cent growth in scheduled passengers and a 12.9 per cent growth in charter passengers. The UK operators' share of the total and scheduled service passengers declined by 1.9 percentage points to 69.3 per cent and 65.2 per cent respectively, and their share of charter passengers fell 2.7 percentage points to 78.9.

Of the monthly average 4.6 million passengers who used UK airports in the June to August period, 3.4 million travelled by international services (8.9 per cent growth against 1974) and 1.2 million by domestic services (a marginal decline). International route passengers ~~(on charter services)~~ experienced a 9.6 per cent growth over this period, and those on scheduled services a 6.7 per cent growth. Once again more passengers travelled by scheduled services to USA, France and Irish Republic than on other routes (12.7 per cent of total; 1.9 per cent decline, 12.0 per cent of total; 3.3 per cent growth and 9.1 per cent of total; 8.3 per cent growth). Passengers on international charter services experienced an aggregate 14.2 per cent growth and the three most heavily used routes were once more those to Spain (42.1 per cent of total; 16.5 per cent growth), Italy (11.0 per cent of total; 6.6 per cent growth) and those to Canada (7.8 per cent of total; 25.5 per cent growth). Over the June to August period only two of the domestic route groupings on table 19 reported growth against the corresponding period of 1974 – those servicing London (3.4 per cent growth) and those servicing Edinburgh (14.7 per cent growth). There was a marginal decline in passengers travelling to and from Belfast, a 4.0 per cent decline on those to the Channel Islands, 20.8 per cent decline on Glasgow services and 10.7 per cent decline on those to the Isle of Man.

The month of August saw the level of air freight fall 13.8 per cent against 1974 to almost 48 000 tonnes. Tonnage in the London area fell by an aggregate 10.7 per cent, whilst over the rest of the UK it fell by 24.8 per cent. When comparing the two three month periods June to August an aggregate UK decline of 13.5 per cent was reported – 10.3 per cent fall in the London area and 25.0 per cent over the remainder of the UK. Stansted and Gatwick were alone amongst London area airports in achieving a growth in tonnage (48 additional tonnes; 3.3 per cent growth and 2055 additional tonnes; 47.1 per cent growth). Heathrow handled 15.9 per cent less freight than in 1974 (6135 fewer tonnes), Luton 30.7 per cent less freight (73 fewer tonnes) and Southend 36.8 per cent less (678 fewer tonnes). Lydd again recorded both the greatest increase in actual tonnage and the heaviest rate of growth (220 additional tonnes; 12 fold growth) and Edinburgh the heaviest rate of decline (57.7 per cent drop; 191 fewer tonnes). The second highest increase in actual tonnage outside the London area occurred at Aberdeen (76 additional tonnes; 31.5 per cent growth) followed by Southampton with 67 additional tonnes (71.4 per cent growth). The heaviest actual decline in tonnage continued to be recorded at Manchester (1091 fewer tonnes; 30.2 per cent decline). Despite a 38.7

per cent growth in charter tonnage over this period, the 20.6 per cent fall in scheduled tonnage resulted in a 13.5 per cent decline in total freight moving through UK airports. The UK operators marginally increased their share of total tonnage (to 52.1 per cent), and whilst their share of that carried by scheduled services fell 4.4 percentage points (to 45.7 per cent) their share of that moving by charter services increased 16.3 percentage points to stand at 79.0 per cent.

### **Output of UK Airlines**

The output of UK airlines for all services in August 1975 was over 884 million available tonne-kilometres, an increase of 7.0 per cent on August 1974.

The scheduled service output of 542 million available tonne-kilometres was one per cent higher than a year earlier. The overall load factor of 58.7 per cent compared with 57.5 per cent in August 1974. Seat kilo-

metres used were 67.1 per cent of those available compared with 64.4 per cent in August 1974. Seat factors on domestic and international scheduled services were 69.4 and 66.9 per cent respectively compared with 64.9 and 64.4 per cent a year earlier.

The non-scheduled output of 342 million available tonne-kilometres was 18.2 per cent higher than a year earlier. Advance Booking Charters and Inclusive Tour Charters accounted for 58.1 and 136.1 million available tonne-kilometres respectively compared with 57.4 and 122.0 million in August 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

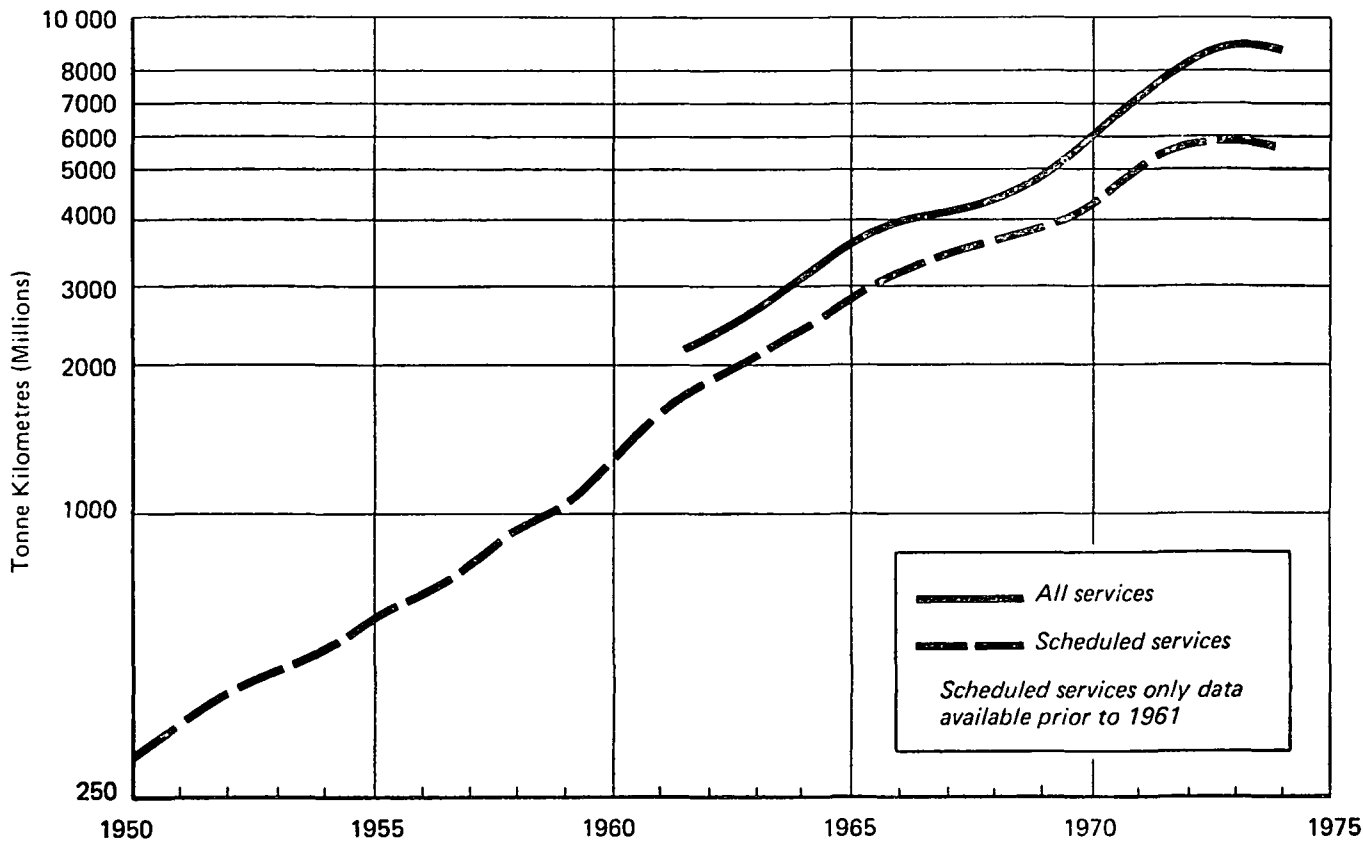
## Airports and Airlines Year ended 30 June 1975

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	20 537	50.82	100	100.00
Gatwick	5 140	12.72	98	49.18
Manchester	2 362	5.84	95	36.46
Luton	1 796	4.44	93	30.61
Glasgow	1 715	4.24	91	26.17
Belfast	1 202	2.97	89	21.92
Birmingham	1 055	2.61	86	18.95
Edinburgh	837	2.07	84	16.34
Newcastle	587	1.45	82	14.27
Aberdeen	536	1.33	80	12.82
East Midlands	489	1.21	77	11.49
Liverpool	486	1.20	75	10.28
Isle of Man	424	1.05	73	9.08
Prestwick	386	0.96	70	8.03
Southampton	317	0.78	68	7.07
Leeds/Bradford	279	0.69	66	6.29
Glamorgan	231	0.57	64	5.60
Southend	226	0.56	61	5.03
Stansted	224	0.55	59	4.47
Teesside	182	0.45	57	3.91
Bristol	178	0.44	55	3.46
Sumburgh	165	0.41	52	3.02
Others (22 reporting airports)	1 057	2.62	50	2.62

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of a.t – km of UK airlines this size and smaller
British Airways Overseas Division	4 402	51.47	100	100.00
British Airways European Division	1 101	12.87	98	48.53
British Caledonian Airways	818	9.57	96	35.66
Laker Airways	338	3.95	94	26.09
Dan-Air Services	332	3.88	92	22.14
Britannia Airways	302	3.53	90	18.26
Trans-Meridian Air Cargo	219	2.56	88	14.73
British Airtours	161	1.88	86	12.17
Tradewinds Airways	147	1.72	84	10.29
Monarch Airlines	139	1.63	82	8.57
International Aviation Services	102	1.19	80	6.94
British Midland Airways	92	1.08	78	5.75
Invicta International Airlines	70	0.82	76	4.67
British Airways—Northeast Airlines	65	0.76	73	3.85
British Airways—Channel Islands Airways	51	0.60	71	3.09
British Airways—Cambrian Airways	49	0.57	69	2.49
Court Line Aviation	41	0.48	67	1.92
British Island Airways	31	0.36	65	1.44
British Airways—Scottish Airways	26	0.30	63	1.08
British Air Ferries	12	0.14	61	0.78
Others (29 airlines)	54	0.63	59	0.63

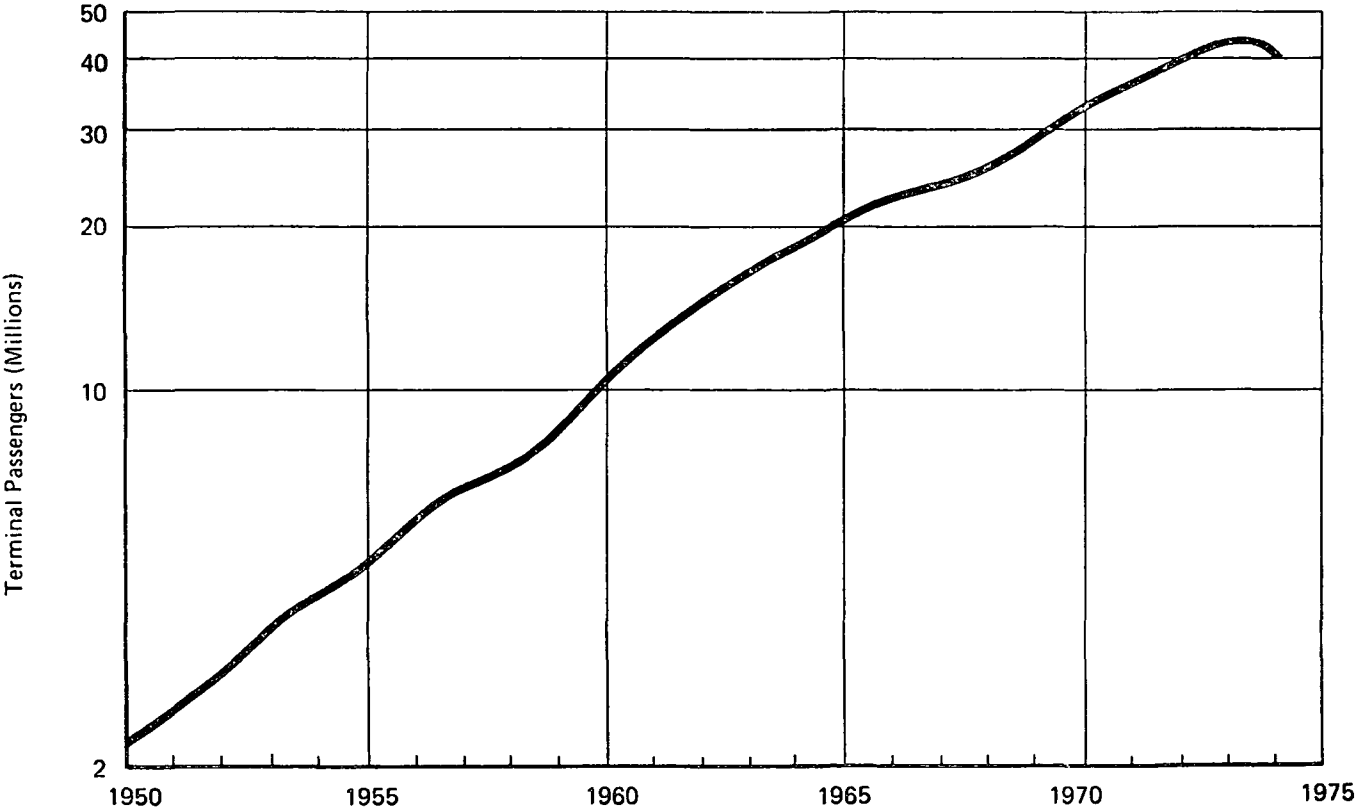
# Output of UK Airlines

Tonne-kilometres made available



# UK Airports

Terminal Passengers arriving or departing



# Main Outputs of UK Airports and Airlines 1950-1974

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
1974	1 849	710	40 082	8 287	5 747	2 540
Year ended						
August 1974	1 853	712	41 218	8 487	5 747	2 740
August 1975	1 896	701	41 060	8 645	5 941	2 705
Mean rates of growth (percentages) to 1974						
20 years	6.5	5.1	12.5	..	13.6	..
10 years	7.7	3.7	9.1	12.5	9.9	19.7
5 years	6.4	4.6	7.1	10.2	9.6	16.9
Latest year's growth (percentages)						
	2.3	-1.5	-0.4	1.9	3.4	-1.3

# Use of UK Airports

Table 3

## Main Categories of Operator and Service

### Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1974	59.2	3 340	35.1	1 699	10.2	666	12.4	844	1.5	131
1973 1st quarter	46.9	2 517	27.7	1 285	7.8	576	10.5	594	0.9	62
2nd quarter	65.0	3 838	38.3	1 884	11.9	913	12.8	870	2.1	171
3rd quarter	74.2	4 926	42.3	2 261	14.8	1 271	14.0	1 079	3.1	315
4th quarter	53.4	3 095	31.7	1 578	8.9	638	11.3	768	1.5	111
1974 1st quarter	47.0	2 523	27.7	1 351	8.0	473	10.5	640	0.8	59
2nd quarter	64.2	3 512	38.3	1 777	11.1	722	13.1	876	1.7	137
3rd quarter	71.7	4 482	42.2	2 168	13.2	1 011	13.9	1 066	2.4	237
4th quarter	53.7	2 844	32.1	1 502	8.5	459	12.0	794	1.1	89
1975 1st quarter	48.4	2 532	28.4	1 338	8.1	431	11.1	703	0.9	59
2nd quarter	61.6	3 611	35.3	1 763	11.9	763	12.6	920	1.8	165
1974 January	47.9	2 562	28.5	1 400	7.8	450	10.8	658	0.8	54
February	43.5	2 229	25.9	1 232	7.2	413	9.7	542	0.7	43
March	49.6	2 777	28.5	1 419	9.0	557	11.1	719	1.0	81
April	59.7	3 275	35.9	1 707	10.2	694	12.2	763	1.4	111
May	64.1	3 359	38.4	1 692	10.6	620	13.6	926	1.5	121
June	69.0	3 902	40.7	1 931	12.7	853	13.5	938	2.1	180
July	74.0	4 489	43.3	2 167	13.9	1 025	14.4	1 064	2.4	233
August	73.3	4 639	43.0	2 193	13.7	1 102	14.1	1 085	2.5	259
1975 January	51.0	2 506	30.9	1 375	7.8	369	11.5	706	0.8	56
February	44.3	2 186	26.5	1 178	7.0	352	10.3	617	0.6	38
March	50.0	2 904	27.8	1 460	9.6	572	11.4	787	1.2	84
April	56.5	3 099	33.4	1 624	9.8	577	12.0	814	1.3	84
May	63.2	3 658	36.5	1 811	12.1	769	12.7	912	1.8	166
June	65.1	4 076	35.9	1 854	13.8	943	13.1	1 035	2.3	244
July	71.3	4 782	39.6	2 218	14.9	1 095	14.0	1 161	2.7	307
August	70.9	4 997	39.0	2 271	15.2	1 214	13.9	1 193	2.8	319

# Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

		Total	Commercial		Other	Non-commercial		Other
		(000)	Total	Air transport	(000)	Total	Aero club and private	Test and training
			(000)	(000)	(000)	(000)	(000)	(000)
1965		79.7	45.1	42.3	2.8	34.6	21.5	4.9
1966		91.1	49.2	46.4	2.8	41.9	27.5	5.6
1967		101.1	49.9	47.2	2.7	51.2	31.9	9.7
1968		106.6	49.7	46.7	3.0	56.9	36.1	12.4
1969		116.6	53.3	49.3	4.0	63.3	42.5	13.4
1970		122.4	55.1	50.6	4.5	67.3	45.0	14.3
1971		134.9	57.4	52.5	4.9	77.5	49.7	19.6
1972		144.4	61.2	55.8	5.4	83.2	56.2	18.2
1973		157.7	67.0	59.9	7.1	90.7	65.0	17.5
1974		154.1	66.0	59.2	6.9	88.1	65.2	15.0
1973	1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3
	2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8
	3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8
	4th quarter	134.2	60.0	53.4	6.6	74.2	53.1	14.2
1974	1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9
	2nd quarter	174.4	71.7	64.3	7.5	102.7	76.4	16.6
	3rd quarter	184.1	81.4	71.7	9.7	102.7	80.6	14.6
	4th quarter	135.0	59.6	53.7	5.8	75.4	54.9	12.7
1975	1st quarter	134.2	53.5	48.4	5.0	80.7	55.1	17.9
	2nd quarter	178.0	68.8	61.6	7.2	109.2	81.6	17.9
1974	January	112.3	51.9	47.9	4.0	60.4	40.8	13.6
	February	118.1	47.5	43.5	4.1	70.5	49.1	15.2
	March	138.3	54.6	49.6	5.0	83.6	57.0	19.0
	April	165.1	66.2	59.7	6.5	98.9	71.5	19.0
	May	181.6	72.0	64.1	7.9	109.6	80.3	18.1
	June	176.5	77.0	69.0	8.1	99.5	77.4	12.8
	July	187.7	83.8	74.0	9.9	103.9	81.3	15.9
	August	192.3	84.4	73.3	11.1	107.9	88.1	13.2
1975	January	128.5	55.5	51.0	4.4	73.0	48.6	16.9
	February	116.3	48.5	44.3	4.2	67.8	44.5	16.7
	March	157.8	56.4	50.0	6.4	101.4	72.2	20.1
	April	163.3	62.0	56.6	5.4	101.3	72.6	19.4
	May	183.0	70.8	63.2	7.6	112.2	82.2	19.3
	June	187.8	73.7	65.1	8.6	114.1	90.0	15.0
	July	193.3	80.3	71.3	9.0	112.9	87.9	17.4
	August	188.3	80.0	70.9	9.1	108.2	88.9	13.4

# Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months										
	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	21 259	5 101	1 354	821	1 426	4 785	3 755	1 263	2 525	4 381
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	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	5 645
	2nd quarter	35 420	6 377	3 035	1 516	1 453	5 140	6 075	2 597	10 210
	3rd quarter	39 664	7 247	3 521	1 751	1 673	5 956	7 294	2 926	12 436
	4th quarter	29 164	5 420	2 508	1 273	1 075	3 483	5 351	2 520	6 798
1974	1st quarter	25 752	4 776	1 814	1 145	835	2 538	4 576	3 473	4 956
	2nd quarter	33 689	6 168	2 876	1 516	1 355	4 880	6 025	4 483	9 053
	3rd quarter	36 786	6 801	3 398	1 740	1 478	5 578	6 924	5 043	11 103
	4th quarter	28 212	5 427	2 347	1 286	1 036	3 324	4 966	4 519	6 697
1975	1st quarter	26 019	4 738	1 951	1 195	1 011	2 919	3 860	4 570	5 880
	2nd quarter	31 315	5 979	2 888	1 487	1 350	4 795	5 675	5 260	8 919
1974	January	26 735	4 817	1 773	1 205	778	2 353	4 658	3 420	4 647
	February	23 666	4 469	1 650	1 079	768	2 290	4 307	3 315	4 517
	March	26 854	5 043	2 020	1 152	959	2 972	4 762	3 684	5 704
	April	32 544	5 537	2 546	1 275	1 253	4 360	5 507	3 822	8 518
	May	33 169	6 263	2 912	1 593	1 326	4 934	6 001	4 783	9 373
	June	35 355	6 703	3 169	1 681	1 486	5 347	6 567	4 845	9 268
	July	37 976	7 011	3 489	1 823	1 547	5 535	7 133	5 283	10 565
	August	37 403	6 901	3 548	1 757	1 567	5 789	7 093	5 183	12 106
1975	January	26 821	5 174	1 907	1 286	1 047	2 755	4 770	4 838	5 485
	February	23 496	4 333	1 748	1 095	878	2 541	3 996	4 257	5 052
	March	27 739	4 707	2 199	1 205	1 109	3 456	2 814	4 616	7 104
	April	29 564	5 156	2 545	1 340	1 136	4 186	5 189	5 012	7 658
	May	31 959	6 300	2 981	1 548	1 346	4 923	5 837	5 433	9 782
	June	32 421	6 481	3 139	1 574	1 567	5 275	6 000	5 336	9 318
	July	36 019	6 750	3 357	1 682	1 426	5 700	6 764	5 939	10 446
	August	36 220	6 862	3 360	1 686	1 389	5 496	6 582	5 698	11 811



# Terminal Passengers by Airports

**Table 6**

## Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1965	1 055	167	44	25	18	60	169	22	99	108
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1974	2 306	259	122	64	35	84	256	78	138	163
1973 1st quarter	1 748	202	91	45	37	39	215	42	98	66
2nd quarter	2 658	305	147	72	51	107	286	56	156	195
3rd quarter	3 356	395	197	94	66	138	386	73	221	287
4th quarter	2 167	236	117	58	38	61	249	52	117	117
1974 1st quarter	1 760	197	78	51	26	40	213	59	99	72
2nd quarter	2 435	271	128	67	37	98	259	75	141	198
3rd quarter	3 043	351	180	86	50	133	338	96	204	262
4th quarter	1 986	215	103	53	26	62	212	80	108	122
1975 1st quarter	1 810	180	85	50	24	49	165	76	94	89
2nd quarter	2 469	296	149	68	37	101	264	92	135	192
1974 January	1 808	196	69	52	25	32	219	58	103	61
February	1 530	186	67	49	24	35	193	55	90	61
March	1 940	210	96	52	30	53	227	64	104	93
April	2 332	232	110	56	34	85	225	67	134	165
May	2 324	263	122	67	33	99	250	77	123	199
June	2 648	318	152	79	45	111	303	81	166	231
July	3 031	348	176	89	53	124	357	100	212	251
August	3 130	366	192	89	56	144	341	100	220	297
1975 January	1 782	181	64	48	22	39	192	78	100	67
February	1 535	161	76	44	20	41	162	69	78	74
March	2 112	197	114	58	30	67	141	80	105	125
April	2 183	223	116	56	28	82	212	86	114	140
May	2 491	307	154	70	36	109	267	93	130	217
June	2 733	357	177	79	48	112	313	97	161	219
July	3 248	387	197	85	51	125	366	116	207	256
August	3 404	412	211	87	57	137	359	112	219	303

# Cargo Taken Up and Set Down by Airports

**Table 7**

Monthly Averages or Calendar Months										Tonnes
	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	22 066	2 537	259	155	248	6 942	1 309	151	1 182	1 344
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967	26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968	30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969	34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970	34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971	34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972	40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973	45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1974	46 745	4 917	941	178	82	1 445	3 513	462	1 774	1 879
1973 1st quarter	42 467	5 078	959	203	72	1 469	3 299	254	1 934	2 293
2nd quarter	43 564	4 899	1 041	194	94	1 254	3 368	278	1 931	2 443
3rd quarter	45 736	4 585	921	178	102	1 289	3 229	285	1 718	2 042
4th quarter	48 471	5 316	901	262	103	1 472	4 300	280	1 650	1 801
1974 1st quarter	46 527	5 038	794	286	72	1 593	3 630	371	1 467	2 256
2nd quarter	48 460	5 128	980	151	90	1 587	3 511	453	1 618	1 906
3rd quarter	45 066	4 678	926	128	86	1 314	3 313	518	1 646	1 893
4th quarter	46 926	4 824	1 066	148	81	1 288	3 599	505	2 366	1 461
1975 1st quarter	45 025	4 197	783	138	67	1 284	2 327	429	1 227	1 825
2nd quarter	43 039	3 807	904	122	59	1 260	2 611	563	1 215	1 686
1974 January	43 967	5 050	700	472	57	1 390	3 635	386	1 432	1 823
February	45 222	4 888	863	238	85	1 744	3 657	339	1 406	2 444
March	50 391	5 175	821	149	73	1 645	3 597	389	1 563	2 503
April	46 284	4 829	882	144	76	1 473	3 360	413	1 394	2 097
May	49 236	5 412	1 053	180	108	1 613	3 595	496	1 759	1 910
June	49 861	5 144	1 004	130	86	1 674	3 577	451	1 702	1 710
July	46 368	5 030	951	141	101	1 424	3 083	486	1 599	1 861
August	43 027	4 471	890	107	73	1 131	3 420	579	1 560	1 706
1975 January	42 296	4 257	815	127	63	1 256	2 511	437	1 212	1 796
February	43 036	3 979	769	161	74	1 217	2 246	376	1 145	1 850
March	49 744	4 355	765	126	64	1 380	2 223	475	1 325	1 829
April	44 145	4 028	858	125	59	1 296	2 577	592	1 230	1 708
May	41 960	4 040	907	109	59	1 186	2 719	541	1 244	1 673
June	43 011	3 353	948	132	60	1 297	2 537	557	1 172	1 677
July	43 460	3 475	888	105	87	1 183	2 354	554	1 227	1 901
August	38 434	3 283	751	100	60	969	2 428	493	1 117	1 656

# Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965		221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966		249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967		262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968		271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969		312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970		344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971		382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972		449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973		496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1974		478.9	263.9	9.9	65.5	188.5	55.1	3 684.7	2 117.4	57.5
1973	1st quarter	420.9	217.9	9.0	62.3	146.7	51.7	3 138.5	1 667.8	53.1
	2nd quarter	520.6	271.2	8.7	63.8	198.7	52.1	4 040.6	2 240.9	55.5
	3rd quarter	565.7	316.7	8.8	67.3	240.6	60.0	4 403.0	2 767.5	62.9
	4th quarter	477.1	264.3	10.6	71.8	181.9	55.4	3 601.7	2 052.9	57.0
1974	1st quarter	417.4	228.2	9.0	65.4	153.8	54.7	3 116.4	1 718.1	55.1
	2nd quarter	455.1	238.0	8.2	58.9	170.9	52.3	3 578.2	1 928.6	53.9
	3rd quarter	572.8	328.2	9.8	69.3	249.2	57.3	4 454.6	2 820.1	63.3
	4th quarter	470.2	261.0	12.5	68.4	180.1	55.5	3 589.5	2 002.9	55.8
1975	1st quarter	493.3	241.6	10.8	63.2	167.7	55.0	3 315.6	1 868.7	56.4
	2nd quarter	496.6	264.9	10.4	63.2	191.3	53.3	3 783.0	2 142.2	56.6
1974	January	392.8	214.4	7.6	51.8	155.0	54.6	2 985.4	1 740.9	58.3
	February	376.7	201.7	8.4	62.6	130.8	53.5	2 803.7	1 453.1	51.7
	March	482.8	268.5	11.0	81.8	175.7	55.6	3 555.2	1 960.3	55.1
	April	462.1	244.3	8.4	63.8	172.0	52.9	3 608.6	1 945.4	53.9
	May	308.1	162.4	5.3	36.3	120.7	52.7	2 508.7	1 368.1	54.5
	June	595.1	307.4	10.8	76.7	219.9	51.7	4 617.2	2 472.3	53.5
	July	540.3	295.6	8.9	63.4	223.4	54.7	4 221.1	2 538.4	60.1
	August	536.9	308.7	9.0	62.5	237.2	57.5	4 191.3	2 699.8	64.4
1975	January	422.5	226.6	9.2	50.8	166.7	53.6	3 253.4	1 863.7	57.3
	February	392.3	209.0	10.3	59.3	139.4	53.3	2 957.6	1 543.7	52.2
	March	503.2	289.2	12.9	79.4	196.9	57.5	3 735.7	2 198.6	58.9
	April	426.9	230.2	9.4	59.1	161.7	53.9	3 221.4	1 816.0	56.4
	May	469.5	251.5	10.2	59.6	181.7	53.6	3 591.9	2 030.5	56.5
	June	593.4	313.1	11.6	70.9	230.6	52.8	4 535.8	2 580.0	56.9
	July	539.0	303.9	10.0	60.3	233.6	56.4	4 212.4	2 654.5	63.0
	August	542.1	318.5	9.7	57.5	251.4	58.7	4 264.2	2 863.6	67.1

# Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

		Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965		20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
1966		24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967		25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968		25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969		24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970		25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971		26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972		28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973		32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1974		30.8	17.8	0.2	1.9	15.7	57.8	298.2	188.0	63.0
1973	1st quarter	25.4	13.7	0.3	2.0	11.4	54.2	240.9	148.2	61.3
	2nd quarter	34.7	20.3	0.2	2.2	17.9	58.5	341.6	215.9	63.2
	3rd quarter	39.2	24.2	0.3	2.0	21.9	61.7	385.0	264.7	68.8
	4th quarter	28.8	17.1	0.3	1.9	14.9	59.4	274.5	184.7	67.3
1974	1st quarter	24.3	14.8	0.2	1.8	12.7	60.9	228.1	152.2	66.7
	2nd quarter	34.6	19.1	0.2	1.9	17.0	55.2	337.9	204.1	60.4
	3rd quarter	37.6	22.5	0.2	1.9	20.4	59.8	374.2	243.4	65.0
	4th quarter	26.7	14.8	0.3	1.8	12.8	55.4	252.7	152.2	60.2
1975	1st quarter	21.7	11.7	0.2	1.2	10.2	53.9	202.8	121.4	59.9
	2nd quarter	29.4	16.9	0.2	1.2	15.4	57.5	292.2	183.6	62.8
1974	January	25.4	15.4	0.3	1.7	13.4	60.8	237.6	158.7	66.8
	February	23.1	14.0	0.2	1.8	11.9	60.6	215.6	142.1	65.9
	March	24.5	15.0	0.2	1.9	12.9	61.4	231.1	155.7	67.4
	April	31.9	17.5	0.2	1.8	15.4	54.7	308.8	186.0	60.2
	May	35.4	19.2	0.3	2.0	16.9	54.3	345.3	203.1	58.8
	June	36.4	20.7	0.2	1.8	18.6	56.8	359.7	223.3	62.1
	July	39.0	22.9	0.2	1.9	20.7	58.6	387.3	247.6	63.9
	August	37.8	22.4	0.2	1.7	20.5	59.3	377.6	244.9	64.9
1975	January	25.0	12.6	0.3	1.5	10.8	50.4	232.8	128.3	55.1
	February	21.0	10.6	0.2	1.1	9.3	50.7	195.8	110.5	56.4
	March	19.1	11.9	0.2	1.1	10.6	62.4	179.8	125.4	69.7
	April	27.5	15.0	0.2	1.3	13.5	54.6	264.8	160.2	60.5
	May	30.3	17.5	0.2	1.2	16.0	57.7	304.8	190.6	62.6
	June	30.5	18.3	0.2	1.2	16.8	59.8	306.9	200.1	65.2
	July	36.6	22.6	0.2	1.3	21.1	61.8	367.4	250.4	68.2
	August	35.7	22.4	0.2	1.1	21.0	62.7	359.9	249.9	69.4

# 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 Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965		201.7	102.8	4.5	24.1	74.2	51.0	1 472.1	894.8	60.8
1966		225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
1967		236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968		246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969		288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970		318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971		356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972		421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973		464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1974		448.1	246.1	9.6	63.7	172.8	54.9	3 386.5	1 929.4	57.0
1973	1st quarter	395.6	204.2	8.7	60.3	135.2	51.5	2 897.5	1 519.6	52.4
	2nd quarter	485.8	250.8	8.5	61.6	180.8	51.6	3 699.1	2 024.9	54.7
	3rd quarter	526.5	292.5	8.5	65.3	218.7	55.6	4 018.0	2 502.7	62.3
	4th quarter	448.3	247.2	10.3	69.8	167.1	55.1	3 327.2	1 868.1	56.2
1974	1st quarter	393.2	213.4	8.8	63.5	141.0	54.3	2 888.2	1 565.8	54.2
	2nd quarter	420.6	218.9	7.9	57.1	153.9	52.0	3 240.2	1 724.4	53.2
	3rd quarter	535.2	305.8	9.5	67.4	228.9	57.1	4 080.5	2 576.6	63.1
	4th quarter	443.5	246.2	12.3	66.6	167.3	55.5	3 336.9	1 850.7	55.5
1975	1st quarter	417.6	229.8	10.6	61.9	157.5	55.0	3 112.7	1 747.2	56.1
	2nd quarter	467.2	248.0	10.1	62.0	175.9	53.1	3 490.9	1 958.5	56.1
1974	January	367.5	199.0	7.3	50.0	141.6	54.1	2 747.3	1 581.9	57.6
	February	353.7	187.7	8.2	60.7	118.8	53.1	2 593.1	1 310.9	50.6
	March	458.3	253.4	10.8	79.9	162.7	55.3	3 324.1	1 804.6	54.3
	April	430.2	226.8	8.2	62.0	156.6	52.7	3 299.8	1 759.4	53.3
	May	272.7	143.2	5.0	34.4	103.8	52.5	2 163.4	1 164.9	53.9
	June	558.8	286.8	10.6	74.9	201.3	51.3	4 257.5	2 248.9	52.8
	July	501.4	272.8	8.7	61.4	202.7	54.4	3 833.9	2 290.8	59.8
	August	499.1	286.3	8.8	60.7	216.8	57.4	3 813.8	2 454.9	64.4
1975	January	397.4	214.0	9.0	49.3	155.8	53.9	3 020.6	1 735.4	57.5
	February	371.3	198.3	10.1	58.1	130.2	53.4	2 761.8	1 433.2	51.9
	March	484.1	277.2	12.6	78.2	186.4	57.3	3 555.8	2 073.1	58.3
	April	399.4	215.2	9.1	57.8	148.3	53.9	2 956.6	1 655.8	56.0
	May	439.3	234.0	10.0	58.4	165.7	53.3	3 287.2	1 839.8	56.0
	June	562.8	294.8	11.3	69.7	213.8	52.4	4 228.9	2 380.0	56.3
	July	502.4	281.3	9.8	59.0	212.4	56.0	3 845.0	2 404.1	62.5
	August	506.3	296.1	9.4	56.3	230.3	58.5	3 904.3	2 613.7	66.9

# 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
1975 1st quarter	175.4	28.5	48.9	7.9	23.8	3.8	102.7	16.8
2nd quarter	245.7	33.1	95.8	12.9	48.7	6.6	101.3	13.6
1974 January	181.1	31.6	66.2	11.6	27.7	4.8	87.2	15.1
February	152.7	28.8	61.7	11.7	14.0	2.6	77.1	14.6
March	189.7	28.2	80.4	12.0	19.7	2.9	89.6	13.3
April	206.3	30.9	93.8	14.0	34.6	5.2	77.9	11.7
May	200.5	39.4	91.7	18.0	35.1	6.9	73.7	14.5
June	257.9	30.2	118.0	13.8	62.5	7.3	77.3	9.1
July	291.8	35.1	125.4	15.1	88.3	10.6	78.1	9.4
August	289.4	35.0	122.0	14.8	89.2	10.8	78.2	9.5
1975 January	183.4	30.3	41.5	6.9	27.8	4.6	114.1	18.8
February	146.8	27.2	41.1	7.6	13.8	2.6	91.9	17.1
March	196.1	28.0	64.1	9.1	29.8	4.3	102.2	14.6
April	211.2	33.1	70.7	11.1	29.5	4.6	111.0	17.4
May	248.9	34.6	102.5	14.3	43.2	6.0	103.2	14.4
June	277.2	31.8	114.1	13.1	73.5	8.4	89.6	10.3
July	328.1	37.8	126.0	14.5	92.4	10.7	109.7	12.6
August	342.2	38.7	136.1	15.4	93.6	10.6	112.5	12.7

# Non-scheduled Services by UK Airlines

**Table 9.2**

## Load Factors and Distances: Inclusive Tours

### Monthly Averages or Calendar Months

		Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965		137.3	115.9	84.4	99.4	1 569	1 580	1 007	1 166
1966		239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967		289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968		366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969		513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970		696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971		964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972		1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973		1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1974		991.5	794.9	80.1	519.5	5 124	7 493	1 462	1 530
1973	1st quarter	954.8	776.7	81.3	489.5	5 165	7 744	1 499	1 587
	2nd quarter	1 411.0	1 065.7	75.5	752.2	7 787	10 805	1 388	1 417
	3rd quarter	1 780.7	1 508.2	84.7	1 030.6	9 400	13 268	1 411	1 463
	4th quarter	1 042.7	813.8	78.1	528.5	5 329	7 938	1 490	1 540
1974	1st quarter	787.6	600.0	76.2	380.7	4 023	6 007	1 493	1 576
	2nd quarter	1 168.2	874.9	74.9	579.6	6 025	8 606	1 428	1 509
	3rd quarter	1 346.4	1 152.9	85.6	764.0	6 996	10 161	1 453	1 509
	4th quarter	663.8	551.7	83.0	353.8	3 450	5 199	1 507	1 559
1975	1st quarter	559.8	486.7	86.9	328.8	3 048	4 376	1 436	1 480
	2nd quarter	1 088.5	908.8	83.5	622.4	5 809	8 367	1 440	1 460
1974	January	752.8	559.6	74.3	341.3	3 832	5 786	1 510	1 640
	February	704.9	541.6	76.8	349.9	3 626	5 354	1 477	1 543
	March	905.0	698.8	77.2	450.8	4 610	6 880	1 492	1 550
	April	1 082.5	821.2	75.9	551.0	5 712	7 999	1 400	1 490
	May	1 058.6	757.1	71.5	496.0	5 393	7 669	1 422	1 526
	June	1 363.4	1 046.4	76.7	691.9	6 971	10 151	1 456	1 512
	July	1 445.5	1 175.1	81.3	774.1	7 324	10 653	1 455	1 518
	August	1 406.7	1 236.6	87.9	822.7	7 357	10 641	1 446	1 503
1975	January	475.3	390.0	82.0	259.4	2 539	3 742	1 474	1 504
	February	469.9	423.1	90.1	285.8	2 616	3 711	1 419	1 480
	March	734.2	647.0	88.1	441.4	3 990	5 676	1 423	1 466
	April	807.9	675.7	83.6	453.6	4 362	6 216	1 425	1 489
	May	1 148.1	935.0	81.4	636.3	6 113	8 766	1 434	1 469
	June	1 309.6	1 115.8	85.2	777.2	6 952	10 118	1 455	1 436
	July	1 441.8	1 277.4	88.6	837.9	7 504	11 057	1 474	1 525
	August	1 556.8	1 443.8	92.7	948.2	8 151	11 983	1 470	1 523

# Non-scheduled Services by UK Airlines

Table 9.3

## Load Factors and Distances: Other Separate Fare and Advance Booking Charters

### Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	72.7	61.1	84.1	21.9	562	722	1 285	2 790
1966	128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1974	436.1	352.7	80.9	104.8	1 523	2 483	1 630	3 366
1973 1st quarter	243.2	197.4	81.2	44.7	1 031	1 479	1 435	4 416
2nd quarter	584.5	463.4	79.3	111.7	1 857	3 202	1 724	4 149
3rd quarter	946.6	770.9	81.4	194.0	2 562	5 118	1 998	3 974
4th quarter	251.7	200.7	79.7	59.9	1 153	1 511	1 310	3 351
1974 1st quarter	192.5	149.5	77.7	43.7	959	1 220	1 272	3 421
2nd quarter	435.5	334.2	76.7	102.5	1 537	2 434	1 584	3 260
3rd quarter	840.4	710.5	84.5	211.0	2 540	4 751	1 883	3 391
4th quarter	276.0	216.6	78.5	61.8	1 055	1 525	1 446	3 505
1975 1st quarter	241.7	198.8	82.3	59.4	1 026	1 442	1 406	3 347
2nd quarter	446.9	355.6	76.2	108.6	1 558	2 505	1 608	3 274
1974 January	249.7	201.1	80.5	49.6	1 023	1 525	1 491	4 054
February	131.9	103.5	78.5	26.3	750	859	1 145	3 435
March	196.0	144.0	73.5	55.3	1 103	1 277	1 158	2 605
April	350.6	253.7	72.4	94.1	1 427	1 936	1 357	2 696
May	348.0	265.4	76.3	84.1	1 396	2 015	1 443	3 156
June	608.0	483.6	79.5	129.3	1 788	3 352	1 875	3 740
July	874.5	713.7	81.6	219.7	2 786	4 996	1 793	3 249
August	884.2	761.4	86.1	235.3	2 761	5 070	1 836	3 236
1975 January	275.2	227.9	82.8	64.0	1 062	1 653	1 556	3 561
February	140.1	113.0	80.7	31.5	718	840	1 170	3 587
March	309.9	255.5	82.5	82.8	1 297	1 832	1 413	3 086
April	289.1	225.0	77.8	77.7	1 237	1 686	1 363	2 896
May	415.0	292.0	70.4	98.4	1 532	2 252	1 470	2 968
June	696.7	549.8	78.9	149.8	1 906	3 577	1 877	3 670
July	894.2	720.9	80.6	230.3	2 764	4 873	1 763	3 130
August	899.7	733.2	81.5	234.1	2 677	4 916	1 836	3 132



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 Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968		914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969		1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970		1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971		1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972		1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973		1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1974		1 648	72	40	223	187	45	148	67	135	23	36	36	403	23	86	27	96
1973	3rd quarter	2 601	97	51	305	252	106	268	111	162	35	68	57	746	30	127	68	117
	4th quarter	1 575	68	36	219	179	47	114	46	133	17	44	34	426	20	74	19	98
1974	1st quarter	1 216	56	32	178	180	27	89	46	102	15	32	30	266	14	76	6	68
	2nd quarter	1 778	78	44	241	199	62	167	61	157	26	39	35	413	26	94	32	103
	3rd quarter	2 237	84	50	277	212	67	232	93	152	31	46	53	615	32	105	54	131
	4th quarter	1 361	68	34	196	157	24	103	67	129	20	26	27	320	21	70	16	84
	June–Aug	2 135	61	51	255	210	72	222	85	141	33	44	52	591	34	101	54	129
1975	1st quarter	1 244	57	32	192	179	20	99	66	111	20	22	30	241	20	81	7	68
	2nd quarter	1 854	70	41	245	190	61	159	76	148	30	25	40	499	32	95	42	102
	June–Aug	2 384	71	50	271	218	98	235	106	147	42	37	64	687	38	111	67	142
Rest of World		Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)						
1968		270·8	5·8	11·1	53·4	9·5	12·7	1·6	7·7	136·6	5·5	26·9						
1969		327·9	7·7	12·8	66·3	10·8	13·4	2·7	9·2	168·3	6·2	30·6						
1970		392·9	9·5	13·3	75·4	11·4	13·5	3·7	11·9	209·3	7·2	37·8						
1971		433·8	9·0	14·4	77·7	12·5	11·8	5·9	12·5	234·5	7·6	47·8						
1972		512·6	12·1	18·3	91·9	15·3	14·1	6·6	13·6	267·0	7·8	65·8						
1973		560·3	—	20·5	107·4	12·8	23·1	9·5	15·1	276·7	9·8	68·2						
1974		551·1	21·4	21·5	108·6	11·5	23·2	10·5	19·3	243·8	11·3	80·0						
1973	3rd quarter	808·7	19·3	26·1	200·5	17·3	36·0	11·9	16·1	401·1	14·3	66·0						
	4th quarter	483·3	19·5	18·1	70·9	11·3	23·6	9·5	16·9	227·1	9·8	76·7						
1974	1st quarter	384·2	18·4	17·9	47·1	11·5	21·0	8·5	17·9	157·2	8·8	75·9						
	2nd quarter	537·0	19·6	19·2	109·9	9·0	18·4	10·0	16·7	258·9	8·8	66·7						
	3rd quarter	794·3	24·5	28·4	200·5	15·0	24·8	12·2	21·8	355·7	17·0	94·5						
	4th quarter	488·9	23·2	20·7	76·9	10·4	28·5	11·5	20·9	203·4	10·5	82·9						
	June–Aug	752·5	23·1	27·1	192·4	13·1	22·4	11·2	21·5	342·2	14·0	85·5						
1975	1st quarter	425·0	21·0	19·4	56·1	11·7	27·7	14·4	21·4	158·9	10·0	84·4						
	2nd quarter	586·1	23·2	20·9	127·0	9·8	25·4	11·6	21·2	257·3	10·4	79·3						
	June–Aug	807·3	27·0	26·7	207·2	15·7	28·1	14·5	23·7	345·0	16·4	103·0						

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 August 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	10 889	8 403	—	537	—	167	100	—	1 632	—	50
+ Heathrow	25 566	24 004	—	78	—	96	298	—	1 061	1	28
+ Luton	6 316	2 391	513	329	68	55	35	1 829	1 077	—	19
+ Southend	6 273	1 101	22	—	—	95	—	3 172	1 873	10	—
+ Stansted	2 958	321	—	30	—	1 498	62	317	638	87	5
Total (London Area)	52 002	36 220	535	974	68	1 911	495	5 318	6 281	98	102
Westland Heliport (Battersea)	743	326	4	108	—	—	—	—	235	—	70
Other UK Airports											
+ Leeds/Bradford	4 953	921	8	62	51	40	25	3 075	749	2	20
+ Liverpool	5 815	1 115	—	157	70	22	20	3 548	752	7	124
+ Manchester	6 810	4 826	—	263	46	62	196	543	811	—	63
+ Birmingham	5 746	2 143	—	49	10	80	33	2 302	1 085	4	40
+ Coventry	5 347	16	—	—	324	466	92	3 173	1 274	—	2
+ East Midlands	5 035	1 201	3	203	2	389	44	2 308	776	28	81
+ Newcastle	3 039	1 220	—	30	559	68	13	892	233	—	24
+ Tees-side	3 405	466	515	27	—	13	—	1 679	407	—	298
+ Bristol	2 572	720	—	6	—	4	17	1 168	649	—	8
+ Glamorgan	8 054	604	—	80	—	209	—	6 810	331	4	16
Swansea	2 030	65	—	11	64	2	—	1 699	187	—	2
+ Blackpool	9 101	614	1 418	57	19	350	—	5 620	955	—	68
+ Bournemouth	6 160	560	—	116	—	1 004	—	2 138	2 257	4	81
+ Cambridge	4 492	56	—	13	24	1 178	3	2 650	506	—	62
+ Exeter	3 261	385	—	13	163	48	—	1 537	1 013	55	47
Gloucester/Cheltenham	4 096	50	36	—	12	886	—	2 275	805	—	32
Hawarden	1 366	—	—	—	—	—	—	1 176	168	—	22
Isles of Scilly	769	624	—	29	43	4	—	—	49	—	20
+ Lydd	5 237	368	454	—	—	90	—	2 629	1 682	—	14
+ Manston	299	76	—	14	118	24	—	—	67	—	..
+ Norwich	1 418	553	—	51	187	62	147	301	115	—	2
Penzance Heliport	496	468	—	—	—	—	24	—	4	—	—
+ Southampton	5 631	1 416	12	72	39	3 310	37	140	603	—	2
+ Edinburgh	5 772	1 659	—	14	—	268	13	2 940	777	6	95
+ Glasgow	7 196	3 799	—	47	—	197	165	1 974	875	—	139
+ Prestwick	3 770	1 124	—	66	—	1 297	18	601	294	—	370
+ Aberdeen	7 414	2 765	—	272	4	713	41	2 462	1 133	—	24
Benbecula	205	149	—	—	14	—	12	—	14	—	16
Inverness	1 591	479	—	—	265	118	—	580	132	2	15
Islay	160	91	—	11	20	—	—	17	19	—	2
+ Kirkwall	1 159	646	—	61	74	—	20	290	58	2	8
Stornoway	273	169	—	27	18	16	—	5	7	2	29
+ Sumburgh	1 993	1 130	—	128	475	84	—	174	—	—	2
Tiree	80	60	—	6	—	—	—	8	4	—	2
Wick	283	209	—	26	24	—	1	12	1	—	10
+ Belfast	7 464	2 132	—	76	86	—	—	2 323	429	—	2 418
+ Isle of Man	3 039	1 469	12	126	175	458	—	705	90	—	4
Total (Incl. London Area)	188 276	70 894	2 997	3 195	2 954	13 373	1 416	63 072	25 827	214	4 334
Channel Islands Airports											
Alderney	1 230	1 230	..	..	..	..	..	..	..	..	..
Guernsey	3 594	3 594	..	..	..	..	..	..	..	..	..
Jersey	6 987	6 987	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	11 811	11 811	..	..	..	..	..	..	..	..	..

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

Table 12

	Total	Scheduled Services			Charter Flights		
		UK operators		Overseas operators	UK operators		Overseas operators
		British Airways	Others		British Airways	Others	
London Area Airports							
+ Gatwick	8 403	61	2 965	290	648	3 532	907
+ Heathrow	24 004	11 365	307	11 473	547	18	294
+ Luton	2 391	—	76	1	—	2 189	125
+ Southend	1 101	—	867	—	—	219	15
+ Stansted	321	—	—	—	—	66	255
TOTAL (London Area)	36 220	11 426	4 215	11 764	1 195	6 024	1 596
Westland Heliport (Battersea)	326	—	—	—	—	326	—
Other UK Airports							
+ Leeds/Bradford	921	483	328	42	4	53	11
+ Liverpool	1 115	668	2	86	91	230	38
+ Manchester	4 826	1 780	315	904	181	1 381	265
+ Birmingham	2 143	999	341	179	—	522	102
+ Coventry	16	—	16	—	—	—	—
+ East Midlands	1 201	1	710	—	—	447	43
+ Newcastle	1 220	401	585	—	31	183	20
+ Tees-side	466	4	428	—	7	16	11
Bristol	720	316	85	60	120	119	20
Glamorgan	604	286	144	8	102	44	20
Swansea	65	—	30	—	—	35	—
+ Blackpool	614	—	576	—	—	34	4
+ Bournemouth	560	—	438	—	—	122	—
+ Cambridge	56	—	28	—	—	21	7
Exeter	385	—	370	—	—	1	14
Gloucester/Cheltenham	50	—	28	—	—	22	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	624	468	156	—	—	—	—
+ Lydd	368	—	238	—	—	130	—
Manston	76	—	—	—	—	64	12
Norwich	553	—	425	—	—	105	23
Penzance Heliport	468	468	—	—	—	—	—
+ Southampton	1 416	227	1 146	—	—	33	10
+ Edinburgh	1 659	827	700	68	10	24	30
+ Glasgow	3 799	1 915	805	445	14	370	250
+ Prestwick	1 124	537	42	252	10	122	161
+ Aberdeen	2 765	843	350	—	358	1 171	43
Benbecula	149	149	—	—	—	—	—
Inverness	479	329	117	—	—	33	—
Islay	91	50	—	—	—	41	—
+ Kirkwall	646	191	—	20	16	414	5
Stornoway	169	154	—	—	—	15	—
+ Sumburgh	1 130	226	72	—	223	605	4
Tiree	60	—	51	—	—	9	—
Wick	209	192	—	—	—	16	1
+ Belfast	2 132	1 401	483	44	—	99	105
+ Isle of Man	1 469	626	833	—	—	10	—
TOTAL (Incl. London Area)	70 894	24 967	14 057	13 872	2 362	12 841	2 795
Channel Islands Airports							
Alderney	1 230	—	1 156	—	—	74	—
Guernsey	3 594	429	2 827	—	—	318	20
Jersey	6 987	1 471	4 230	114	3	604	565
TOTAL (Channel Islands Airports)	11 811	1 900	8 213	114	3	996	585

# Air Transport Movements

Table 13

## Comparison with a Year Earlier

### Monthly Averages

	June 1975 —August 1975	June 1974 —August 1974	Percentage Change
<b>London Area Airports</b>			
+ Gatwick	7 954	7 910	0.6
+ Heathrow	23 243	25 143	-7.6
+ Luton	2 212	2 398	-7.8
+ Southend	1 125	1 178	-4.5
+ Stansted	352	283	24.4
TOTAL (London Area)	34 887	36 911	-5.5
Westland Heliport (Battersea)	350	373	-6.2
<b>Other UK Airports</b>			
+ Leeds/Bradford	935	960	-2.6
+ Liverpool	1 049	1 421	-26.2
+ Manchester	4 714	4 491	5.0
+ Birmingham	2 078	2 217	-6.3
+ Coventry	11	13	-15.4
+ East Midlands	1 196	1 172	2.0
+ Newcastle	1 188	1 234	-3.7
+ Tees-side	459	519	-11.6
+ Bristol	779	726	7.3
Swansea	68	47	44.7
+ Glamorgan	614	760	-19.2
+ Ashford	—	439	—
+ Blackpool	595	701	-15.1
+ Bournemouth	638	590	8.1
+ Cambridge	58	59	-1.7
+ Exeter	383	428	-10.5
Gloucester/Cheltenham	59	142	-58.5
Hawarden	—	—	—
Isles of Scilly	609	578	5.4
+ Lydd	366	20	—
+ Manston	96	112	14.3
+ Norwich	585	431	35.7
Penzance Heliport	441	451	-2.2
+ Southampton	1 310	1 232	6.3
+ Edinburgh	1 701	1 578	7.8
+ Glasgow	3 661	4 239	-13.6
+ Prestwick	1 087	1 115	-2.5
+ Aberdeen	2 707	1 849	46.4
Benbecula	148	158	-6.3
Inverness	512	632	-19.0
Islay	83	140	-40.7
+ Kirkwall	652	681	-4.3
Stornoway	171	166	3.0
+ Sumburgh	1 118	1 176	-4.9
Tiree	60	76	-21.1
Wick	207	226	-8.4
+ Belfast	2 104	2 399	-12.3
+ Isle of Man	1 409	1 617	-12.9
TOTAL (Incl. London Area)	69 087	72 080	-4.2
<b>Channel Islands Airports</b>			
Alderney	1 040	1 029	1.1
Guernsey	3 304	3 419	-3.4
Jersey	6 180	6 198	-0.3
TOTAL (Channel Islands Airports)	10 525	10 646	-1.1

Ashford Airport closed w.e.f. 31.10.74.

Air Transport Landings Diverted to UK Reporting Airports    August 1975

Table 14

Airport of intended landing	Total number of diversions	Date of diversions																														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
Gatwick	2											1Gl								1Lu												
Heathrow	2												1Gl											1Gl								
Luton	1																															1Bi
Stansted	2		2No																													
Leeds	1																															1Em
Liverpool	2			1Ma							1Ma																					
Manchester	6											4Li																			1Pr 1Li	
Birmingham	5		1He						1Lu								1Lu	1Lu							1Lu							
East Midlands	1																															1Lu
Newcastle	5									1Ma	1Em 1He	1Em 1Ma																				
Tees-side	1																															1Ne
Blackpool	1																															1Ma
Edinburgh	19								3Gl	3Gl		2Gl		2Gl							1Gl		1Gl								6Gl	1Gl
Glasgow	1																							1Ga								
Prestwick	1											1Gl																				
Aberdeen	4								1Gl			1Gl	1Ed																			1Gl
Benbecula	3											1Sw																				1Sw 1Gl
Inverness	5											1Ed 1Gl	2Gl	1Gl																		
Kirkwall	6								1Wi				2Gl	1Gl			1Wi 1Ab															
Stornoway	2												1Wi 1Gl																			
Sumburgh	11	4Ki													6Ki																1Wi	
Wick	2									1Ki		1Ki																				
Isle of Man	1										1BI																					
Other UK	7											1Gl	1Gl	1Gl																	3Ab 1Gl	
Overseas	18	3Ki	1He 1Li	1Pr				1Lu				6He 2Ma				1Ki									1Me				1Pr			
All Aerodromes	109	7	5	2	—	—	—	1	6	5	4	24	9	5	6	3	1	1	1	—	1	—	1	2	2	—	2	6	—	9	5	1

Aerodrome of actual landing: letter code

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

# Air Passengers by Type and Nationality of Operator

## August 1975

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators					
				British Airways		Others		British Airways		Others					
				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit				
London Area Airports															
+ Gatwick	762 265	751 108	11 157	3 269	—	129 219	178	4 803	—	111 107	—	371 531	1 843	131 179	9 136
+ Heathrow	2 369 799	2 327 357	42 442	1 116 601	201	12 287	—	1 096 649	39 764	70 082	69	789	—	30 949	2 408
+ Luton	270 274	268 554	1 720	—	—	4 318	95	—	—	—	—	254 084	1 620	10 152	5
+ Southend	27 396	27 396	—	—	—	26 650	—	—	—	—	—	454	—	292	—
+ Stansted	29 720	29 537	183	—	—	—	—	—	—	—	—	283	183	29 254	—
TOTAL (London Area)	3 459 454	3 403 952	55 502	1 119 870	201	172 474	273	1 101 452	39 764	181 189	69	627 141	3 646	201 826	11 549
Westland Heliport (Battersea)	552	552	—	—	—	—	—	—	—	—	—	552	—	—	—
Other UK Airports															
+ Leeds/Bradford	37 244	35 035	2 209	25 532	—	5 141	2 202	3 219	—	286	—	818	3	39	4
+ Liverpool	52 160	51 669	491	34 222	5	6	5	5 604	—	5 602	—	6 139	386	96	95
+ Manchester	335 914	324 986	10 928	105 218	1 627	5 976	1 210	31 530	4 773	20 569	—	129 638	2 455	32 055	863
+ Birmingham	145 819	139 583	6 236	43 982	2 331	7 574	2 808	12 826	1 009	—	—	68 967	88	9 234	—
+ Coventry	400	400	—	—	—	400	—	—	—	—	—	—	—	—	—
+ East Midlands	71 484	71 420	64	68	—	29 861	64	—	—	—	—	38 341	—	3 150	—
+ Newcastle	72 425	69 312	3 112	28 420	40	15 377	3 073	—	—	3 336	—	20 134	—	2 045	—
+ Tees-side	18 439	17 196	1 243	357	—	14 160	1 234	—	—	774	—	1 223	9	682	—
+ Bristol	37 519	30 818	6 701	6 958	3 823	1 016	580	4 400	68	3 686	2 228	12 727	2	2 031	—
+ Glamorgan	27 813	25 532	2 281	11 251	145	1 573	1 115	172	164	6 109	380	4 280	477	2 147	—
+ Swansea	962	948	14	—	—	830	14	—	—	—	—	118	—	—	—
+ Blackpool	20 277	20 211	66	—	—	20 029	—	—	—	—	—	98	62	84	4
+ Bournemouth	12 609	12 040	569	—	—	8 772	564	—	—	—	—	3 268	5	—	—
+ Cambridge	921	921	—	—	—	645	—	—	—	—	—	105	—	171	—
+ Exeter	11 397	10 090	1 307	—	—	9 149	1 307	—	—	—	—	—	—	941	—
+ Gloucester/Cheltenham	839	839	—	—	—	788	—	—	—	—	—	51	—	—	—
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Isles of Scilly	13 432	13 432	—	12 429	—	1 003	—	—	—	—	—	—	—	—	—
+ Lydd	10 329	10 264	65	—	—	10 264	65	—	—	—	—	—	—	—	—
+ Manston	797	797	—	—	—	—	—	—	—	—	—	683	—	114	—
+ Norwich	12 069	12 069	—	—	—	9 783	—	—	—	—	—	891	—	1 395	—
+ Penzance Heliport	12 429	12 429	—	12 429	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	43 133	42 998	135	11 134	—	31 666	115	—	—	—	—	174	18	24	2
+ Edinburgh	84 404	81 796	2 608	55 610	646	18 070	1 833	4 455	—	247	78	1 483	—	1 931	51
+ Glasgow	219 408	216 205	3 203	106 118	33	24 831	—	20 620	2 869	456	2	34 271	133	29 909	166
+ Prestwick	86 750	60 517	26 233	24 148	8 352	1 605	54	6 213	7 905	455	209	12 916	3 857	15 180	5 856
+ Aberdeen	63 504	62 207	1 297	35 350	1 111	8 176	—	—	—	3 638	—	12 913	—	2 130	186
+ Benbecula	4 150	2 189	1 961	2 189	1 961	—	—	—	—	—	—	—	—	—	—
+ Inverness	12 985	11 460	1 525	10 795	1 525	570	—	—	—	—	—	95	—	—	—
+ Islay	1 368	1 314	54	1 197	54	—	—	—	—	—	—	117	—	—	—
+ Kirkwall	11 470	10 256	1 214	7 181	941	—	—	215	183	678	—	2 169	90	13	—
+ Stornoway	5 273	4 926	347	4 881	347	—	—	—	—	—	—	45	—	—	—
+ Sumburgh	17 742	16 767	975	8 519	—	203	—	—	—	2 338	—	5 569	975	138	—
+ Tiree	471	467	4	—	—	424	2	—	—	—	—	43	2	—	—
+ Wick	6 202	2 513	3 689	2 474	3 669	—	—	—	—	—	—	39	20	—	—
+ Belfast	149 547	149 306	241	113 470	—	17 936	7	2 558	—	—	—	2 044	7	13 298	227
+ Isle of Man	70 527	69 430	1 097	34 531	425	34 438	672	—	—	—	—	461	—	—	—
TOTAL (Incl. London Area)	5 132 218	4 996 846	135 372	1 818 333	27 236	452 740	17 197	1 193 264	56 735	229 363	2 966	984 513	12 235	318 633	19 003
Channel Islands Airports															
+ Alderney	12 148	12 148	—	—	—	11 948	—	—	—	—	—	200	—	—	—
+ Guernsey	80 485	77 154	3 331	23 055	439	52 035	2 773	—	—	—	—	1 677	4	387	115
+ Jersey	216 313	213 786	2 527	87 602	252	112 292	2 209	5 122	—	184	—	1 530	—	7 056	66
TOTAL (Channel Is. Airports)	308 946	303 088	5 858	110 657	691	176 275	4 982	5 122	—	184	—	3 407	4	7 443	181

# Terminal Air Passengers

**Table 16**

## Comparison with a Year Earlier

### Monthly Averages

	June 1975 —August 1975	June 1974 —August 1974	Percentage change
<b>London Area Airports</b>			
+ Gatwick	676 142	626 276	8.0
+ Heathrow	2 161 909	2 013 939	7.3
+ Luton	236 719	245 643	-3.6
+ Southend	24 226	30 079	-19.5
+ Stansted	29 384	20 445	43.7
TOTAL (London Area)	3 128 380	2 936 381	6.5
Westland Heliport (Battersea)	756	1 031	-26.7
<b>Other UK Airports</b>			
+ Leeds/Bradford	31 982	31 955	0.1
+ Liverpool	46 718	55 498	-15.8
+ Manchester	306 520	256 544	19.5
+ Birmingham	128 810	119 901	7.4
+ Coventry	386	362	6.6
+ East Midlands	65 925	52 848	24.7
+ Newcastle	66 673	64 911	2.7
+ Tees-side	16 871	20 707	-18.5
+ Bristol	28 267	23 612	19.7
+ Glamorgan	23 015	26 875	-14.4
Swansea	716	658	8.8
+ Ashford	—	9 021	—
+ Blackpool	18 059	20 918	-13.7
+ Bournemouth	11 987	13 005	-7.8
+ Cambridge	756	720	5.0
+ Exeter	8 826	9 891	-10.8
Gloucester/Cheltenham	737	1 424	-48.2
Hawarden	—	—	—
Isles of Scilly	12 484	11 723	6.5
+ Lydd	9 337	197	—
+ Manston	817	523	56.2
+ Norwich	11 812	10 127	16.6
Penzance Heliport	11 470	10 945	4.8
+ Southampton	37 638	37 114	1.4
+ Edinburgh	85 133	80 739	5.4
+ Glasgow	204 705	198 626	3.1
+ Prestwick	55 916	54 166	3.2
+ Aberdeen	60 445	43 943	37.6
Benbecula	2 096	2 556	-18.0
Inverness	11 585	12 063	-4.0
Islay	1 175	1 579	-25.6
+ Kirkwall	9 453	9 281	1.9
Stornoway	4 679	4 350	7.6
+ Sumburgh	16 125	16 058	0.4
Tiree	392	536	-26.9
Wick	2 454	3 231	-24.0
+ Belfast	134 557	132 954	1.2
+ Isle of Man	60 947	66 230	-8.0
TOTAL (Incl. London Area)	4 618 602	4 343 201	6.3
<b>Channel Islands Airports</b>			
Alderney	9 645	8 453	14.1
Guernsey	67 723	64 586	4.9
Jersey	181 911	186 471	-2.4
TOTAL (Channel Islands Airports)	259 279	259 510	-0.1

Ashford Airport closed w.e.f. 31.10.74.

# International and Domestic Passenger Traffic

Table 17

## Terminal Passengers

### Monthly Averages

	Total	International			Domestic		
	June-Aug. 1975	June-Aug. 1975	June-Aug. 1974	Per- centage change	June-Aug. 1975	June-Aug. 1974	Per- centage change
<b>London Area Airports</b>							
+Gatwick	676 142	607 978	555 569	9	68 164	70 706	-4
+Heathrow	2 161 909	1 856 119	1 723 204	8	305 791	290 734	5
+Luton	236 719	232 607	238 722	-3	4 112	6 921	-41
+Southend	24 226	23 985(a)	29 622(a)	-19	241	457	-47
+Stansted	29 384	29 125	20 099	45	258	345	-25
TOTAL (London Area)	3 128 380	2 749 814	2 567 216	7	378 566	369 163	3
Westland Heliport (Battersea)	756	2	1	100	754	1 030	-27
<b>Other UK Airports</b>							
+Leeds/Bradford	31 982	5 168	4 568	13	26 814	27 387	-2
+Liverpool	46 718	19 086	20 991	-9	27 631	34 507	-20
+Manchester	306 520	229 026	183 234	25	77 493	73 310	6
+Birmingham	128 810	95 718	84 584	13	33 091	35 317	-6
+Coventry	386	—	61	—	386	301	28
+East Midlands	65 925	43 293	27 342	58	22 632	25 506	-11
+Newcastle	66 673	32 047	29 386	9	34 626	35 521	-3
+Tees-side	16 871	3 332	6 602	-50	13 539	14 104	-4
+Bristol	28 267	22 505	17 180	31	5 762	6 432	-10
+Glamorgan	23 015	14 868	17 788	-16	8 146	9 087	-10
Swansea	716	34	40	-15	682	618	10
+Ashford	—	—	8 392	—	—	629	—
+Blackpool	18 059	375	724	-48	17 684	20 194	-12
+Bournemouth	11 987	3 788	3 085	23	8 199	9 921	-17
+Cambridge	756	149	158	-6	607	562	8
+Exeter	8 826	1 750	2 474	-29	7 076	7 416	-5
Gloucester/Cheltenham	737	—	—	—	737	1 424	-48
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	12 484	—	—	—	12 484	11 723	6
+Lydd	9 337	9 315	184	4 963	21	13	62
+Manston	817	817	523	56	—	—	—
+Norwich	11 812	6 376	5 092	25	5 436	5 035	8
Penzance	11 470	—	—	—	11 470	10 945	5
+Portsmouth	—	—	—	—	—	—	—
+Southampton	37 638	493	956	-48	37 145	36 158	3
+Edinburgh	85 133	10 320	8 167	26	74 813	72 572	3
+Glasgow	204 705	77 051	70 725	9	127 654	127 901	—
+Prestwick	55 916	49 215	48 165	2	6 701	6 001	12
Aberdeen	60 445	19 289	10 930	76	41 157	33 013	25
Benbecula	2 096	—	—	—	2 096	2 556	-18
Inverness	11 585	1	68	-99	11 584	11 995	-3
Islay	1 175	—	—	—	1 175	1 579	-26
+Kirkwall	9 453	253	305	-17	9 200	8 976	2
Stornoway	4 679	5	—	—	4 674	4 350	7
+Sumburgh	16 125	4 051	4 540	-11	12 074	11 518	5
Tiree	392	—	—	—	392	536	-27
Wick	2 454	—	2	—	2 454	3 229	-24
+Belfast	134 557	15 012	11 527	30	119 545	121 427	-2
+Isle of Man	60 947	2 233	1 950	15	58 714	64 280	-9
TOTAL (Incl. London Area)	4 618 602	3 415 387	3 136 960	9	1 203 215	1 206 241	—

(a) Includes Channel Islands Traffic.

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



International Air Passenger Traffic  
to and from Airports

Table 18

Monthly Averages							
	June —August 1975			June —August 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
<b>Austria</b>	18.6	10.9	7.7	17.9	10.9	7.0	4
London — Vienna	16.8	10.9	5.8	14.2	9.4	4.7	18
Other Routes	1.8	—	1.8	3.7	1.5	2.3	−51
<b>Belgium</b>	71.4	69.3	2.1	74.5	72.2	2.3	−4
London — Brussels	44.5	44.4	0.1	48.8	48.5	0.3	−9
Other S.E. England — Belgium	21.1	20.6	0.5	19.0	18.7	0.3	11
Other Routes	5.8	4.3	1.5	6.7	5.0	1.7	−14
<b>Denmark</b>	50.1	38.2	11.9	50.7	36.9	13.9	−1
London — Copenhagen	39.9	31.5	8.4	39.2	29.2	10.0	2
Other Routes	10.3	6.7	3.5	11.5	7.7	3.8	−11
<b>Finland</b>	13.1	8.0	5.1	11.1	7.0	4.1	17
<b>France</b>	270.7	248.2	22.5	264.9	240.3	24.6	2
London — Nice	22.3	19.8	2.6	19.9	18.4	1.4	12
— Paris	168.8	164.9	4.0	164.5	157.9	6.5	3
— N. France (a)	12.6	10.7	1.9	12.6	12.4	0.2	—
— Other France	30.6	25.7	4.9	30.8	23.8	7.0	−1
Manchester — Paris	6.8	6.6	0.2	6.8	6.6	0.2	—
Other U.K. — Paris	9.7	8.3	1.4	11.5	10.3	1.2	−16
Luton — Other France	0.8	—	0.8	1.0	—	1.0	−15
Other S.E. England — France	11.8	11.7	0.1	10.1	10.1	—	18
Other Routes	7.1	0.5	6.6	7.8	0.7	7.1	−9
<b>Germany (Fed. Republic)</b>	200.8	142.3	58.5	194.9	140.8	54.1	3
London — Dusseldorf	27.0	23.4	3.6	28.4	23.9	4.5	−5
— Frankfurt	49.4	43.1	6.3	47.3	41.2	6.1	4
— Hamburg	22.7	20.1	2.6	19.7	19.5	0.2	15
— Munich	29.2	14.5	14.7	28.1	15.2	12.9	4
— Other Germany	35.6	32.3	3.3	35.6	31.9	3.7	—
Luton — Germany	20.0	—	20.0	17.6	—	17.6	14
Manchester — Germany	9.3	5.9	3.4	8.9	6.1	2.8	4
Other Routes	7.7	3.2	4.5	9.3	3.1	6.2	−17
<b>Gibraltar</b>	9.8	8.8	1.0	9.2	8.7	0.5	7
<b>Greece</b>	98.2	38.7	59.4	71.5	25.0	46.5	37
<b>Iceland</b>	6.2	6.0	0.2	7.1	7.0	0.1	−13
London — Reykjavik	4.0	3.8	0.2	4.9	4.8	0.1	−18
Glasgow — Reykjavik	2.2	2.2	—	2.3	2.2	0.1	−3
Other Routes	—	—	—	—	—	—	—

**Table 18 cont.**

	June —August 1975			June —August 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Irish Republic</b>	190.7	187.3	3.4	175.7	173.0	2.7	9
London – Cork	16.4	16.4	0.1	15.5	15.2	0.3	6
– Dublin	86.2	84.9	1.3	80.4	78.7	1.7	7
– Shannon	13.2	13.0	0.2	12.6	12.5	0.1	5
Manchester – Dublin	14.8	14.6	0.2	13.7	13.7	—	8
Birmingham – Dublin	13.8	13.8	—	12.3	12.3	—	11
Glasgow – Dublin	10.6	10.6	—	10.0	10.0	—	6
Liverpool – Dublin	8.4	8.4	0.1	6.6	6.6	—	27
Leeds/Bradford – Dublin	4.0	4.0	—	3.6	3.6	—	11
Edinburgh – Dublin	4.8	4.2	0.6	3.8	3.8	—	28
Bristol – Dublin	3.5	3.5	—	3.0	3.0	—	15
Other Routes	14.9	14.0	0.9	14.0	13.0	0.6	6
<b>Italy</b>	234.9	87.5	147.4	221.8	83.5	138.3	6
London – Genoa (g)	2.4	—	2.4	2.2	—	2.2	12
– Milan	44.8	27.9	16.9	44.1	26.3	17.8	2
– Rimini (g)	7.9	—	7.9	8.7	—	8.7	-9
– Rome	42.2	32.3	10.0	40.8	29.4	11.4	3
– Venice	11.9	6.1	5.8	10.8	6.2	4.6	11
– Other Italy	38.4	18.6	19.8	37.5	19.3	18.2	3
Luton – Rimini	9.0	—	9.0	11.2	—	11.2	-20
– Other Italy	44.8	—	44.8	35.8	—	35.8	25
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	13.0	—	13.0	13.7	—	13.7	-5
Other Routes	20.3	2.5	17.8	17.0	2.3	14.7	19
<b>Luxembourg</b>	5.0	4.9	0.1	5.2	5.2	—	-4
London – Luxembourg	5.0	4.9	0.1	5.2	5.2	—	-4
Other Routes	—	—	—	—	—	—	—
<b>Netherlands</b>	146.6	142.5	4.0	145.1	140.0	5.1	1
London – Amsterdam	91.7	89.3	2.5	95.8	92.8	3.0	-4
– Rotterdam	16.2	16.1	0.2	18.7	18.6	0.1	-13
Other S.E. England – Netherlands	6.9	6.4	0.5	3.8	3.6	0.2	81
Manchester – Amsterdam	8.8	8.8	—	7.6	7.6	—	15
Other Routes	22.9	22.0	0.9	19.2	17.4	1.8	19
<b>Norway</b>	41.8	30.3	11.5	33.3	24.1	9.2	25
London – Oslo	22.3	15.2	7.1	19.4	14.3	5.2	15
Other Routes	19.4	15.1	4.4	13.9	9.9	4.0	40
<b>Portugal</b>	36.7	19.6	17.1	44.3	21.4	22.9	-17
London – Lisbon	13.8	10.5	3.4	17.5	12.4	5.1	-21
Other Routes	22.8	9.1	13.7	26.8	9.0	17.8	-15
<b>Soviet Union and Eastern Europe (b)</b>	54.7	24.8	30.0	44.7	23.2	21.5	23
London – Moscow	7.9	6.9	1.0	6.2	5.1	1.0	28
– Prague	3.3	3.3	—	3.1	3.1	—	5
Other Routes	43.6	14.6	29.0	35.4	14.9	20.4	23

Table 18 cont.

	June —August 1975			June —August 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>Spain</b>	686.8	124.0	562.8	591.2	108.1	483.2	16
London — Barcelona	29.4	18.8	10.5	25.4	18.2	7.2	16
— Ibiza	19.5	2.3	17.2	15.8	2.7	13.1	23
— Madrid	37.4	30.4	6.9	33.3	27.7	5.5	12
— Malaga	35.9	19.3	16.6	26.8	15.2	11.6	34
— Palma	91.7	22.7	69.0	74.2	18.6	55.5	24
— Other Spain	101.9	28.8	73.1	83.6	23.6	60.0	22
Luton — Alicante	15.8	—	15.8	13.6	—	13.6	16
— Barcelona	2.9	—	2.9	12.6	—	12.6	-77
— Gerona	14.8	0.1	14.8	15.1	—	15.1	-2
— Ibiza	13.3	—	13.3	16.2	—	16.2	-18
— Palma	28.8	—	28.8	29.3	—	29.3	-2
— Other Spain	17.3	—	17.3	16.9	—	16.9	2
Other S.E. England — Spain	0.5	—	0.5	—	—	—	..
Manchester — Barcelona	8.7	—	8.7	6.8	—	6.8	27
— Palma	35.4	—	35.4	26.8	—	26.8	32
Other N. England — Spain	81.7	0.9	80.8	72.8	1.3	71.5	12
Scotland — Spain	36.8	0.2	36.6	33.0	0.1	32.9	12
Other Routes	115.2	0.5	114.7	89.0	0.6	88.3	29
<b>Sweden</b>	38.4	19.3	19.1	33.7	18.2	15.5	14
London — Stockholm	23.4	13.1	10.2	20.2	12.6	7.6	16
Other Routes	15.0	6.1	8.9	13.6	5.6	7.9	11
<b>Switzerland</b>	110.7	79.6	31.1	101.1	77.1	24.0	9
London — Basle	7.6	6.9	0.7	9.3	7.4	1.9	-18
— Geneva	37.1	30.0	7.1	34.1	30.0	4.2	9
— Zurich	47.2	36.3	10.9	42.6	35.8	6.9	11
Luton — Switzerland	9.8	—	9.8	9.6	—	9.6	2
Other Routes	8.9	6.4	2.5	5.4	4.0	1.5	64
<b>Yugoslavia</b>	66.6	20.6	46.0	53.6	14.9	38.7	24
London — Dubrovnic	11.1	2.7	8.4	8.6	2.6	6.0	29
— Ljubljana	2.4	2.1	0.3	4.7	4.2	0.5	-49
Luton — Yugoslavia	8.9	—	8.9	9.5	—	9.5	-6
Other Routes	44.2	15.9	28.3	30.9	8.1	22.8	43
<b>Other Europe</b>	89.9	51.5	38.3	80.2	49.7	30.5	12
WESTERN HEMISPHERE							
<b>Canada</b>	207.2	102.6	104.5	192.4	109.1	83.3	8
London — Montreal	26.2	22.3	3.9	23.1	21.9	1.2	13
— Toronto	69.5	32.0	37.5	73.4	36.3	37.2	-5
— Other Canada	58.6	25.5	33.1	47.1	25.5	21.6	25
Other U.K. — Montreal	3.2	2.9	0.3	1.9	1.8	0.1	67
— Toronto	40.2	16.1	24.0	38.4	19.6	18.9	4
Other Routes	9.5	3.8	5.8	8.4	4.1	4.3	13

Table 18 cont.

	June —August 1975			June —August 1974			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
<b>United States</b>	345.0	261.0	84.0	342.4	266.0	76.4	1
London — New York	129.7	103.1	26.6	130.9	101.1	29.9	—1
— Other East Coast U.S.A.	82.3	76.2	6.1	82.6	76.7	5.9	—
— Chicago and Detroit	40.0	30.3	9.7	37.0	30.8	6.2	8
— West Coast U.S.A.	63.6	41.1	22.5	61.4	43.5	17.9	4
— Other U.S.A.	6.9	0.8	6.2	7.0	2.1	4.9	—1
Other U.K. — New York	17.2	9.5	7.7	19.4	11.8	7.5	—11
Other Routes	5.2	—	5.2	4.1	—	4.1	27
<b>West Atlantic and Caribbean Islands</b>	26.8	26.6	0.1	27.1	23.3	3.8	—1
<b>Central and South America</b>	10.1	9.6	0.5	8.5	8.5	0.1	19
REST OF THE WORLD							
<b>Canary Islands</b>	32.6	5.6	27.0	23.3	5.0	18.2	40
<b>North Africa (c)</b>	26.5	15.0	11.6	21.0	10.5	10.5	26
<b>East Africa (d)</b>	15.7	13.3	2.4	13.1	10.1	3.0	20
<b>Central Africa (e)</b>	8.3	8.3	—	7.0	7.0	—	18
<b>West Africa (d)</b>	16.4	13.3	3.1	14.0	11.5	2.5	17
<b>South Africa</b>	23.7	23.5	0.2	21.5	21.2	0.3	10
<b>Middle East (f)</b>	106.5	105.4	1.1	85.0	82.7	2.2	25
<b>India</b>	16.7	16.7	—	13.6	13.5	0.1	23
<b>Pakistan</b>	7.9	7.9	—	5.7	5.6	0.1	39
<b>Far East</b>	56.2	52.6	3.6	47.9	38.0	9.8	17
<b>Australia and New Zealand</b>	27.0	26.8	0.2	23.1	23.1	—	17
<b>Other Routes n.e.i.</b>	30.3	11.1	19.3	24.5	9.0	15.5	24
ALL ROUTES	3 398.3	2 061.3	1 337.0	3 102.0	1 931.3	1 170.6	10

**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		June 1975 —August 1975 (000)	June 1974 —August 1974 (000)	Percentage change
London (a)	Aberdeen	16.7	13.3	25
	Belfast	53.7	55.4	-3
	Birmingham	3.3	3.0	9
	Channel Islands	64.7	63.4	2
	Edinburgh	56.2	56.1	—
	Glasgow	75.6	69.1	9
	Isle of Man	4.1	4.1	—
	Leeds/Bradford	11.0	11.3	-2
	Liverpool	9.2	10.1	-9
	Manchester	38.9	35.7	9
	Newcastle	23.2	23.0	1
	Tees-side	9.6	10.1	-5
	Other airports	8.0	7.2	11
	Birmingham	7.4	8.2	-10
Belfast	East Midlands	3.8	3.7	4
	Edinburgh	2.3	2.3	2
	Glasgow	9.2	10.0	-8
	Isle of Man	8.9	9.4	-5
	Leeds/Bradford	4.3	4.1	6
	Liverpool	3.7	3.8	-3
	Manchester	11.9	10.4	14
	Newcastle	2.5	2.6	-3
	Other airports	11.8	11.6	2
	Bournemouth	6.4	7.7	-17
Channel Islands	Birmingham	13.3	14.0	-5
	Bristol/Glamorgan	9.2	9.2	—
	East Midlands	13.8	15.3	-9
	Glasgow	4.4	3.8	16
	Leeds/Bradford	5.7	6.4	-11
	Liverpool	3.9	6.1	-37
	Manchester	8.4	8.6	-2
	Newcastle	2.9	3.1	-7
	Southampton	33.8	31.7	7
	Other airports	19.0	19.9	-4
Edinburgh	Birmingham	1.7	2.8	-39
	Glasgow	—	0.5	—
	Manchester	3.2	3.2	1
	Other airports	11.5	7.8	47
	Birmingham	4.2	5.2	-18
Glasgow	East Midlands	3.1	3.8	-17
	Isle of Man	4.1	4.0	2
	Leeds/Bradford	1.2	1.9	-36
	Liverpool	—	1.8	-100
	Manchester	4.8	4.8	—
Isle of Man	Southampton	2.1	3.2	-34
	Other Scottish airports	16.9	18.8	-10
	Other airports	2.0	5.0	-61
	Blackpool	13.0	14.7	-11
	Liverpool	10.9	12.3	-12
Penzance	Manchester	6.4	7.1	-10
	Newcastle	1.7	1.9	-13
	Other airports	9.6	10.6	-9
Other Routes	Isle of Scilly	11.5	10.9	5
TOTAL		694.4	697.7	—

(a) Heathrow, Gatwick and Stansted

Traffic counted in either direction

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

Cargo by Type and Nationality of Operator    August 1975

Table 20

	Total	Scheduled Services						Charter Flights						Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators			
		British Airways		Others				British Airways		Others					
		Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up
London Area Airports															
+ Gatwick	5 869·3	0·1	—	531·4	926·2	12·5	18·0	—	0·1	791·9	3 319·0	63·6	206·5		
+ Heathrow	30 206·1	5 131·3	5 909·4	65·7	153·7	8 506·0	9 291·8	91·2	43·4	54·9	290·1	305·5	363·1		
+ Luton	91·9	—	—	—	—	—	—	—	—	—	0·6	54·1	37·2		
+ Southend	1 119·0	—	—	623·0	472·0	—	—	—	—	—	18·0	6·0	—		
+ Stansted	1 147·7	—	—	—	—	—	—	—	—	133·3	847·6	1·7	165·1		
TOTAL (London Area)	38 434·0	5 131·4	5 909·4	1 220·1	1 551·9	8 518·5	9 309·8	91·2	43·5	980·1	4 475·3	430·9	771·9		
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—		
Other UK Airports															
+ Leeds/Bradford	56·9	13·9	13·5	0·4	3·4	6·7	3·9	—	—	—	2·0	5·7	7·4		
+ Liverpool	803·7	67·5	195·9	—	—	73·8	17·1	—	—	3·0	211·6	28·2	206·6		
+ Manchester	2 422·0	238·5	202·9	12·6	2·8	842·8	915·5	—	—	14·5	164·2	8·1	20·1		
+ Birmingham	163·8	43·9	52·9	3·6	0·8	29·3	33·3	—	—	—	—	—	—		
+ Coventry	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ East Midlands	587·6	0·1	—	195·6	254·4	—	—	—	—	32·1	26·0	56·9	22·5		
+ Newcastle	76·7	16·3	34·9	8·9	16·6	—	—	—	—	—	—	—	—		
+ Tees-side	23·6	0·5	0·5	12·7	9·9	—	—	—	—	—	—	—	—		
+ Bristol	45·5	4·6	3·6	3·6	0·5	17·0	15·8	—	—	—	—	—	0·4		
+ Glamorgan	14·0	3·7	8·2	1·4	0·5	—	—	0·1	0·1	—	—	—	—		
+ Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Blackpool	59·8	—	—	4·6	55·2	—	—	—	—	—	—	—	—		
+ Bournemouth	331·9	—	—	172·9	154·6	—	—	—	—	2·3	2·1	—	—		
+ Cambridge	10·3	—	—	—	—	—	—	—	—	0·3	—	5·0	5·0		
+ Exeter	39·9	—	—	5·6	14·8	—	—	—	—	—	19·5	—	—		
+ Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—		
+ Isles of Scilly	7·9	7·3	0·6	—	—	—	—	—	—	—	—	—	—		
+ Lydd	193·9	—	—	—	—	—	—	—	—	85·1	108·8	—	—		
+ Manston	159·3	—	—	—	—	—	—	—	—	91·2	55·7	9·4	3·0		
+ Norwich	29·3	—	—	12·6	15·4	—	—	—	—	1·2	0·1	—	—		
+ Penzance Heliport	7·9	0·6	7·3	—	—	—	—	—	—	—	—	—	—		
+ Southampton	129·0	3·3	7·8	32·4	82·5	—	—	—	—	—	—	1·0	2·0		
+ Edinburgh	160·2	32·0	31·9	39·4	49·7	1·4	2·8	—	—	3·0	—	—	—		
+ Glasgow	1 326·9	495·3	322·4	52·4	37·2	147·9	249·5	—	0·2	10·9	9·7	0·3	1·1		
+ Prestwick	940·8	316·6	126·7	—	—	251·2	103·2	—	12·0	—	—	—	131·0		
+ Aberdeen	295·1	32·9	52·8	26·1	22·0	—	—	10·3	22·7	37·6	90·1	0·6	—		
+ Benbecula	23·7	22·0	1·7	—	—	—	—	—	—	—	—	—	—		
+ Inverness	21·7	3·9	17·8	—	—	—	—	—	—	—	—	—	—		
+ Islay	3·4	1·1	2·3	—	—	—	—	—	—	—	—	—	—		
+ Kirkwall	32·5	22·4	5·2	—	—	—	—	0·9	—	0·3	2·1	—	1·6		
+ Stornoway	36·7	26·5	10·2	—	—	—	—	—	—	—	—	—	—		
+ Sumburgh	73·1	25·8	7·0	—	—	—	—	7·4	10·9	15·9	6·0	0·1	—		
+ Tiree	1·7	—	—	1·6	0·1	—	—	—	—	—	—	—	—		
+ Wick	5·5	2·6	1·4	—	—	—	—	—	—	—	—	—	1·5		
+ Belfast	862·2	168·2	258·4	59·3	23·6	11·0	1·5	—	—	335·7	4·5	—	—		
+ Isle of Man	254·5	141·4	56·8	50·4	5·9	—	—	—	—	—	—	—	—		
TOTAL (Incl. London Area)	47 635·0	6 822·3	7 332·1	1 916·2	2 301·8	9 899·6	10 652·5	109·9	89·4	1 613·2	5 177·7	546·2	1 174·1		
Channel Islands Airports															
+ Alderney	30·8	—	—	24·6	2·1	—	—	—	—	3·4	0·7	—	—		
+ Guernsey	707·9	14·6	2·1	180·5	93·1	—	—	—	—	151·0	266·6	—	—		
+ Jersey	917·3	51·6	30·8	554·7	228·7	7·4	2·1	—	—	7·9	31·5	—	2·6		
TOTAL (Channel Islands Airports)	1 656·0	66·2	32·9	759·8	323·9	7·4	2·1	—	—	162·3	298·8	—	2·6		

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	June 1975 —August 1975 (tonnes)	June 1974 —August 1974 (tonnes)	Percentage change
<b>London Area Airports</b>			
+ Gatwick	6 413·8	4 359·2	47·1
+ Heathrow	32 370·5	38 505·9	−15·9
+ Luton	165·3	238·4	−30·7
+ Southend	1 165·0	1 843·0	−36·8
+ Stansted	1 520·3	1 472·0	3·3
TOTAL (London Area)	41 634·9	46 418·5	−10·3
Westland Heliport (Battersea)	—	—	—
<b>Other UK Airports</b>			
+ Leeds/Bradford	51·8	74·1	−30·1
+ Liverpool	796·0	1 193·9	−33·3
+ Manchester	2 522·3	3 613·7	−30·2
+ Birmingham	197·0	265·6	−25·8
+ Coventry	—	3·5	—
+ East Midlands	665·6	679·4	−2·0
+ Newcastle	86·0	107·7	−20·1
+ Tees-side	26·3	18·4	42·9
+ Bristol	53·2	64·3	−17·3
+ Glamorgan	15·5	20·2	−23·3
Swansea	—	2·0	—
+ Ashford	—	368·8	—
+ Blackpool	57·2	72·6	−21·2
+ Bournemouth	380·9	352·1	8·2
+ Cambridge	28·6	55·0	−48·0
+ Exeter	46·0	95·9	−52·0
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	8·3	7·9	5·1
+ Lydd	238·9	18·8	—
+ Manston	183·2	316·6	−42·1
+ Norwich	36·8	20·2	82·2
Penzance Heliport	8·3	7·9	5·1
+ Southampton	161·3	94·1	71·4
+ Edinburgh	141·4	332·6	−57·5
+ Glasgow	1 408·1	1 881·0	−25·1
+ Prestwick	890·2	1 146·5	−22·4
+ Aberdeen	316·3	240·6	31·5
Benbecula	26·3	31·2	−15·7
Inverness	21·1	22·1	−4·5
Islay	5·1	8·7	−41·4
+ Kirkwall	37·7	39·3	−4·1
Stornoway	38·9	41·8	−6·9
+ Sumburgh	83·3	111·4	−25·2
Tiree	1·5	1·9	−21·1
Wick	4·9	8·5	−42·4
+ Belfast	926·7	1 288·8	−28·1
+ Isle of Man	245·3	331·6	−26·0
TOTAL (Incl. London Area)	51 344·7	59 357·0	−13·5
<b>Channel Islands Airports</b>			
Alderney	26·8	22·4	19·6
Guernsey	795·3	775·0	2·6
Jersey	922·4	961·4	−4·1
TOTAL (Channel Islands Airports)	1 744·5	1 758·8	−0·8

Ashford Airport closed w.e.f. 31.10.74.

# All Scheduled Services August 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			Passengers (000)	As percentage of available
Passenger Services															
British Airways Overseas Division	11 088	3 183	14 632	280 498	2 816 747	1 864 134	66.2	5 942	359 772	209 167	8 085	36 431	164 651	58.1	
British Airways European Division	7 352	10 058	13 750	830 562	948 230	669 949	70.7	3 174	99 231	61 131	863	1 913	58 354	61.6	
British Airways Regional Division—															
Channel Islands Airways	843	2 287	2 490	119 734	60 806	43 997	72.4	240	5 494	3 720	20	68	3 632	67.7	
Scottish Airways	516	1 732	1 517	63 182	36 588	24 329	66.5	282	3 494	2 156	16	64	2 076	61.7	
Cambrian Airways	394	1 611	1 267	81 902	29 455	22 561	76.6	204	2 624	1 859	3	51	1 805	70.8	
Northeast Airlines	424	1 008	1 188	61 393	38 994	27 394	70.3	87	3 483	2 310	—	36	2 274	66.3	
British Caledonian Airways	1 914	2 308	3 414	97 598	225 140	139 702	62.1	1 018	26 095	15 044	480	1 970	12 593	57.7	
Air Anglia	362	968	1 156	17 969	16 232	8 514	52.5	30	1 631	865	—	14	851	53.1	
Aurigny Air Services	164	2 598	909	28 990	2 302	1 830	79.5	65	220	149	—	3	146	67.8	
British Air Ferries	169	722	583	16 494	6 267	3 479	55.5	1 122	951	619	—	302	317	65.1	
British Island Airways	427	2 293	1 671	83 490	21 361	16 255	76.1	159	1 965	1 412	1	26	1 385	71.8	
British Midland Airways	529	1 506	1 710	64 694	37 695	25 387	67.3	86	2 991	2 016	—	36	1 980	67.4	
Brymon Airways	109	591	475	4 950	1 396	943	67.6	—	123	77	—	—	77	62.4	
Dan-Air Services	390	1 375	1 359	41 995	21 166	13 840	65.4	—	1 727	1 129	—	—	1 129	65.4	
Intra Airways	36	207	247	5 465	1 310	986	75.2	17	116	77	—	2	75	66.5	
Loganair	56	388	303	1 969	544	329	60.5	—	50	30	—	—	30	60.6	
TOTAL Passenger Services	24 774	32 835	46 670	1 800 885	4 264 233	2 863 629	67.1	12 425	509 967	301 760	9 468	40 916	251 375	59.2	
Cargo Services															
British Airways Overseas Division	743	235	973					1 754	24 670	13 284	85	13 201		53.8	
British Airways European Division	367	472	689					2 301	4 596	1 819	43	1 776		39.6	
British Caledonian Airways	69	22	91					245	1 874	1 143	33	1 110		61.0	
Air Anglia	32	66	95					44	114	21	—	21		18.1	
Air Freight	20	93	99					194	67	41	—	41		62.1	
Air-Bridge Carriers	25	84	95					578	286	205	—	205		71.6	
British Island Airways	97	331	353					738	448	200	21	178		44.6	
Intra Airways	16	106	96					230	59	38	—	38		64.3	
TOTAL Cargo Services	1 369	1 409	2 489					6 082	32 114	16 751	183	16 570		52.2	
GRAND TOTAL	26 142	34 244	49 159	1 800 885	4 264 233	2 863 629	67.1	18 507	542 080	318 511	9 651	57 486	251 375	58.7	



International Scheduled Services    August 1975

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	Percentage of available
Passenger Services														
British Airways Overseas Division	11 088	3 183	14 632	280 498	2 816 747	1 864 134	66·2	5 942	359 772	209 167	8 085	36 431	164 651	58·1
British Airways European Division	6 253	7 640	11 300	630 750	813 160	576 175	70·9	2 732	85 288	52 810	827	1 741	50 241	61·9
British Airways Regional Division—														
Channel Islands Airways	213	368	473	16 301	15 971	9 613	60·2	77	1 551	840	—	36	804	54·2
Cambrian Airways	110	303	287	15 612	8 868	6 811	76·8	18	776	554	—	9	545	71·3
Northeast Airlines	118	211	271	13 564	12 114	8 507	70·2	23	1 059	719	—	13	706	67·9
British Caledonian Airways	1 513	1 403	2 457	54 416	192 883	121 354	62·9	657	22 733	13 288	373	1 891	11 024	58·2
Air Anglia	224	468	667	10 456	9 981	4 934	49·4	30	1 008	508	—	14	493	50·4
Aurigny Air Services	99	2 172	589	23 846	1 389	1 038	74·7	62	129	86	—	3	83	66·3
British Air Ferries	169	722	583	16 494	6 267	3 479	55·5	1 122	951	619	—	302	317	65·1
British Island Airways	150	675	578	23 617	7 536	5 270	69·9	27	694	455	—	7	448	65·6
British Midland Airways	105	281	345	8 124	7 391	3 808	51·5	28	566	311	—	14	297	55·0
Brymon Airways	37	152	163	1 317	435	303	69·6	—	39	25	—	—	25	63·5
Dan-Air Services	181	439	576	19 149	10 963	7 752	70·7	—	894	633	—	—	633	70·7
Intra Airways	18	151	114	4 034	634	511	80·6	16	55	39	—	1	38	70·8
TOTAL Passenger Services	20 277	18 168	33 035	1 118 178	3 904 338	2 613 687	66·9	10 733	475 515	280 053	9 286	40 463	230 304	58·9
Cargo Services														
British Airways Overseas Division	743	235	973					1 754	24 670	13 284	85	13 201		53·8
British Airways European Division	331	408	614					1 710	3 928	1 493	42	1 451		38·0
British Caledonian Airways	69	22	91					244	1 874	1 143	33	1 110		61·0
Air Anglia	32	66	95					44	114	21	—	21		18·1
Air Freight	20	93	99					194	67	41	—	41		62·1
British Island Airways	37	78	126					138	170	56	—	56		33·1
TOTAL Cargo Services	1 232	902	1 977					4 084	30 822	16 039	160	15 880		52·0
GRAND TOTAL	21 509	19 070	35 033	1 118 178	3 904 338	2 613 687	66·9	14 817	506 337	296 091	9 446	56 343	230 304	58·5

Domestic Scheduled Services August 1975

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways European Division	1 099	2 418	2 450	199 812	135 070	93 775	69·4	442	13 943	8 321	36	172	8 113	59·7
British Airways Regional Division—														
Channel Islands Airways	630	1 919	2 017	103 433	44 835	34 384	76·7	163	3 943	2 880	20	32	2 828	73·0
Scottish Airways	516	1 732	1 517	63 182	36 588	24 329	66·5	282	3 494	2 156	16	64	2 076	61·7
Cambrian Airways	284	1 308	980	66 290	20 588	15 750	76·5	185	1 848	1 305	3	42	1 260	70·6
Northeast Airlines	307	797	916	47 829	26 880	18 887	70·3	64	2 424	1 591	—	24	1 568	65·6
British Caledonian Airways	401	905	957	43 182	32 257	18 348	56·9	361	3 362	1 755	107	79	1 569	52·2
Air Anglia	138	500	488	7 513	6 251	3 580	57·3	—	623	358	—	—	358	57·4
Aurigny Air Services	66	426	320	5 144	913	792	86·7	3	91	64	—	—	63	69·9
British Island Airways	277	1 618	1 093	59 873	13 825	10 986	79·5	131	1 272	957	1	19	937	75·2
British Midland Airways	424	1 225	1 365	56 570	30 304	21 579	71·2	58	2 425	1 705	—	22	1 683	70·3
Brymon Airways	72	439	312	3 633	960	640	66·6	—	85	52	—	—	52	62·0
Dan-Air Services	209	936	784	22 846	10 203	6 088	59·7	—	832	497	—	—	497	59·7
Intra Airways	19	56	133	1 431	676	475	70·2	2	61	38	—	—	37	62·6
Loganair	56	388	303	1 969	544	329	60·5	—	50	30	—	—	30	60·6
TOTAL Passenger Services	4 496	14 667	13 635	682 707	359 895	249 942	69·4	1 692	34 452	21 708	182	454	21 072	63·0
Cargo Services														
British Airways European Division	35	64	74					591	669	326	1	325		48·8
Air-Bridge Carriers	25	84	95					578	286	205	—	205		71·6
British Island Airways	61	253	227					600	278	143	21	122		51·5
Intra Airways	16	106	96					230	59	38	—	38		64·3
TOTAL Cargo Services	137	507	492					1 998	1 292	712	22	690		55·1
GRAND TOTAL	4 633	15 174	14 126	682 707	359 895	249 942	69·4	3 690	35 743	22 420	205	1 144	21 072	62·7

# All Non-scheduled Services August 1975

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes*	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	696	151	999	23 334	150 848	130 229	86.3	—	18 362	11 924	—	11 924	64.9
British Airways European Division	506	427	896	25 183	40 723	33 408	82.0	850	5 885	3 743	907	2 836	63.6
British Airtours	1 748	876	2 565	141 422	331 412	275 908	83.3	—	30 168	23 827	—	23 827	79.0
British Airways Helicopters	197	1 672	985	12 333	4 187	1 505	35.9	109	408	133	14	120	32.6
British Airways Regional Division—													
Channel Islands Airways	21	12	35	326	585	515	88.0	—	49	42	—	42	86.1
Scottish Airways	6	20	20	675	417	241	57.9	—	35	21	—	21	60.7
Cambrian Airways	352	480	691	22 462	28 549	24 618	86.2	—	2 523	1 971	—	1 971	78.1
Northeast Airlines	446	340	694	35 678	54 686	49 093	89.8	—	4 714	4 078	—	4 078	86.5
British Caledonian Airways	2 529	1 207	3 673	94 175	267 707	227 399	84.9	2 253	54 493	33 279	14 079	19 200	61.1
Air Anglia	51	135	158	826	762	349	45.8	—	83	35	—	35	42.7
Air Freight	15	74	108	24	12	7	60.0	75	55	35	34	1	63.0
Air-Bridge Carriers	19	40	66	370	240	105	43.8	32	159	55	46	9	34.6
Alidair	145	352	467	7 738	6 766	5 158	76.2	299	1 020	568	122	446	55.7
Aurigny Air Services	—	4	2	35	3	3	92.8	—	—	—	—	—	73.5
Beecham Imperial	8	11	16	51	63	32	51.6	—	6	3	—	3	54.0
Bristow Helicopters	501	2 638	2 814	20 966	8 210	4 317	52.6	207	735	384	42	342	52.2
Britannia Airways	3 295	2 209	5 242	273 746	428 695	408 204	95.2	—	36 432	34 697	—	34 697	95.2
British Air Ferries	53	52	201	471	625	301	48.2	64	409	177	150	26	43.2
British Executive Air Services	22	219	165	1 291	272	108	39.6	19	52	12	2	11	23.8
British Island Airways	97	243	328	3 031	2 456	1 046	42.6	47	435	164	76	89	37.8
British Midland Airways	437	540	1 073	45 763	60 376	43 972	72.8	44	5 491	3 826	364	3 462	69.7
Dan-Air Services	5 168	3 623	8 825	343 670	631 001	559 490	88.7	260	50 775	44 897	115	44 782	88.4
Fairflight Charters	97	188	361	992	615	453	73.7	27	76	52	17	35	68.4
Green Shield Stamp	28	30	46	91	279	101	36.3	—	28	8	—	8	28.8
International Aviation Service	576	250	1 028	—	—	—	—	1 902	16 877	11 427	11 427	—	67.7
Intra Airways	12	103	76	3 345	410	326	79.4	—	35	24	—	24	68.7
Invicta International Airlines	577	467	1 091	39 963	67 086	47 973	71.5	471	9 067	6 307	1 298	5 009	69.6
Laker Airways	2 516	1 076	3 490	124 638	468 634	386 831	82.5	—	46 597	37 839	—	37 839	81.2
Loganair	89	796	320	2 676	682	313	45.9	—	62	29	—	29	46.9
MAM Aviation	50	51	75	113	452	109	24.1	—	45	11	—	11	24.4
McAlpine Aviation	155	311	279	629	1 193	395	33.1	—	90	32	—	32	35.3
McDonald Aviation	9	20	37	83	82	50	60.9	2	13	5	1	4	40.0
Merlot International Airlines	10	18	22	24	79	20	25.3	—	7	2	—	2	24.0
Monarch Airlines	1 330	957	2 127	124 574	199 802	182 515	91.3	2	19 689	16 556	48	16 509	84.1
Moseley Aviation	5	13	18	74	26	22	84.6	—	3	2	—	2	66.7
Northern Executive Aviation	13	54	60	254	75	62	82.7	13	11	9	3	6	81.8
Peters Aviation	26	85	123	558	333	169	50.8	5	30	15	2	13	49.4
Ryburn Air	8	55	27	26	28	14	50.8	5	6	2	1	1	26.8
Thurston Aviation	37	134	130	236	219	64	29.2	4	23	6	1	5	26.1
Tradewinds Airways	505	164	1 038	—	—	—	—	1 183	12 854	7 925	7 925	—	61.6
Trans-Meridian Air Cargo	848	272	1 700	—	—	—	—	1 906	24 342	12 051	12 051	—	49.5
Vernair Transport	25	59	90	286	177	142	80.6	—	15	12	—	12	78.4
TOTAL	23 229	20 428	42 157	1 352 132	2 758 768	2 385 568	86.5	9 791	342 157	256 184	48 723	207 461	74.9
Class 5A Licence TOTAL	422	477	724	34 503	66 050	56 624	85.7	..	6 150	5 105	21	5 084	83.0
TOTAL Excludes 5A licences	22 807	19 951	41 433	1 317 629	2 692 718	2 328 944	86.5	9 791	336 007	251 079	48 702	202 377	74.7

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

# International Non-scheduled Services August 1975

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes*	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	695	149	997	23 232	150 732	130 175	86.4	—	18 346	11 919	—	11 919	65.0
British Airways European Division	503	419	889	24 733	40 405	33 232	82.2	850	5 855	3 728	907	2 821	63.7
British Airtours	1 748	876	2 565	141 422	331 412	275 908	83.3	—	30 168	23 827	—	23 827	79.0
British Airways Helicopters	195	1 665	974	12 294	4 140	1 486	35.9	109	403	132	13	119	32.8
British Airways Regional Division—													
Channel Islands Airways	21	12	35	326	585	515	88.0	—	49	42	—	42	86.1
Cambrian Airways	327	291	586	16 544	27 121	23 816	87.8	—	2 390	1 907	—	1 907	79.8
Northeast Airlines	440	325	675	34 744	54 102	48 712	90.0	—	4 671	4 047	—	4 047	86.6
British Caledonian Airways	2 527	1 198	3 666	93 724	267 409	227 223	85.0	2 253	54 466	33 265	14 079	19 186	61.1
Air Anglia	21	45	77	638	552	288	52.2	—	61	29	—	29	47.7
Air Freight	15	72	105	—	—	—	—	74	54	34	34	—	63.0
Air-Bridge Carriers	12	14	43	—	—	—	—	32	100	38	38	—	37.9
Alidair	90	147	281	6 024	6 155	4 904	79.7	23	654	453	28	424	69.3
Aurigny Air Services	—	4	2	35	3	3	92.8	—	—	—	—	—	73.5
Beecham Imperial	7	8	13	33	55	26	48.0	—	5	2	—	2	50.7
Bristow Helicopters	501	2 638	2 814	20 966	8 210	4 317	52.6	207	735	384	42	342	52.2
Britannia Airways	3 295	2 209	5 242	273 746	428 695	408 204	95.2	—	36 432	34 697	—	34 697	95.2
British Air Ferries	51	46	194	291	536	257	47.9	64	402	173	150	23	43.1
British Executive Air Services	22	219	165	1 291	272	108	39.6	19	52	12	2	11	23.8
British Island Airways	75	204	255	2 992	2 428	1 024	42.2	—	334	136	49	87	40.7
British Midland Airways	352	378	825	38 716	53 708	39 838	74.2	—	4 959	3 482	342	3 140	70.2
Dan-Air Services	5 101	3 450	8 601	341 206	629 449	558 794	88.8	124	50 474	44 763	38	44 725	88.7
Fairflight Charters	68	137	258	613	338	248	73.4	26	53	35	16	19	66.0
Green Shield Stamp	26	23	41	83	256	96	37.4	—	26	8	—	8	29.8
International Aviation Service	576	250	1 028	—	—	—	—	1 902	16 877	11 427	11 427	—	67.7
Intra Airways	6	59	30	1 998	217	201	92.4	—	19	14	—	14	77.7
Invicta International Airlines	577	467	1 091	39 963	67 086	47 973	71.5	471	9 067	6 307	1 298	5 009	69.6
Laker Airways	2 516	1 076	3 490	124 638	468 634	386 831	82.5	—	46 597	37 839	—	37 839	81.2
MAM Aviation	45	45	68	91	407	91	22.4	—	41	9	—	9	22.0
McAlpine Aviation	128	184	208	521	1 004	358	35.6	—	75	28	—	28	37.8
McDonald Aviation	9	20	37	83	82	50	60.9	2	13	5	1	4	40.0
Merlot International Airlines	9	15	20	20	75	19	25.5	—	7	2	—	2	24.3
Monarch Airlines	1 330	957	2 127	124 574	199 802	182 515	91.3	2	19 689	16 556	48	16 509	84.1
Moseley Aviation	3	9	12	45	16	13	81.3	—	2	1	—	1	50.0
Peters Aviation	2	6	12	38	13	9	69.1	—	2	1	1	1	53.5
Thurston Aviation	23	75	84	120	127	37	29.1	4	15	4	1	3	26.7
Tradewinds Airways	505	164	1 038	—	—	—	—	1 183	12 854	7 925	7 925	—	61.6
Trans-Meridian Air Cargo	848	272	1 700	—	—	—	—	1 906	24 342	12 051	12 051	—	49.5
TOTAL	22 669	18 128	40 245	1 325 744	2 744 026	2 377 270	86.6	9 261	340 289	255 283	48 490	206 793	75.0
Class 5A Licence TOTAL	384	235	569	26 862	63 071	54 718	86.8	..	5 854	4 945	13	4 932	84.5
TOTAL Excludes 5A Licence	22 285	17 893	39 676	1 298 882	2 680 955	2 322 552	86.6	9 261	334 435	250 338	48 477	201 861	74.9

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

# Domestic Non-scheduled Services August 1975

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes*	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	1	2	2	102	117	54	45.9	—	15	5	—	5	30.5
British Airways European Division	3	8	7	450	318	176	55.5	—	30	15	—	15	49.8
British Airways Helicopters	2	7	11	39	47	19	40.4	—	5	1	—	1	20.0
British Airways Regional Division—													
Scottish Airways	6	20	20	675	417	241	57.9	—	35	21	—	21	60.7
Cambrian Airways	25	189	105	5 918	1 428	802	56.2	—	133	64	—	64	48.1
Northeast Airlines	6	15	20	934	584	381	65.3	—	43	32	—	32	72.9
British Caledonian Airways	2	9	7	451	298	176	59.0	—	27	15	—	15	55.5
Air Anglia	30	90	81	188	210	61	28.9	—	22	6	—	6	28.5
Air Freight	1	2	3	24	12	7	60.0	—	1	1	—	1	65.0
Air-Bridge Carriers	7	26	23	370	240	105	43.8	—	59	17	8	9	28.8
Alidair	55	205	185	1 714	612	254	41.5	275	366	115	94	21	31.4
Beecham Imperial	1	3	2	18	7	6	77.7	—	1	1	—	1	78.2
British Air Ferries	2	6	7	180	89	44	50.1	—	7	4	—	4	50.7
British Island Airways	22	39	73	39	28	22	78.0	47	101	28	27	2	28.1
British Midland Airways	84	162	248	7 047	6 668	4 134	62.0	44	532	344	22	322	64.7
Dan-Air Services	67	173	223	2 464	1 551	696	44.9	136	301	133	77	57	44.4
Fairflight Charters	29	51	103	379	277	205	74.0	1	23	17	1	16	73.9
Green Shield Stamp	2	7	5	8	23	6	24.6	—	2	—	—	—	18.5
Intra Airways	6	44	46	1 347	193	125	64.7	—	17	10	—	10	58.8
Loganair	89	796	320	2 676	682	313	45.9	—	62	29	—	29	46.9
MAM Aviation	5	6	7	22	45	18	40.0	—	4	2	—	2	50.0
McAlpine Aviation	28	127	71	108	189	38	19.9	—	14	3	—	3	22.3
Merlot International Airlines	1	3	2	4	4	1	22.3	—	—	—	—	—	19.2
Moseley Aviation	2	4	6	29	10	9	90.0	—	1	1	—	1	100.0
Northern Executive Aviation	13	54	60	254	75	62	82.7	13	11	9	3	6	81.8
Peters Aviation	24	79	112	520	320	160	50.0	4	28	14	2	12	49.1
Ryburn Air	8	55	27	26	28	14	50.8	5	6	2	1	1	26.8
Thurston Aviation	14	59	46	116	92	27	29.3	—	8	2	—	2	25.0
Vernair Transport	25	59	90	286	177	142	80.6	—	15	12	—	12	78.4
TOTAL	560	2 300	1 912	26 388	14 742	8 298	56.3	530	1 868	902	233	668	48.3
Class 5A Licence TOTAL	38	242	155	7 641	2 979	1 906	64.0	..	296	160	8	152	54.1
TOTAL Excludes 5A Licence	522	2 058	1 757	18 747	11 763	6 392	54.3	530	1 572	742	225	516	47.2

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

## Class 2 Licence Operations August 1975

Table 24

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers ABC	uplifted Other	Seat—km Available (000)	Used (000)	Percentage of available	Available (000)	Tonne—km Used (000)	Percentage of available
<b>International Services</b>											
British Airways Overseas Division	470	86	602	15 859	—	106 456	88 165	82·8	13 526	8 015	59·3
British Airtours	65	16	84	676	—	12 229	6 203	50·7	1 113	549	49·3
British Caledonian Airways	368	89	477	8 847	—	69 228	54 817	79·2	9 499	4 549	47·9
British Midland Airways	23	7	26	443	—	4 203	3 422	81·4	349	267	76·7
Dan-Air Services	320	86	418	9 751	—	60 424	52 633	87·1	4 831	4 210	87·1
Laker Airways	936	184	1 069	36 268	1 440	283 219	222 400	78·5	28 832	22 240	77·1
TOTAL	2 182	468	2 676	71 844	1 440	535 760	427 641	79·8	58 149	39 831	68·5

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

Table 25

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Available (000)	Seat—km Used (000)	Percentage of available	Tonne—km Available (000)	Used (000)	Percentage of available	Number of passengers uplifted Class 2	Class 4
<b>International Services</b>												
British Airways European Division	280	192	472	18 175	27 750	25 698	92·6	2 574	2 176	84·5	—	—
British Airtours	1 082	656	1 666	114 366	204 530	189 102	92·5	18 613	16 066	86·3	—	325
British Airways Regional Division—												
Cambrian Airways	324	283	577	16 383	26 889	23 734	88·3	2 370	1 900	80·2	—	—
Northeast Airlines	432	319	663	34 085	53 156	47 899	90·1	4 598	3 979	86·5	—	—
British Caledonian Airways	855	690	1 417	65 280	93 353	84 884	90·9	8 345	7 301	87·5	—	797
Alidair	5	11	16	685	415	349	84·0	37	29	78·8	—	—
Britannia Airways	2 908	1 896	4 596	238 197	378 354	363 343	96·0	32 154	30 884	96·0	—	3 899
Dan-Air Services	3 663	2 489	6 268	262 497	436 456	400 043	91·7	34 916	32 011	91·7	—	1 509
Invicta International Airlines	187	173	378	18 311	28 649	21 474	75·0	2 805	2 101	74·9	—	—
Laker Airways	1 084	600	1 581	66 642	127 137	119 386	93·9	12 126	11 302	93·2	—	—
Monarch Airlines	1 159	828	1 817	112 983	179 869	167 743	93·3	17 535	15 166	86·5	—	—
TOTAL International Services	11 980	8 137	19 449	947 604	1 556 560	1 443 654	92·7	136 073	122 916	90·3	—	6 530
<b>Domestic Services</b>												
British Caledonian Airways	1	4	3	160	130	45	35·1	12	4	33·8	—	—
Dan-Air Services	2	10	8	452	94	88	94·2	8	7	93·9	—	—
TOTAL Domestic Services	3	14	11	612	223	134	59·9	19	11	57·7	—	—
GRAND TOTAL	11 983	8 151	19 460	948 216	1 556 783	1 443 787	92·7	136 093	122 927	90·3	—	6 530

## All Class 4 Licence Operations August 1975

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	162	36	322	—	3 542	30 420	29 395	96·6	3 093	2 683	86·7
British Airways European Division	9	23	24	—	1 337	935	666	71·3	93	57	61·9
British Airtours	119	53	170	325	6 384	22 448	19 061	84·9	2 043	1 704	83·4
British Airways Regional Division— Northeast Airlines	5	6	10	—	593	520	489	94·1	44	41	91·9
British Caledonian Airways	483	183	680	797	15 948	84 930	71 734	84·5	11 266	6 008	53·3
Alidair	1	3	3	—	156	70	52	75·1	6	4	70·8
Britannia Airways	313	202	499	3 899	19 967	40 723	37 206	91·4	3 461	3 163	91·4
British Island Airways	1	1	2	—	39	28	22	78·0	3	2	71·7
British Midland Airways	34	40	91	—	2 624	2 470	2 229	90·2	201	174	86·7
Dan-Air Services	1 065	784	1 812	1 509	65 906	128 039	103 176	80·6	10 243	8 255	80·6
Intra Airways	6	85	36	—	3 008	224	215	95·9	19	15	78·6
Invicta International Airlines	71	64	135	—	8 475	11 114	9 133	82·2	1 071	888	82·9
Laker Airways	333	254	646	—	17 204	29 654	22 883	77·2	2 666	2 080	78·0
Loganair	30	391	58	—	1 623	239	175	73·2	22	16	73·7
Monarch Airlines	102	84	175	—	7 437	12 175	9 104	74·8	1 197	826	69·0
TOTAL	2 734	2 209	4 662	6 530	154 243	363 990	305 541	83·9	35 427	25 915	73·2

## International Class 4 Licence Operations August 1975

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	162	36	322	—	3 542	30 420	29 395	96·6	3 093	2 683	86·7
British Airways European Division	9	23	24	—	1 337	935	666	71·3	93	57	61·9
British Airtours	119	53	170	325	6 384	22 448	19 061	84·9	2 043	1 704	83·4
British Airways Regional Division— Northeast Airlines	4	4	7	—	469	460	438	95·3	39	36	92·6
British Caledonian Airways	483	183	680	797	15 948	84 930	71 734	84·5	11 266	6 008	53·3
Alidair	1	3	3	—	156	70	52	75·1	6	4	70·8
Britannia Airways	313	202	499	3 899	19 967	40 723	37 206	91·4	3 461	3 163	91·4
British Midland Airways	34	40	91	—	2 624	2 470	2 229	90·2	201	174	86·7
Dan-Air Services	1 065	784	1 812	1 509	65 906	128 039	103 176	80·6	10 243	8 255	80·6
Intra Airways	5	57	26	—	1 951	185	177	95·7	16	13	79·0
Invicta International Airlines	71	64	135	—	8 475	11 114	9 133	82·2	1 071	888	82·9
Laker Airways	333	254	646	—	17 204	29 654	22 883	77·2	2 666	2 080	78·0
Monarch Airlines	102	84	175	—	7 437	12 175	9 104	74·8	1 197	826	69·0
TOTAL	2 702	1 787	4 589	6 530	151 400	363 625	305 256	83·9	35 395	25 891	73·1

## Domestic Class 4 Licence Operations August 1975

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Regional Division— Northeast Airlines	1	2	3	—	124	60	51	84·9	5	4	86·4
British Island Airways	1	1	2	—	39	28	22	78·0	3	2	71·7
Intra Airways	1	28	10	—	1 057	38	37	97·2	3	3	76·6
Loganair	30	391	58	—	1 623	239	175	73·2	22	16	73·7
TOTAL	32	422	73	—	2 843	365	285	78·0	32	25	75·7

## All Class 6 Licence Operations August 1975

**Table 27.1**

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	9	19	20	97	120	49	40.9
British Caledonian Airways	669	176	877	2 254	21 904	13 686	62.5
Air Freight	3	39	51	76	9	6	63.0
Air-Bridge Carriers	1	2	4	4	7	3	35.7
Alidair	49	160	153	292	313	95	30.3
British Air Ferries	14	11	54	12	115	39	33.7
Dan-Air Services	54	124	175	261	269	115	42.6
International Aviation Service	246	107	431	959	7 266	6 061	83.4
Invicta International Airlines	78	59	167	386	1 323	592	44.7
Tradewinds Airways	389	131	804	931	9 782	6 611	67.6
Trans-Meridian Air Cargo	524	191	1 073	1 192	15 119	8 328	55.1
<b>TOTAL</b>	<b>2 036</b>	<b>1 019</b>	<b>3 809</b>	<b>6 462</b>	<b>56 227</b>	<b>35 583</b>	<b>63.3</b>

## International Class 6 Licence Operations August 1975

**Table 27.2**

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	9	19	20	97	120	49	40.9
British Caledonian Airways	669	176	877	2 254	21 904	13 686	62.5
Air Freight	3	37	48	75	8	5	62.6
Air-Bridge Carriers	1	2	4	4	7	3	35.7
Alidair	3	8	8	22	17	5	26.9
British Air Ferries	14	11	54	12	115	39	33.7
Dan-Air Services	19	62	75	124	96	38	40.1
International Aviation Service	246	107	431	959	7 266	6 061	83.4
Invicta International Airlines	78	59	167	386	1 323	592	44.7
Tradewinds Airways	389	131	804	931	9 782	6 611	67.6
Trans-Meridian Air Cargo	524	191	1 073	1 192	15 119	8 328	55.1
<b>TOTAL</b>	<b>1 954</b>	<b>803</b>	<b>3 562</b>	<b>6 055</b>	<b>55 755</b>	<b>35 415</b>	<b>63.5</b>

## Domestic Class 6 Licence Operations August 1975

**Table 27.3**

	Aircraft—km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne—km		Percentage of available
					Available (000)	Used (000)	
Air Freight	1	2	3	1	1	1	65.0
Alidair	46	152	145	270	296	90	30.5
Dan-Air Services	35	62	99	136	174	77	44.0
<b>TOTAL</b>	<b>81</b>	<b>216</b>	<b>247</b>	<b>407</b>	<b>471</b>	<b>168</b>	<b>35.6</b>



# All Class 7 Licence Operations August 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	56	25	63	3 765	12 730	12 046	94.6	—	1 582	1 146	—	1 146	72.4
• British Airways European Division	40	44	78	1 877	2 773	1 480	53.4	112	496	304	175	129	61.2
• British Airtours	3	4	6	526	588	409	69.6	—	54	34	—	34	63.7
British Airways Helicopters	197	1 672	985	12 333	4 187	1 505	35.9	110	408	133	14	120	32.6
British Airways Regional Division—													
• Channel Islands Airways	1	3	4	121	87	55	62.9	—	7	4	—	4	60.7
• Scottish Airways	6	20	20	675	417	241	57.9	—	35	21	—	21	60.7
• Northeast Airlines	1	4	4	368	134	124	92.7	—	11	10	—	10	90.7
• British Caledonian Airways	40	12	53	504	7 040	5 180	73.6	—	948	436	—	436	46.1
Air Anglia	51	135	158	826	762	349	45.8	1	83	35	—	35	42.7
• Air-Bridge Carriers	12	15	41	—	—	—	—	29	97	36	36	—	36.5
Alidair	23	71	82	2 086	1 387	605	43.6	8	147	55	4	51	37.5
• Aurigny Air Services	—	4	2	35	3	3	92.8	—	—	—	—	—	73.5
• Beecham Imperial	8	11	16	51	63	32	51.6	—	6	3	—	3	54.0
Bristow Helicopters	501	2 638	2 814	20 966	8 210	4 317	52.6	207	735	384	42	342	52.2
British Air Ferries	39	41	147	468	556	293	52.7	52	294	138	112	26	47.0
British Executive Air Services	22	219	165	1 291	272	108	39.6	20	52	12	2	11	23.8
• British Midland Airways	3	6	9	198	155	99	63.9	11	16	11	3	8	67.0
• Dan-Air Services	33	105	124	2 114	1 586	670	42.2	—	129	55	—	55	42.2
• Green Shield Stamp	28	30	46	91	279	101	36.3	—	28	8	—	8	28.8
Intra Airways	6	18	41	337	186	111	59.5	—	16	9	—	9	57.1
• Invicta International Airlines	41	28	88	470	813	355	43.6	85	707	378	343	35	53.5
• Loganair	29	240	130	929	325	119	36.6	—	29	11	—	11	37.9
• MAM Aviation	50	51	75	113	452	109	24.1	—	45	11	—	11	24.4
• McAlpine Aviation	155	311	279	629	1 193	395	33.1	—	90	32	—	32	35.3
• McDonald Aviation	9	20	37	83	82	50	60.9	3	13	5	1	4	40.0
• Merlot International Airlines	10	18	22	24	79	20	25.3	—	7	2	—	2	24.0
• Monarch Airlines	9	5	15	368	1 077	804	74.7	—	131	73	—	73	55.9
Northern Executive Aviation	13	54	60	254	75	62	82.7	13	11	9	3	6	81.8
• Peters Aviation	26	85	123	558	333	169	50.8	5	30	15	2	13	49.4
Ryburn Air	8	55	27	26	28	14	50.8	5	6	2	1	1	26.8
• Thurston Aviation	37	134	130	236	219	64	29.2	5	23	6	1	5	26.1
Tradewinds Airways	116	33	233	—	—	—	—	253	3 072	1 313	1 313	—	42.7
• Vernair Transport	25	59	90	286	177	142	80.6	—	15	12	—	12	78.4
TOTAL	1 598	6 170	6 166	52 608	46 269	30 034	64.9	918	9 324	4 703	2 052	2 651	50.4

# International Class 7 Licence Operations August 1975

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	55	23	61	3 663	12 613	11 993	95.1	—	1 567	1 141	—	1 141	72.8
British Airways European Division	37	36	72	1 427	2 455	1 304	53.1	112	466	288	175	114	62.0
British Airtours	3	4	6	526	588	409	69.6	—	54	34	—	34	63.7
British Airways Helicopters	195	1 665	974	12 294	4 140	1 486	35.9	109	403	132	13	119	32.8
British Airways Regional Division— Channel Islands Airways	1	3	4	121	87	55	62.9	—	7	4	—	4	60.7
British Caledonian Airways	40	12	53	504	7 040	5 180	73.6	—	948	436	—	436	46.1
Air Anglia	21	45	77	638	552	288	52.2	—	61	29	—	29	47.7
Air-Bridge Carriers	11	12	39	—	—	—	—	29	93	36	36	—	38.1
Alidair	14	26	48	691	875	426	48.6	2	90	37	1	36	40.4
Aurigny Air Services	—	4	2	35	3	3	92.8	—	—	—	—	—	73.5
Beecham Imperial	7	8	13	33	55	26	48.0	—	5	2	—	2	50.7
Bristow Helicopters	501	2 638	2 814	20 966	8 210	4 317	52.6	207	735	384	42	342	52.2
British Air Ferries	37	35	140	288	468	249	53.2	52	287	134	112	23	46.9
British Executive Air Services	22	219	165	1 291	272	108	39.6	20	52	12	2	11	23.8
British Midland Airways	2	4	7	187	151	96	63.3	—	12	8	—	8	62.5
Dan-Air Services	3	4	8	102	128	62	48.3	—	10	5	—	5	48.5
Green Shield Stamp	26	23	41	83	256	96	37.4	—	26	8	—	8	29.8
Intra Airways	1	2	5	47	32	23	73.4	—	3	2	—	2	70.4
Invicta International Airlines	41	28	88	470	813	355	43.6	85	707	378	343	35	53.5
MAM Aviation	45	45	68	91	407	91	22.4	—	41	9	—	9	22.0
McAlpine Aviation	128	184	208	521	1 004	358	35.6	—	75	28	—	28	37.8
McDonald Aviation	9	20	37	83	82	50	60.9	3	13	5	1	4	40.0
Merlot International Airlines	9	15	20	20	75	19	25.5	—	7	2	—	2	24.3
Monarch Airlines	9	5	15	368	1 077	804	74.7	—	131	73	—	73	55.9
Peters Aviation	2	6	12	38	13	9	69.1	1	2	1	1	1	53.5
Thurston Aviation	23	75	84	120	127	37	29.1	4	15	4	1	3	26.7
Tradewinds Airways	116	33	233	—	—	—	—	253	3 072	1 313	1 313	—	42.7
TOTAL	1 358	5 174	5 292	44 607	41 523	27 843	67.1	877	8 882	4 507	2 040	2 467	50.7

Domestic Class 7 Licence Operations August 1975

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	Percentage of available
British Airways Overseas Division	1	2	2	102	117	54	45.9	—	15	5	—	5	30.5
British Airways European Division	3	8	7	450	318	176	55.5	—	30	15	—	15	49.8
British Airways Helicopters	2	7	11	39	47	19	40.4	1	5	1	—	1	20.0
British Airways Regional Division—													
Scottish Airways	6	20	20	675	417	241	57.9	—	35	21	—	21	60.7
Northeast Airlines	1	4	4	368	134	124	92.7	—	11	10	—	10	90.7
Air Anglia	30	90	81	188	210	61	28.9	—	22	6	—	6	28.5
Air-Bridge Carriers	1	3	2	—	—	—	—	—	4	—	—	—	—
Alidair	9	45	35	1 395	512	180	35.1	6	57	19	4	15	32.8
Beecham Imperial	1	3	2	18	7	6	77.7	—	1	1	—	1	78.2
British Air Ferries	2	6	7	180	89	44	50.1	—	7	4	—	4	50.7
British Midland Airways	1	2	2	11	4	3	91.7	11	4	3	3	—	79.7
Dan-Air Services	30	101	116	2 012	1 458	608	41.7	—	119	50	—	50	41.7
Green Shield Stamp	2	7	5	8	23	6	24.6	—	2	—	—	—	18.5
Intra Airways	5	16	36	290	155	88	56.6	—	14	7	—	7	54.5
Loganair	29	240	130	929	325	119	36.6	—	29	11	—	11	37.9
MAM Aviation	5	6	7	22	45	18	40.0	—	4	2	—	2	50.0
McAlpine Aviation	28	127	71	108	189	38	19.9	—	14	3	—	3	22.3
Merlot International Airlines	1	3	2	4	4	1	22.3	—	—	—	—	—	19.2
Northern Executive Aviation	13	54	60	254	75	62	82.7	13	11	9	3	6	81.8
Peters Aviation	24	79	112	520	320	160	50.0	5	28	14	2	12	49.1
Ryburn Air	8	55	27	26	28	14	50.8	5	6	2	1	1	26.8
Thurston Aviation	14	59	46	116	92	27	29.3	1	8	2	—	2	25.0
Vernair Transport	25	59	90	286	177	142	80.6	—	15	12	—	12	78.4
TOTAL	240	996	875	8 001	4 746	2 191	46.2	42	442	196	12	184	44.4

All Exempt Operations August 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	126	124	259	1 429	4 267	1 558	36.5	642	2 177	809	672	137	37.1
British Caledonian Airways	52	16	72	1 058	9 350	8 481	90.7	—	1 246	709	—	709	56.9
Britannia Airways	74	111	147	11 683	9 618	7 655	79.6	—	818	651	—	651	79.6
British Island Airways	21	38	71	—	—	—	—	47	98	27	27	—	27.0
British Midland Airways	82	151	239	6 621	5 979	3 510	58.7	34	472	293	19	274	62.1
Fairflight Charters	97	188	361	992	615	453	73.7	27	76	52	17	35	68.4
International Aviation Service	330	143	597	—	—	—	—	944	9 611	5 365	5 365	—	55.8
Laker Airways	163	38	195	3 084	28 624	22 162	77.4	—	2 974	2 216	—	2 216	74.5
Loganair	30	165	133	124	118	19	16.1	—	11	2	—	2	18.2
Monarch Airlines	34	9	73	76	2 198	1 274	58.0	3	402	165	48	117	41.1
Moseley Aviation	5	13	18	74	26	22	84.6	—	3	2	—	2	66.7
Trans-Meridian Air Cargo	312	78	604	—	—	—	—	715	8 887	3 607	3 607	—	40.6
TOTAL	1 326	1 074	2 768	25 141	60 795	45 133	74.2	2 411	26 773	13 898	9 755	4 143	51.9

International Exempt Operations August 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	126	124	259	1 429	4 267	1 558	36.5	642	2 177	809	672	137	37.1
British Caledonian Airways	52	16	72	1 058	9 350	8 481	90.7	—	1 246	709	—	709	56.9
Britannia Airways	74	111	147	11 683	9 618	7 655	79.6	—	818	651	—	651	79.6
Fairflight Charters	68	137	258	613	338	248	73.4	26	53	35	16	19	66.0
International Aviation Service	330	143	597	—	—	—	—	944	9 611	5 365	5 365	—	55.8
Laker Airways	163	38	195	3 084	28 624	22 162	77.4	—	2 974	2 216	—	2 216	74.5
Monarch Airlines	34	9	73	76	2 198	1 274	58.0	3	402	165	48	117	41.1
Moseley Aviation	3	9	12	45	16	13	81.3	—	2	1	—	1	50.0
Trans-Meridian Air Cargo	312	78	604	—	—	—	—	715	8 887	3 607	3 607	—	40.6
TOTAL	1 162	665	2 218	17 988	54 411	41 391	76.1	2 329	26 168	13 559	9 708	3 850	51.8

Domestic Exempt Operations August 1975

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Island Airways	21	38	71	—	—	—	—	47	98	27	27	—	27.0
British Midland Airways	82	151	239	6 621	5 979	3 510	58.7	34	472	293	19	274	62.1
Fairflight Charters	29	51	103	379	277	205	74.0	1	23	17	1	16	73.9
Loganair	30	165	133	124	118	19	16.1	—	11	2	—	2	18.2
Moseley Aviation	2	4	6	29	10	9	90.0	—	1	1	—	1	90.0
TOTAL	164	409	551	7 153	6 384	3 743	58.6	82	605	339	46	293	56.0

Class 5 Operations for UK Airlines August 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		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways Overseas Division	8	4	12	168	1 242	622	50.1	..	160	80	—	—	80	50.0
British Airways European Division	42	25	43	2 365	4 998	4 006	80.1	..	426	349	3	8	338	81.9
British Airtours	174	60	244	10 793	33 056	31 853	96.4	..	3 008	2 805	—	—	2 805	93.3
British Airways Regional Division—														
Cambrian Airways	28	197	113	6 079	1 660	884	53.3	..	153	71	—	—	71	46.4
Northeast Airlines	4	9	13	442	390	206	52.8	..	27	17	—	—	17	63.0
British Caledonian Airways	15	16	27	919	1 584	1 077	68.0	..	142	92	—	—	92	64.8
Air-Bridge Carriers	6	23	21	370	240	105	43.8	..	55	17	—	8	9	30.9
Alidair	2	12	13	472	290	192	66.2	..	31	16	—	—	16	51.6
British Midland Airways	27	20	58	1 133	4 524	3 824	84.5	..	429	341	—	2	339	79.5
Dan-Air Services	29	20	16	996	4 083	2 609	63.9	..	352	223	—	—	223	63.4
Invicta International Airlines	68	67	131	7 832	10 757	8 457	78.6	..	1 054	841	—	—	841	79.8
Monarch Airlines	19	24	34	2 934	3 226	2 789	86.5	..	313	253	—	—	253	80.8
TOTAL	422	477	724	34 503	66 050	56 624	85.7	..	6 150	5 105	3	18	5 084	83.0

Class 5 Operations for Non-UK Operators August 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		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airtours	305	87	395	8 352	58 560	29 280	50.0	..	5 337	2 669	—	—	2 669	50.0
British Airways Regional Division—														
Channel Islands Airways	20	9	31	205	498	460	92.4	..	42	38	—	—	38	90.5
Northeast Airlines	4	2	6	190	486	375	77.2	..	34	31	—	—	31	91.2
British Caledonian Airways	45	21	67	662	2 092	1 180	56.4	..	1 132	494	—	393	101	43.6
Air Freight	12	35	57	—	—	—	—	..	46	29	—	29	—	63.0
Alidair	65	95	199	4 339	4 604	3 959	86.0	..	485	368	—	23	345	75.9
British Island Airways	75	204	255	2 992	2 428	1 024	42.2	..	334	136	—	49	87	40.7
British Midland Airways	268	316	650	24 744	33 044	30 889	71.8	..	4 025	2 740	—	340	2 400	68.1
Dan-Air Services	3	5	4	435	319	270	84.6	..	26	21	—	—	21	80.8
Invicta International Airlines	131	76	193	4 875	15 752	8 554	54.3	..	2 106	1 506	—	363	1 143	71.5
Monarch Airlines	7	7	13	776	1 257	801	63.7	..	112	73	—	—	73	65.2
Trans-Meridian Air Cargo	12	3	22	—	—	—	—	..	336	116	—	116	—	34.5
TOTAL	947	860	1 892	57 580	129 040	76 792	59.5	..	14 015	8 221	—	1 313	6 908	58.7

# Aircraft Type and Utilisation—All Airlines August 1975

Table 31.1

	Aircraft—km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended June 1975	Daily utilisation per aircraft (hrs) Quarter ended June 1975
Aviation Traders Carvair	149	390	11	456	54	6 720	1 869	5	3.7
Aviation Traders Merchantman	387	—	492	—	750	—	—	6	4.3
AW650 Argosy	41	—	113	—	150	—	—	2	3.4
BAC 111-200	835	1 560	—	1 767	—	73 194	46 029	9	5.5
BAC 111-300/400	2 935	2 671	—	5 142	—	176 555	215 576	16	9.3
BAC 111-500	4 001	5 952	—	7 776	—	415 685	323 471	34	6.8
BAC Britannia-300	233	11	98	81	426	126	1 364	4	3.8
BAC Vanguard 952	323	206	87	447	251	22 455	23 309	5	3.8
BAC VC10 Standard	117	27	—	154	—	1 732	9 224	5	2.4
BAC VC10 Super	3 473	1 032	—	4 594	—	56 954	341 536	15	11.0
BAC Viscount-700	153	487	95	439	104	15 756	5 646	4	2.0
BAC Viscount-700D/800/810	2 099	6 770	80	6 865	65	309 477	104 433	45	4.6
Beechcraft B55 Baron	—	—	—	—	—	—	—	1	—
Beechcraft B80 Queen-Air	25	59	—	90	—	286	142	1	2.4
Beechcraft B90 King-Air	..	..	..	..	..	..	..	2	—
Bell 206 Jetranger	2	12	—	15	—	32	4	1	0.3
Bell 212 Twin	46	426	—	286	—	2 793	419	6	1.5
Boeing 707-120/120B	563	178	—	696	—	16 881	77 893	2	10.9
Boeing 707-320C/336	5 417	1 303	440	5 340	1 976	83 003	479 452	27	8.5
Boeing 707-420	2 950	1 302	—	4 296	—	169 325	449 663	15	7.1
Boeing 720/720B	1 095	765	5	1 674	5	106 745	158 690	6	6.0
Boeing 727-100	1 183	716	—	1 779	—	87 451	150 541	5	7.8
Boeing 737-200	3 295	2 209	—	5 242	—	273 746	408 204	14	9.7
Boeing 747	5 184	1 241	—	6 764	—	165 265	1 249 126	17	12.3
Britten-Norman Islander	188	1 509	20	820	23	5 687	813	15	2.0
Britten-Norman Trislander	185	2 581	—	992	—	29 706	1 995	9	2.8
Canadair CL 44	1 255	—	402	—	2 577	—	—	12	7.0
Cessna 340	5	2	47	3	14	4	1	1	0.6
Cessna 401/421	12	40	—	37	—	71	24	2	0.5
Cessna 500 Citation	..	..	..	..	..	..	..	2	—
DC10	1 281	240	—	1 494	—	23 956	297 126	5	7.1
DC3 Dakota/Pionair	147	342	337	382	394	9 319	1 564	13	1.4
DC8-54/55F Jet Trader	273	—	104	—	383	—	—	1	7.1
DH104 Dove	44	40	49	47	120	280	85	4	1.3
DH 106 Comet 4B/C	1 629	1 104	—	2 933	—	116 504	177 524	11	4.5
DH 114 Heron	56	127	18	214	34	961	379	7	1.3
DHC 6 Twin-Otter	43	226	—	164	—	3 068	583	1	3.9
Fokker Friendship 100/600	315	802	—	989	—	14 790	6 995	4	7.3
HP Herald 100/200	670	2 693	357	2 108	433	91 834	19 465	17	4.4
HS 121 Trident 1C	698	1 196	—	1 411	—	77 732	44 321	9	3.5
HS 121 Trident 1E	592	629	—	994	—	57 085	60 679	4	6.6
HS 121 Trident 2E	1 821	1 492	—	2 945	—	106 573	136 914	15	6.7
HS 121 Trident 3B	3 032	3 612	—	5 568	—	344 776	295 889	26	6.3
HS 125	226	316	—	355	—	760	614	20	1.1
HS 748	418	1 311	124	1 370	175	33 020	10 635	8	4.7
Lockheed L1011 Tristar	516	523	—	909	—	109 165	117 107	6	3.5
PA23 Aztec/Apache	26	111	9	85	6	169	41	5	0.6
PA31 Navajo	62	174	14	179	16	444	139	7	1.5
Riley Dove	32	56	3	100	6	392	208	1	2.0
Sikorsky 58T	90	578	—	537	—	2 938	455	7	1.5
Sikorsky S61N	522	2 824	—	2 745	—	24 496	4 668	26	3.1
Westland Wessex	61	689	—	382	—	4 331	384	4	4.0
TOTAL	48 702	50 534	2 905	81 666	7 962	3 042 242	5 225 201	*489	*5.3

\*Excluding airlines for which details not available.

# Aircraft Type and Utilisation—Individual Airlines Table 31.2

## August 1975

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1975	Daily utilisation per aircraft (hrs) Quarter ended June 1975
<b>British Airways Overseas Division</b>									
BAC Viscount-700	22	168	—	91	—	4 620	652	2	5.8
DC10	490	56	—	599	—	9 188	80 423	—	—
BAC VC10 Standard	117	27	—	154	—	1 732	9 224	5	2.4
BAC VC10 Super	3 473	1 032	—	4 594	—	56 954	341 536	15	11.0
Boeing 707-320C/336	2 123	423	235	1 822	973	27 967	153 379	11	9.4
Boeing 707-420	1 117	387	—	1 608	—	22 247	160 022	6	8.0
Boeing 747	5 184	1 241	—	6 764	—	165 265	1 249 126	17	12.3
<b>TOTAL</b>	<b>12 526</b>	<b>3 334</b>	<b>235</b>	<b>15 632</b>	<b>973</b>	<b>287 973</b>	<b>1 994 363</b>	<b>56</b>	<b>10.0</b>
<b>British Airways European Division</b>									
BAC 111-500	1 650	3 599	—	3 562	—	219 402	98 673	18	6.5
HS 121 Trident 2E	1 821	1 492	—	2 945	—	106 573	136 914	15	6.7
Aviation Traders Merchantman	387	—	492	—	750	—	—	6	4.3
HS 121 Trident 1C	698	1 196	—	1 411	—	77 732	44 321	9	3.5
HS 121 Trident 3B	3 032	3 612	—	5 568	—	344 776	295 889	26	6.3
Lockheed L1011 Tristar	516	523	—	909	—	109 165	117 107	6	3.5
<b>TOTAL</b>	<b>8 104</b>	<b>10 422</b>	<b>492</b>	<b>14 395</b>	<b>750</b>	<b>857 648</b>	<b>692 904</b>	<b>80</b>	<b>5.7</b>
<b>British Airtours</b>									
Boeing 707-420	1 833	915	—	2 688	—	147 078	289 640	9	6.5
<b>British Airways Helicopters</b>									
Sikorsky S61N	179	1 434	—	889	—	11 396	1 432	10	3.1
Sikorsky 58T	9	73	—	47	—	352	41	—	—
Bell 212 Twin	9	165	—	49	—	585	32	1	3.4
<b>TOTAL</b>	<b>197</b>	<b>1 672</b>	<b>—</b>	<b>985</b>	<b>—</b>	<b>12 333</b>	<b>1 505</b>	<b>11</b>	<b>3.1</b>
<b>British Airways Regional Division— Channel Islands Airways</b>									
BAC Viscount-700D/800/810	608	1 808	—	2 003	—	93 282	31 592	10	4.7
BAC 111-300/400	253	477	—	512	—	25 638	12 606	2	12.0
<b>TOTAL</b>	<b>861</b>	<b>2 285</b>	<b>—</b>	<b>2 515</b>	<b>—</b>	<b>118 920</b>	<b>44 198</b>	<b>12</b>	<b>5.8</b>
<b>Scottish Airways</b>									
HS 748	35	132	—	130	—	3 686	1 160	—	—
BAC Viscount-700D/800/810	268	1 281	—	948	—	40 592	10 783	7	4.6
BAC 111-300/400	170	258	—	355	—	14 862	9 753	1	4.0
<b>TOTAL</b>	<b>473</b>	<b>1 671</b>	<b>—</b>	<b>1 433</b>	<b>—</b>	<b>59 140</b>	<b>21 696</b>	<b>8</b>	<b>4.6</b>
<b>Cambrian Airways</b>									
BAC Viscount-700	25	189	—	105	—	5 918	802	2	1.5
BAC Viscount-700D/800/810	302	1 310	—	1 064	—	63 645	16 123	8	3.1
BAC 111-300/400	410	580	—	769	—	34 024	29 480	3	6.5
<b>TOTAL</b>	<b>737</b>	<b>2 079</b>	<b>—</b>	<b>1 938</b>	<b>—</b>	<b>103 587</b>	<b>46 405</b>	<b>13</b>	<b>3.7</b>
<b>Northeast Airlines</b>									
BAC Viscount-700D/800/810	266	698	—	860	—	37 843	14 665	6	3.9
HS 121 Trident 1E	591	629	—	994	—	57 085	60 678	4	6.6
<b>TOTAL</b>	<b>857</b>	<b>1 327</b>	<b>—</b>	<b>1 854</b>	<b>—</b>	<b>94 928</b>	<b>75 344</b>	<b>10</b>	<b>5.0</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 June 1975	Daily utilisation per aircraft (hrs) Quarter ended June 1975
<b>British Caledonian Airways</b>							
BAC 111-200	584	1 229 —	1 280 —	52 875	28 875	7	5.6
BAC 111-500	1 225	1 428 —	2 234 —	99 427	104 352	10	7.0
Boeing 707-320C/336	2 646	546 205	2 488 1 003	27 029	230 855	10	10.3
<b>TOTAL</b>	<b>4 455</b>	<b>3 203 205</b>	<b>6 002 1 003</b>	<b>179 331</b>	<b>364 083</b>	<b>27</b>	<b>7.8</b>
<b>Air Anglia</b>							
DC3 Dakota/Pionair	47	30 66	56 95	485	246	2	1.6
Fokker Friendship 100/600	315	802 —	989 —	14 790	6 995	4	7.3
PA31 Navajo	35	103 —	101 —	254	83	3	1.3
<b>TOTAL</b>	<b>396</b>	<b>935 66</b>	<b>1 146 95</b>	<b>15 529</b>	<b>7 324</b>	<b>9</b>	<b>4.0</b>
<b>Air Freight</b>							
DC3 Dakota/Pionair	35	2 165	3 203	24	7	7	1.1
<b>Air-Bridge Carriers</b>							
AW650 Argosy	41	— 113	— 150	—	—	2	3.4
BAC Viscount-700D/800/810	3	11 —	10 —	370	105	1	3.8
<b>TOTAL</b>	<b>44</b>	<b>11 113</b>	<b>10 150</b>	<b>370</b>	<b>105</b>	<b>3</b>	<b>3.5</b>
<b>Alidair</b>							
BAC Viscount-700	106	130 95	243 104	5 218	4 192	2	2.7
BAC Viscount-700D/800/810	39	47 80	55 65	2 520	965	1	6.4
<b>TOTAL</b>	<b>145</b>	<b>177 175</b>	<b>298 169</b>	<b>7 738</b>	<b>5 158</b>	<b>3</b>	<b>4.0</b>
<b>Aurigny Air Services</b>							
Britten-Norman Trislander	152	2 395 —	841 —	27 811	1 762	6	3.0
Britten-Norman Islander	12	207 —	69 —	1 214	72	2	2.8
<b>TOTAL</b>	<b>165</b>	<b>2 602 —</b>	<b>910 —</b>	<b>29 025</b>	<b>1 833</b>	<b>8</b>	<b>3.0</b>
<b>Beecham Imperial</b>							
HS 125	8	11 —	16 —	51	32	2	0.4
<b>Bristow Helicopters</b>							
Sikorsky S61N	343	1 390 —	1 856 —	13 100	3 236	16	3.0
Westland Wessex	61	689 —	382 —	4 331	384	4	4.0
Sikorsky 58T	81	505 —	490 —	2 586	414	7	1.5
Bell 212 Twin	16	54 —	87 —	949	283	1	2.5
<b>TOTAL</b>	<b>501</b>	<b>2 638 —</b>	<b>2 815 —</b>	<b>20 966</b>	<b>4 317</b>	<b>28</b>	<b>2.8</b>
<b>Britannia Airways</b>							
Boeing 737-200	3 295	2 209 —	5 242 —	273 746	408 204	14	9.7
<b>British Air Ferries</b>							
HP Herald 100/200	72	370 3	266 8	10 245	1 911	2	3.5
Aviation Traders Carvair	149	390 11	456 54	6 720	1 869	5	3.7
<b>TOTAL</b>	<b>221</b>	<b>760 14</b>	<b>722 62</b>	<b>16 965</b>	<b>3 780</b>	<b>7</b>	<b>3.7</b>



**Table 31.2 cont.**

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1975	Daily utilisation per aircraft (hrs) Quarter ended June 1975
<b>British Executive Air Services</b>									
Bell 206 Jetranger	2	12	—	15	—	32	4	1	0.3
Bell 212 Twin	21	207	—	150	—	1 259	104	4	0.7
TOTAL	22	219	—	165	—	1 291	108	5	0.7
<b>British Island Airways</b>									
HP Herald 100/200	559	2 222	354	1 706	425	78 061	15 713	13	4.7
<b>British Midland Airways</b>									
HP Herald 100/200	38	101	—	136	—	3 528	1 840	2	3.2
BAC Viscount-700D/800/810	613	1 615	—	1 925	—	71 225	30 199	12	5.5
Boeing 707-320C/336	194	213	—	455	—	24 581	23 502	4	3.3
TOTAL	845	1 929	—	2 516	—	99 334	55 540	18	4.8
<b>Brymon Airways</b>									
Britten-Norman Islander	49	263	—	230	—	1 441	262	3	2.7
DHC 6 Twin-Otter	43	226	—	164	—	3 068	583	1	3.9
TOTAL	92	489	—	394	—	4 509	845	4	3.0
<b>Dan-Air Services</b>									
HS 748	383	1 179	124	1 240	175	29 334	9 474	8	4.7
BAC 111-200	252	331	—	487	—	20 319	17 154	2	4.8
BAC 111-300/400	940	642	—	1 607	—	46 750	71 504	5	7.6
BAC 111-500	675	575	—	1 221	—	61 645	73 319	4	7.2
DH 106 Comet 4B/C	1 629	1 104	—	2 933	—	116 504	177 524	11	4.5
Boeing 727-100	1 183	716	—	1 779	—	87 451	150 541	5	7.8
Boeing 707-320C/336	455	121	—	575	—	3 426	71 716	2	4.2
TOTAL	5 516	4 668	124	9 842	175	365 429	571 232	37	5.8
<b>Eagle Flying Services</b>									
Beechcraft B90 Kingair	..	..	..	..	..	..	..	2	..
Beechcraft B55 Baron	..	..	..	..	..	..	..	1	..
TOTAL	..	..	..	..	..	..	..	3	..
<b>Fairflight Charters</b>									
DH 104 Dove	44	40	49	47	120	280	85	4	1.3
DH 114 Heron	21	32	8	66	22	320	160	1	1.9
Riley Dove	32	56	3	100	6	392	208	1	2.0
TOTAL	97	128	60	213	148	992	453	6	2.0
<b>Green Shield Stamp</b>									
HS 125	28	30	—	46	—	91	101	1	1.3
<b>IDS Aircraft</b>									
PA31 Navajo	..	..	..	..	..	..	..	2	..
PA23 Aztec/Apache	..	..	..	..	..	..	..	1	..
Cessna 500 Citation	..	..	..	..	..	..	..	2	..
TOTAL	..	..	..	..	..	..	..	5	..

**Table 31.2 cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1975	Daily utilisation per aircraft (hrs) Quarter ended June 1975
<b>International Aviation Service</b>									
BAC Britannia-300	195	—	98	—	426	—	—	3	4.8
DC8-54/55F Jet Trader	273	—	104	—	383	—	—	1	7.1
TOTAL	469	—	202	—	809	—	—	4	5.4
<b>Intra Airways</b>									
DC3 Dakota/Pionair	65	310	106	323	96	8 810	1 311	4	1.9
<b>Invicta International Airlines</b>									
BAC Vanguard 952	323	206	87	447	251	22 455	23 309	5	3.8
Boeing 720/720B	254	169	5	388	5	17 508	24 664	2	3.7
TOTAL	577	375	92	835	256	39 963	47 973	7	3.8
<b>Laker Airways</b>									
BAC 111-300/400	1 163	714	—	1 899	—	55 281	92 234	5	12.6
DC10	791	184	—	895	—	14 768	216 703	3	7.7
Boeing 707-120/120B	563	178	—	696	—	16 881	77 894	2	10.9
TOTAL	2 516	1 076	—	3 490	—	86 930	386 831	10	10.8
<b>Loganair</b>									
Britten-Norman Trislander	32	186	—	151	—	1 895	234	3	2.2
Britten-Norman Islander	112	998	—	473	—	2 750	408	6	2.2
TOTAL	144	1 184	—	624	—	4 645	642	9	2.2
<b>MAM Aviation</b>									
HS 125	50	51	—	75	—	113	109	1	2.3
<b>McAlpine Aviation</b>									
Cessna 401/421	12	40	—	37	—	71	24	2	0.5
HS 125	130	206	—	196	—	481	351	13	1.0
PA 23 Aztec/Apache	13	65	—	47	—	77	20	2	0.7
TOTAL	155	311	—	280	—	629	395	17	0.9
<b>McDonald Aviation</b>									
DH 114 Heron	9	10	10	25	12	83	50	1	1.3
PA23 Aztec/Apache	—	—	—	—	—	—	—	1	—
TOTAL	9	10	10	25	12	83	50	2	1.3
<b>Merlot International Airlines</b>									
HS 125	10	18	—	22	—	24	20	3	1.5
<b>Monarch Airlines</b>									
BAC 111-500	451	350	—	759	—	35 211	47 126	2	7.3
BAC Britannia-300	37	11	—	81	—	126	1 364	1	2.2
Boeing 720/720B	841	596	—	1 286	—	89 237	134 026	4	7.2
TOTAL	1 330	957	—	2 126	—	124 574	182 515	7	6.0
<b>Moseley Aviation</b>									
PA31 Navajo	5	13	—	18	—	74	22	1	1.1

**Table 31.2 cont.**

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1975	Daily utilisation per aircraft (hrs) Quarter ended June 1975
<b>Northern Executive Aviation</b>									
Britten-Norman Islander	13	34	20	37	23	254	62	1	1.7
<b>Peters Aviation</b>									
DH 114 Heron	26	85	—	123	—	558	169	5	1.2
<b>Ryburn Air</b>									
Cessna 340	5	2	47	3	14	4	1	1	0.6
<b>Thurston Aviation</b>									
Britten-Norman Islander	2	7	—	11	—	28	9	3	0.3
PA23 Aztec/Apache	13	46	9	38	6	92	21	1	1.6
PA31 Navajo	22	58	14	60	16	116	34	1	3.0
<b>TOTAL</b>	<b>37</b>	<b>111</b>	<b>23</b>	<b>109</b>	<b>22</b>	<b>236</b>	<b>64</b>	<b>5</b>	<b>1.1</b>
<b>Tradewinds Airways</b>									
Canadair CL 44	505	—	164	—	1 038	—	—	5	6.9
<b>Trans-Meridian Air Cargo</b>									
Canadair CL 44	750	—	238	—	1 539	—	—	7	7.1
<b>Vernair Transport</b>									
Beechcraft B80 Queen-Air	25	59	—	90	—	286	142	1	2.4
<b>GRAND TOTAL</b>	<b>48 702</b>	<b>50 534</b>	<b>2 905</b>	<b>81 666</b>	<b>7 962</b>	<b>3 042 242</b>	<b>5 225 201</b>	<b>*489</b>	<b>*5.3</b>

\*Excluding airlines for which details not available.

## Operations Subject to Variable Charge by Type of Licence August 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	539 795	317 304	66 728	250 577	58.8
Class 2	57 801	39 564	—	39 564	68.4
Class 3	135 983	122 853	—	122 853	90.3
Class 4	35 418	25 910	—	25 910	73.2
Class 5	19 111	12 744	1 271	11 473	66.7
Class 6	54 377	34 249	34 248	1	63.0
Class 7	9 320	4 702	2 052	2 650	50.5
<b>TOTAL</b>	<b>852 001</b>	<b>557 325</b>	<b>104 299</b>	<b>453 028</b>	<b>65.4</b>
<b>Non-chargeable Operations</b>					
Aircraft hired from					
Foreign Operators	4 673	2 970	1 776	1 194	63.5
Exempt Services	26 596	13 815	9 672	4 143	51.9
<b>TOTAL</b>	<b>31 269</b>	<b>16 785</b>	<b>11 448</b>	<b>5 337</b>	<b>53.7</b>
<b>GRAND TOTAL</b>	<b>883 270</b>	<b>574 110</b>	<b>115 747</b>	<b>458 365</b>	<b>65.0</b>

## Output by Type of Licence and Aircraft Ownership August 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	539 795	1 276	1 009	542 080
Class 2	57 801	—	348	58 149
Class 3	135 983	110	—	136 093
Class 4	35 418	9	—	35 427
Class 6	54 377	—	1 850	56 227
Class 7	9 320	4	—	9 324
Exempt Services	23 055	177	3 541	26 773
<b>TOTAL</b>	<b>855 944</b>	<b>1 575</b>	<b>6 749</b>	<b>864 269</b>
Class 5 hired to UK Airlines	6 150			
Non UK Airlines	14 015			
<b>TOTAL</b>	<b>20 165</b>			
<b>GRAND TOTAL</b>	<b>876 109</b>			

# 

## 

### 

#### 

##### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

###### 

######

# 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.