

Civil Aviation Authority



CAA Monthly Statistics
(up to and including April 1974)

ENQUIRIES

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 209
Shell Mex House
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London WC2R 0DP
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Aviation House
129 Kingsway
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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

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

The series comprise:

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

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

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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.

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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>	"
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Civil Aviation Statistics—April 1974

Activity at UK Airports

In April 1974 air transport movements were almost 60 000, a decline on the previous year of 1·5 per cent. Comparison of the three month periods ending April 1973 and April 1974 shows a similar decline of 1·7 per cent. In the London area the decline for the month of April 1974 compared with April 1973 was 5·1 per cent, and that for the three month period was 3·9 per cent. Each airport in the London area except Stansted reported a decline in the three month period ending April 1974 compared with a year earlier. Airports elsewhere in the U.K. showed an increase of 3·3 per cent in both the movements in April 1974 compared with April 1973 and the monthly average for the three month period ending April 1974 compared with a year earlier. Aberdeen reported an increase of 779 movements per month between the two three month periods (143·2 per cent) and Sumburgh an increase of 447 movements per month (169·3 per cent).

The monthly average of just over 2½ million passengers handled at U.K. airports in the period February to April 1974 was 4·5 per cent lower than in the corresponding period in 1973, London airports reporting a decline of 3·8 per cent and other airports a decline of 6·3 per cent. Heathrow handled nearly 10 000 more passengers a month (0·7 per cent growth) and Stansted just over 2 000 more (19·7 per cent growth). Luton reported over 51 000 fewer passengers a month, a decline of 23·5 per cent. Of airports elsewhere in the UK, Aberdeen handled over 10 000 (57·1 per cent) more passengers a month and Sumburgh over 4 500 (104·0 per cent) more. Manchester reported nearly 14 000 (8·0 per cent) fewer passengers a month, Birmingham nearly 12 500 (16·1 per cent) and Bristol over 10 500 (45·4 per cent). Many other airports also reported declines. Terminal passengers carried by scheduled services were 0·9 per cent higher in the three month period ending April 1974 than a year earlier while those carried by charter services declined by 19·3 per cent. The UK operators' share of scheduled and charter service passengers declined: from 69·2 to 68·3 per cent and from 88·6 to 87·6 per cent respectively.

Of the monthly average of over 2½ million terminal passengers handled at UK airports in the three months ending April 1974 over 1·9 million travelled on international services and over 0·8 million on domestic services, declines of 5·7 and 1·4 per cent respectively compared with a year earlier.

In this three month period a monthly average of nearly 1·3 million international passengers travelled by sched-

uled services and almost 600 000 by charter services: the former was an increase of 0·9 per cent on the previous year, the latter a decrease of 20·7 per cent. The two largest scheduled service markets continued to be France and the USA, with shares of 13·4 and 11·7 per cent respectively. The most important charter service market was again Spain with 39·2 per cent of total charter passengers, but the number of passengers continued to decline (26·5 per cent). Charter services to Germany and Italy remained the next most important with 10·4 and 10·3 per cent respectively of total charter passengers.

The monthly average number of passengers flying on domestic routes in the period February to April 1974 was 0·8 per cent less than a year earlier. However, on the routes between London and the Channel Islands there was an increase of over 1 per cent and on other routes to and from the Channel Islands an increase of over 12 per cent.

The tonnage of cargo handled at UK airports during April 1974 was 9·5 per cent higher than in April 1973 and the monthly average for the three month period ending April 1974 was 7·8 per cent higher than a year earlier. London airports reported a growth of 11·2 per cent in this three month period while airports elsewhere in the UK reported a decrease of 3·0 per cent. Heathrow and Gatwick both reported increases of 10·7 per cent, Stansted one of 67·5 per cent, Glasgow an increase of 20·0 per cent and Bournemouth one of 179·6 per cent. Edinburgh and Belfast showed declines of 48·9 and 26·9 per cent respectively. The UK operators' share of cargo carried on scheduled services during the three month period was 50·6 per cent (compared with 53·4 per cent a year earlier) while their share of cargo carried on charter services was 69·5 per cent (73·9 per cent a year earlier).

Output of UK Airlines

The output of UK airlines for all services in April 1974 was 668·4 available tonne-kilometres, a decline of 4 per cent on April 1973.

The scheduled service output of over 462 million available tonne-kilometres was nearly 1 per cent higher than a year earlier and the over-all load factor of 52·9 per cent was slightly lower than the 53·3 per cent achieved in April 1973. Seat kilometres used were 53·9 per cent of those available against 57·0 per cent in April 1973. Seat factors on domestic and international services were 54·7 and 52·7 per cent respectively compared with 57·2 and 53·0 in the previous April.

The non-scheduled service output in April 1974 was 206.3 million available tonne-kilometres a decline of 13.5 per cent on April 1973. Advance Booking Charters accounted for 17.2 million available tonne-kilometres and Inclusive Tour Charters for 93.8 million compared with 10.8 million and 107.6 million respectively a year earlier.

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

Size Structure of UK Airports and Airlines Year ended 31 March 1974

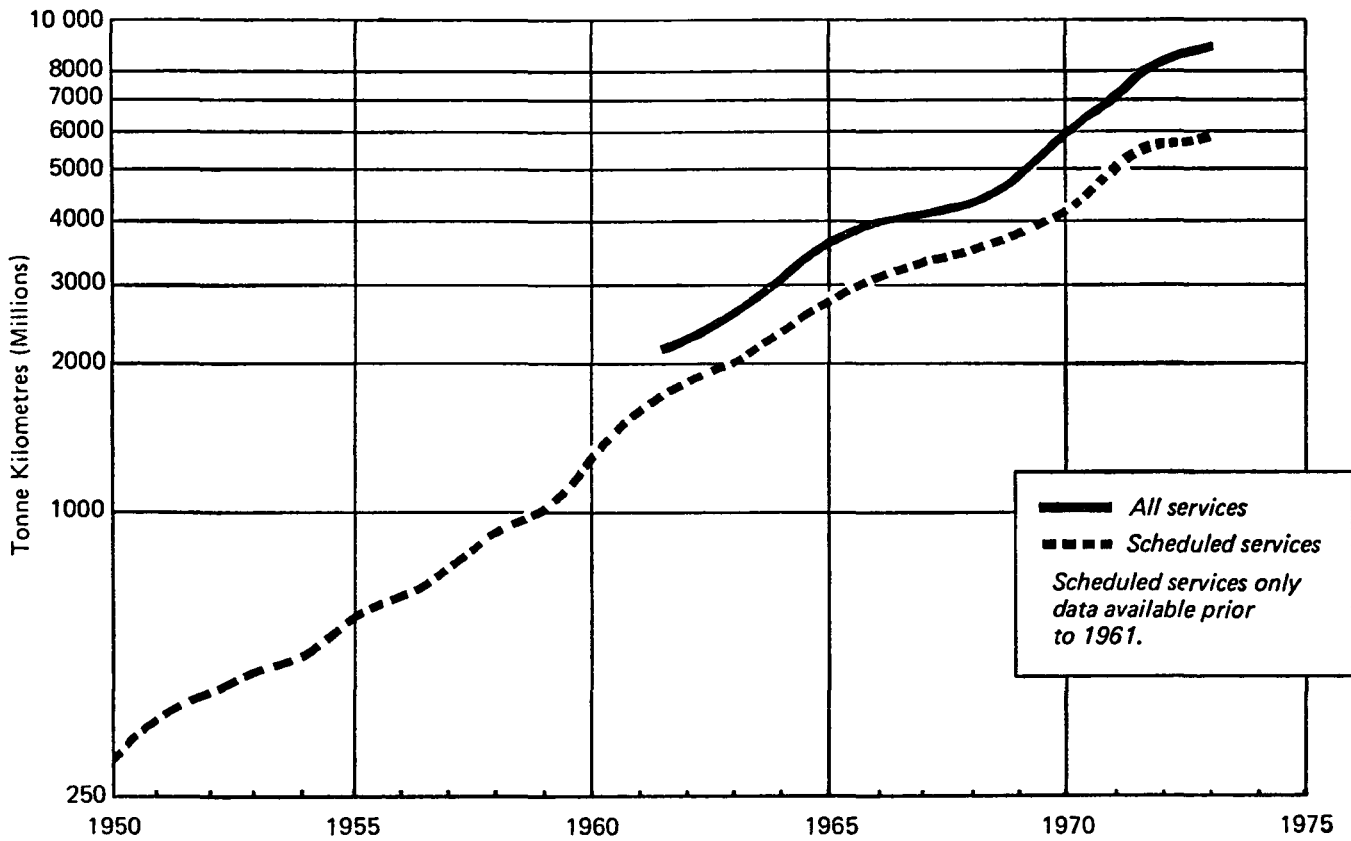
Table 1

Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	20 507	47.56	100	100.00
Gatwick	5 642	13.08	98	52.44
Luton	3 122	7.24	95	39.36
Manchester	2 575	5.97	93	32.12
Glasgow	2 149	4.98	91	26.15
Belfast	1 311	3.04	89	21.17
Birmingham	1 101	2.55	86	18.12
Edinburgh	878	2.04	84	15.57
Newcastle	625	1.45	82	13.54
Liverpool	540	1.25	80	12.09
East Midlands	506	1.17	77	10.83
Isle of Man	467	1.08	75	9.66
Southend	377	0.88	73	8.58
Prestwick	375	0.87	70	7.70
Southampton	311	0.72	68	6.83
Aberdeen	292	0.68	66	6.11
Leeds/Bradford	282	0.65	64	5.43
Glamorgan	275	0.64	61	4.78
Bristol	265	0.61	59	4.14
Tees-side	200	0.46	57	3.53
Stansted	176	0.41	55	3.06
Blackpool	140	0.33	52	2.65
Other 22 (reporting airports)	1 004	2.33	50	2.33

Airlines	Output in available tonne – kilometres (000 000)	Percentage of all UK tonne – kilometres performed	Percentage of UK airlines this size and smaller	Percentage of all UK airlines with a.t – km of this size and smaller
British Airways Overseas Division	4 411	49.54	100	100.00
British Airways European Division	1 248	14.02	98	50.46
British Caledonian Airways	1 002	11.25	96	36.44
Dan-Air Services	331	3.72	94	25.19
Britannia Airways	278	3.12	92	21.47
Court-Line Aviation	253	2.84	90	18.35
Laker Airways	240	2.69	88	15.50
British Airtours	172	1.93	86	12.81
Trans-Meridian Air Cargo	137	1.54	84	10.88
Tradewinds Airways	130	1.46	82	9.34
Monarch Airlines	130	1.46	80	7.88
British Midland Airways	100	1.12	78	6.42
Donaldson International	81	0.91	76	5.30
International Aviation Services	68	0.76	74	4.39
British Airways—Northeast Airlines	62	0.70	72	3.62
British Airways—Cambrian Airways	60	0.67	70	2.93
British Airways—Channel Islands Airways	52	0.58	68	2.25
Invicta International Airlines	40	0.45	66	1.67
British Airways—Scottish Airways	28	0.31	64	1.22
British Island Airways	22	0.25	62	0.90
British Air Ferries	16	0.18	60	0.66
Others (29 airlines)	43	0.48	58	0.48

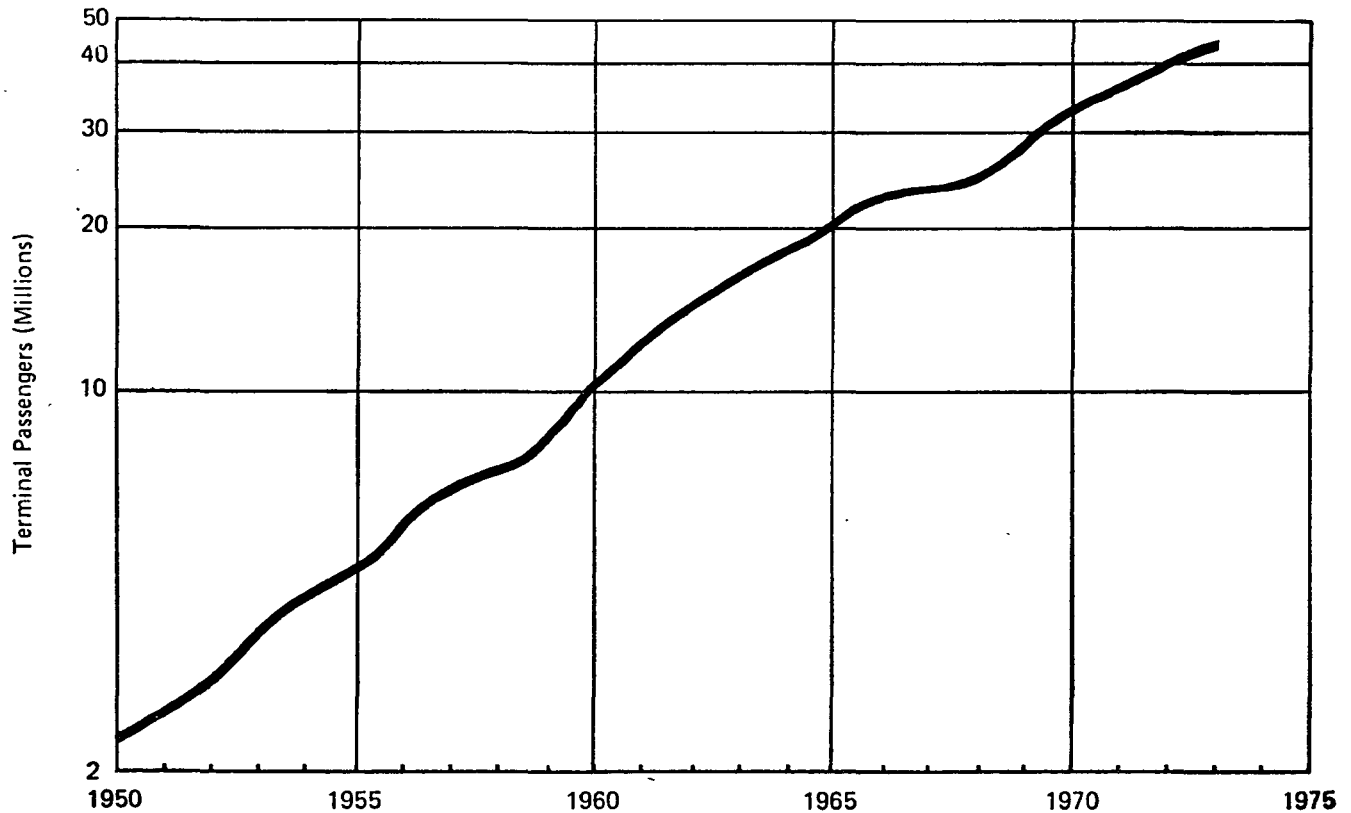
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines' 1950-1973

Table 2

	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
Year ended						
April 1973	1 817	688	40 697	8 516	5 554	2 962
April 1974	1 850	718	42 810	8 879	5 947	2 932
Mean rates of growth (percentages) to 1973						
20 years	6.4	5.4	13.2	..	14.3	..
10 years	8.6	4.0	10.2	13.4	10.7	21.4
5 years	8.0	5.0	11.4	16.9	12.7	27.7
Latest year's growth (percentages)						
	1.8	4.4	5.2	4.3	7.1	-1.0

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled movements (000)	A.T. Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled movements (000)	A.T. 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
1972 1st quarter	43.2	2 190	25.7	1 119	6.4	486	10.4	532	0.7	53
2nd quarter	59.0	3 433	34.5	1 691	10.4	795	12.4	799	1.7	148
3rd quarter	70.7	4 557	39.1	2 052	14.3	1 211	14.2	1 027	3.1	267
4th quarter	50.2	2 862	29.0	1 401	8.5	673	11.4	690	1.3	98
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
1972 October	57.3	3 480	32.5	1 656	10.4	865	12.7	815	1.7	144
November	47.4	2 571	27.7	1 266	7.9	624	10.8	605	1.0	76
December	45.9	2 533	26.8	1 282	7.3	529	10.7	649	1.1	73
1973 January	46.9	2 482	27.7	1 254	7.4	533	11.0	635	0.8	60
February	43.1	2 210	25.6	1 119	7.0	528	9.7	513	0.8	50
March	50.7	2 860	29.7	1 480	9.1	669	10.8	634	1.1	77
April	60.6	3 605	35.3	1 775	11.2	887	12.2	801	1.9	142
1973 October	61.0	3 656	35.8	1 816	10.6	792	12.7	889	1.9	159
November	52.7	2 917	32.0	1 510	8.5	611	10.9	699	1.3	97
December	46.5	2 710	27.3	1 407	7.7	511	10.3	715	1.2	77
1974 January	47.9	2 562	28.5	1 400	7.8	450	10.8	658	0.8	54
February	43.5	2 229	25.9	1 231	7.2	413	9.7	542	0.7	43
March	49.6	2 777	28.5	1 419	9.0	557	11.1	720	1.0	81
April	59.7	3 275	35.9	1 707	10.2	694	12.2	763	1.4	111

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total (000)	Commercial			Non-commercial			Other (000)
		Total (000)	Air transport (000)	Other (000)	Total (000)	Aero club and private (000)	Test and training (000)	
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1972 1st quarter	115.2	46.1	43.2	2.9	69.1	40.0	20.9	8.2
2nd quarter	156.1	65.3	59.1	6.2	90.8	61.1	19.5	10.2
3rd quarter	179.2	78.7	70.6	8.1	100.5	74.9	17.0	8.6
4th quarter	127.0	54.8	50.2	4.6	72.2	48.6	15.5	8.1
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8	7.1
4th quarter	134.2	60.0	53.4	6.6	74.2	53.1	14.2	6.9
1974 1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
1972 October	147.5	63.7	57.3	6.4	83.8	58.8	15.7	9.3
November	128.5	51.4	47.4	4.0	77.1	49.7	18.4	9.0
December	104.9	49.3	45.9	3.4	55.6	37.3	12.3	6.0
1973 January	124.5	50.1	46.9	3.2	74.4	44.9	22.0	7.5
February	124.1	46.6	43.1	3.5	77.5	50.0	18.8	8.7
March	163.2	56.6	50.7	5.9	106.6	70.9	23.2	12.5
April	163.9	67.0	60.5	6.5	96.9	68.6	19.0	9.3
1973 October	160.0	69.1	61.0	8.1	90.9	64.9	16.4	9.6
November	138.5	59.1	52.7	6.4	79.4	57.0	15.6	6.8
December	104.0	51.8	46.5	5.3	52.2	37.4	10.5	4.3
1974 January	112.3	51.9	47.9	4.0	60.4	40.8	13.6	6.0
February	118.1	47.6	43.5	4.1	70.5	49.1	15.2	6.2
March	138.3	54.7	49.6	5.1	83.6	57.0	19.0	7.6
April	165.1	66.2	59.7	6.5	98.9	71.5	19.0	8.4

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
1972 1st quarter	25 577	4 628	1 463	716	725	1 806	4 346	1 818	2 150	4 748
2nd quarter	33 149	6 177	2 557	1 206	1 319	3 852	5 478	2 230	3 098	8 633
3rd quarter	38 863	7 236	3 052	1 441	1 599	4 893	6 781	2 660	4 092	10 991
4th quarter	28 689	5 406	2 163	1 019	1 016	2 397	4 920	2 069	2 514	6 163
1973 1st quarter	26 294	5 075	2 035	1 027	984	2 227	4 797	2 143	2 331	5 645
2nd quarter	35 420	6 377	3 035	1 516	1 453	5 140	6 075	2 597	3 364	10 210
3rd quarter	39 664	7 247	3 521	1 751	1 673	5 956	7 294	2 926	4 198	12 436
4th quarter	29 164	5 420	2 508	1 273	1 075	3 483	5 351	2 520	2 590	6 798
1974 1st quarter	25 752	4 776	1 814	1 145	835	2 538	4 576	3 473	2 104	4 956
1972 October	32 957	6 103	2 462	1 103	1 196	3 190	5 449	2 099	2 697	7 971
November	26 843	5 207	2 163	1 039	894	1 981	4 816	2 089	2 377	5 280
December	26 267	4 908	1 864	916	959	2 021	4 495	2 019	2 469	5 240
1973 January	26 746	4 929	2 020	1 004	911	2 038	4 797	2 099	2 376	5 228
February	24 044	4 752	1 914	937	899	1 898	4 508	1 952	2 172	4 944
March	28 093	5 545	2 171	1 141	1 143	2 744	5 087	2 377	2 446	6 763
April	34 296	5 646	2 701	1 297	1 344	4 671	5 318	2 317	2 961	9 322
1973 October	33 157	6 125	3 098	1 383	1 302	4 283	6 109	2 743	2 822	8 909
November	28 101	5 550	2 574	1 319	1 027	3 390	5 502	2 665	2 557	6 278
December	26 233	4 585	1 851	1 116	897	2 777	4 443	2 152	2 391	5 207
1974 January	26 735	4 817	1 773	1 205	778	2 353	4 658	3 420	2 200	4 647
February	23 666	4 469	1 650	1 079	768	2 290	4 307	3 315	1 959	4 517
March	26 854	5 043	2 020	1 152	959	2 972	4 762	3 684	2 153	5 704
April	32 544	5 537	2 546	1 275	1 253	4 360	5 507	3 822	2 817	8 518

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
1972 1st quarter	1 569	169	64	30	23	35	182	32	87	57
2nd quarter	2 393	275	117	64	45	90	263	48	138	181
3rd quarter	3 138	369	163	81	62	118	357	63	205	267
4th quarter	2 008	228	107	49	37	52	228	42	111	98
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
1972 October	2 461	272	128	59	45	77	267	48	123	155
November	1 784	208	107	47	35	38	218	41	93	68
December	1 780	204	85	40	32	40	198	38	116	72
1973 January	1 749	188	89	40	32	36	206	40	102	58
February	1 517	184	83	41	31	34	195	37	88	56
March	1 979	233	101	54	47	47	243	50	106	85
April	2 535	267	136	62	51	100	254	53	147	161
1973 October	2 539	286	150	67	47	86	289	62	130	179
November	2 009	233	120	61	39	55	246	51	103	91
December	1 954	188	80	46	27	42	212	42	119	80
1974 January	1 808	196	69	52	25	32	219	58	103	61
February	1 531	186	67	48	24	35	193	55	90	61
March	1 940	210	97	52	30	53	227	64	104	93
April	2 332	232	110	56	34	85	225	67	134	165

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	
1972	1st quarter	36 097	4 557	546	125	77	1 167	2 443	231	1 735	1 628	
	2nd quarter	38 399	4 814	775	216	83	1 035	2 823	273	2 153	1 980	
	3rd quarter	46 003	5 313	1 650	452	183	2 565	3 056	355	2 841	3 380	
	4th quarter	43 260	4 927	839	163	87	1 288	3 341	282	2 034	1 830	
1973	1st quarter	42 467	5 078	959	203	72	1 469	3 299	254	1 934	2 293	
	2nd quarter	43 564	4 899	1 041	174	94	1 254	3 368	278	1 931	2 443	
	3rd quarter	45 736	4 585	921	178	102	1 289	3 229	285	1 718	2 042	
	4th quarter	48 471	5 316	901	262	103	1 472	4 300	280	1 650	1 801	
1974	1st quarter	46 527	5 038	794	286	72	1 593	3 630	371	1 467	2 256	
1972	October	43 854	4 965	774	143	123	1 192	3 293	276	2 210	1 988	
	November	44 290	4 975	1 082	208	66	1 197	3 580	291	2 038	1 948	
	December	41 637	4 839	662	137	72	1 473	3 150	279	1 854	1 555	
1973	January	41 020	4 636	734	150	82	1 341	2 960	250	1 858	1 785	
	February	40 628	4 748	917	174	54	1 431	3 084	226	1 774	2 017	
	March	45 752	5 849	1 226	284	79	1 636	3 855	287	2 170	3 077	
	April	41 210	4 684	1 052	163	96	1 166	3 235	269	1 900	2 423	
1973	October	51 356	5 404	956	185	89	1 462	4 063	293	1 767	2 018	
	November	49 668	5 442	895	183	115	1 380	4 652	298	1 740	1 800	
	December	44 390	5 103	851	418	106	1 573	4 184	250	1 443	1 584	
1974	January	43 967	5 050	700	472	57	1 390	3 635	386	1 432	1 823	
	February	45 222	4 888	863	238	85	1 745	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	

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
1972 1st quarter	383.2	172.2	7.4	50.2	114.6	44.9	2 800.1	1 292.2	46.1
2nd quarter	465.3	229.0	8.3	53.5	167.2	49.2	3 545.8	1 903.3	53.7
3rd quarter	505.9	276.7	8.2	59.5	209.0	54.7	3 896.5	2 407.4	61.8
4th quarter	445.3	232.1	10.1	63.6	158.3	52.1	3 310.8	1 786.9	54.0
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
1972 October	459.4	241.4	8.2	62.1	171.1	52.6	3 458.6	1 931.1	55.8
November	404.7	200.9	8.8	60.0	132.1	49.6	2 999.3	1 481.4	49.4
December	471.9	253.9	13.4	68.8	171.7	53.8	3 474.4	1 948.2	56.1
1973 January	392.9	205.0	8.2	53.6	143.2	52.2	2 942.7	1 622.8	55.1
February	391.4	194.4	8.3	59.2	126.9	49.7	2 899.5	1 420.9	49.0
March	478.5	254.3	10.4	74.0	169.9	53.1	3 573.2	1 959.7	54.8
April	457.9	244.1	7.6	58.4	178.1	53.3	3 566.0	2 031.9	57.0
1973 October	502.9	262.2	8.9	68.3	185.0	52.1	3 863.1	2 090.3	54.1
November	452.4	240.4	9.4	71.1	159.9	53.1	3 395.8	1 795.3	52.9
December	476.0	290.4	13.6	76.0	200.7	61.0	3 546.2	2 273.0	64.1
1974 January	392.8	214.4	7.6	51.8	155.0	54.6	2 985.4	1 740.9	58.3
February	376.7	201.7	8.4	62.6	130.8	53.5	2 808.7	1 453.1	51.7
March	482.8	268.5	11.0	81.8	175.7	55.6	3 558.2	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

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
1972 1st quarter	23.1	12.2	0.2	1.6	10.4	52.8	223.3	126.6	58.7
2nd quarter	30.7	18.3	0.2	1.9	16.2	59.6	304.6	195.0	64.0
3rd quarter	34.9	22.0	0.3	1.9	19.8	63.1	352.7	241.6	68.5
4th quarter	26.3	15.3	0.3	1.9	13.1	58.2	252.3	159.0	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
1972 October	29.4	17.9	0.3	2.0	15.6	60.9	287.4	188.8	65.7
November	25.3	14.4	0.3	2.0	12.1	56.9	240.9	146.8	60.9
December	24.1	13.8	0.3	1.8	11.7	57.3	228.6	141.5	61.9
1973 January	25.1	13.6	0.3	1.7	11.5	54.2	239.7	139.7	58.3
February	23.7	13.1	0.3	1.9	10.9	55.3	225.8	132.3	58.6
March	27.3	14.5	0.3	2.3	11.9	53.2	257.3	172.6	67.1
April	32.7	18.7	0.2	2.1	16.3	57.2	312.2	197.8	63.3
1973 October	32.5	19.7	0.3	2.1	17.4	60.7	313.1	225.4	72.0
November	28.7	16.4	0.3	2.0	14.1	57.0	272.1	170.5	62.7
December	25.3	15.3	0.3	1.8	13.2	60.4	238.3	158.3	66.5
1974 January	25.4	15.4	0.3	1.7	13.4	60.8	237.6	158.7	66.8
February	23.1	14.0	0.2	1.8	11.9	60.6	215.6	142.1	65.9
March	24.5	15.0	0.2	1.9	12.9	61.4	231.1	155.7	67.4
April	31.9	17.5	0.2	1.8	15.4	54.7	308.8	186.0	60.2

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
1972 1st quarter	360.1	160.0	7.2	48.6	104.2	44.4	2 576.8	1 165.6	45.2
2nd quarter	434.6	210.7	8.1	51.6	151.0	48.5	3 241.2	1 708.3	52.7
3rd quarter	471.0	254.7	7.9	57.6	189.2	54.1	3 543.8	2 165.8	61.1
4th quarter	419.1	216.7	9.9	61.7	145.2	51.7	3 058.4	1 627.9	53.2
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
1972 October	430.0	223.6	8.0	60.0	155.6	52.0	3 171.2	1 742.3	54.9
November	379.4	186.5	8.5	58.0	120.0	49.2	2 758.4	1 334.6	48.4
December	447.8	240.1	13.1	67.0	160.0	53.6	3 245.7	1 806.7	55.7
1973 January	367.8	191.4	7.8	51.9	131.6	52.0	2 703.0	1 483.1	54.9
February	367.7	181.3	8.1	57.3	116.0	49.3	2 673.7	1 288.6	48.2
March	451.3	239.8	10.1	71.7	158.0	53.1	3 315.9	1 787.0	53.9
April	425.2	225.4	7.4	56.3	161.7	53.0	3 253.8	1 834.2	56.4
1973 October	470.4	242.5	8.6	66.2	167.7	51.6	3 550.0	1 864.9	52.5
November	423.7	224.1	9.1	69.1	145.9	52.9	3 123.6	1 624.8	52.0
December	450.7	275.1	13.3	74.2	187.6	61.0	3 307.9	2 114.6	63.9
1974 January	367.5	199.0	7.3	50.0	141.6	54.1	2 747.8	1 581.9	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

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
1972 1st quarter	176.9	31.5	61.3	10.9	46.5	8.3	69.1	12.3
2nd quarter	233.5	33.4	102.7	14.7	59.0	8.4	71.8	10.3
3rd quarter	322.2	38.9	137.8	16.6	112.8	13.6	71.6	8.6
4th quarter	217.2	32.8	94.8	14.3	40.7	6.1	81.7	12.3
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	84.6	14.3
1972 October	243.1	34.6	..	..	..	..	..	..
November	194.5	32.5	..	..	..	..	..	..
December	214.1	31.2	..	..	..	..	..	..
1973 January	219.3	35.8	76.9	12.6	38.6	6.3	103.8	16.9
February	172.9	30.6	75.0	13.3	15.5	2.7	82.5	14.6
March	218.1	31.3	97.1	13.9	36.1	5.2	84.9	12.2
April	238.4	34.2	107.6	15.5	49.9	7.2	80.9	11.6
October	246.2	32.9	107.7	14.4	37.4	5.0	101.1	13.5
November	200.6	30.7	88.4	13.5	17.7	2.7	94.5	14.5
December	204.2	30.0	72.3	10.6	26.9	4.0	105.0	15.4
1974 January	181.1	31.6	66.2	11.6	27.7	4.8	87.2	15.1
February	152.7	28.8	61.7	11.7	14.0	2.6	77.1	14.6
March	189.7	28.2	80.4	12.0	19.7	2.9	89.6	13.3
April	206.3	30.9	93.8	14.0	34.6	5.2	77.9	11.7

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
1972 1st quarter	707.0	592.3	83.8	389.7	4 129	6 148	1 489	1 520
2nd quarter	1 189.1	936.7	78.8	663.6	7 108	9 866	1 388	1 412
3rd quarter	1 597.5	1 417.7	88.7	959.3	9 352	13 357	1 428	1 478
4th quarter	1 097.4	911.2	83.0	573.2	6 005	9 091	1 514	1 590
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
1972 October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1973 January	886.0	683.6	77.2	430.9	4 814	7 205	1 497	1 586
February	863.9	726.1	84.0	459.1	4 674	6 975	1 492	1 582
March	1 114.5	920.3	82.6	578.5	6 007	9 051	1 507	1 591
April	1 270.0	1 001.6	78.9	723.1	7 452	10 367	1 391	1 385
1973 October	1 257.6	984.1	78.3	657.1	6 541	9 449	1 445	1 498
November	1 033.7	840.3	81.3	534.1	5 140	7 854	1 528	1 573
December	836.8	617.1	73.7	394.3	4 305	6 512	1 513	1 566
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

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
1972 1st quarter	387.1	318.9	82.4	61.8	1 306	2 546	1 949	5 160
2nd quarter	510.9	417.2	81.7	97.9	1 790	3 059	1 709	4 261
3rd quarter	989.6	840.6	85.0	204.2	2 861	6 075	2 123	4 117
4th quarter	311.5	255.8	82.1	61.9	1 266	2 028	1 602	4 132
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
1972 October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1973 January	331.2	259.8	78.4	58.6	1 159	1 921	1 657	4 433
February	136.1	110.8	81.4	23.2	724	846	1 169	4 776
March	262.2	221.6	84.5	52.4	1 210	1 669	1 379	4 229
April	450.0	366.9	81.5	107.7	1 746	2 560	1 466	3 407
1973 October	339.4	273.4	80.5	78.2	1 343	1 994	1 485	3 496
November	162.5	122.9	75.6	34.7	917	985	1 074	3 542
December	253.3	205.8	81.3	66.7	1 198	1 553	1 296	3 085
1974 January	249.7	201.1	80.5	49.6	1 023	1 525	1 491	4 054
February	131.9	103.5	78.5	26.3	750	859	1 145	3 935
March	196.0	144.0	73.5	55.3	1 103	1 277	1 158	2 605
April	350.6	253.7	72.4	94.1	1 427	1 936	1 357	2 696

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages

European continent and Mediterranean Sea area ^(b)	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	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	57	144	23	48	36	498	23	98	33	107
1972 1st quarter	1 103	48	27	162	180	19	82	38	85	11	29	12	262	12	75	4	57
2nd quarter	1 791	78	40	265	213	59	175	47	161	26	37	28	433	23	103	26	79
3rd quarter	2 421	91	50	298	258	87	262	64	147	32	56	51	693	27	130	53	121
4th quarter	1 493	60	31	210	162	42	114	46	110	13	39	24	443	16	70	15	97
1973 1st quarter	1 272	59	29	155	191	26	95	44	99	12	34	19	323	15	82	7	83
2nd quarter	2 040	87	42	297	220	70	199	58	184	28	48	33	497	27	111	38	101
3rd quarter	2 601	97	51	305	252	106	268	111	162	35	68	57	746	30	127	68	117
4th quarter	1 575	68	36	219	179	47	114	46	133	17	44	34	426	20	74	19	98
Feb-April 1973	1 521	67	31	204	200	37	134	48	135	15	42	21	378	17	91	11	89
1974 1st quarter	1 216	56	32	178	180	27	89	46	102	15	32	30	266	14	76	6	68
Feb-April 1974	1 368	51	34	193	190	36	119	51	121	17	38	30	303	17	82	9	78
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	17.3	20.5	107.4	12.8	18.9	9.5	15.1	276.7	9.8	72.5						
1972 1st quarter	327.7	7.3	15.5	35.8	15.4	12.1	5.0	14.5	151.9	5.8	64.5						
2nd quarter	524.3	11.3	15.0	97.9	9.8	12.6	6.2	12.3	296.9	6.3	55.8						
3rd quarter	760.4	14.9	24.9	174.3	18.4	15.0	8.8	14.3	401.4	11.3	77.1						
4th quarter	437.8	15.0	18.0	59.3	17.8	16.5	6.5	13.3	217.6	7.9	65.9						
1973 1st quarter	375.5	14.1	18.9	46.2	12.0	17.9	6.9	14.7	170.4	7.4	66.8						
2nd quarter	573.7	16.2	18.8	112.0	10.4	15.1	9.7	12.8	308.1	7.5	63.2						
3rd quarter	808.7	19.3	26.1	200.5	17.3	36.0	11.9	16.1	401.1	14.3	66.0						
4th quarter	483.3	19.5	18.1	70.9	11.3	23.6	9.5	16.9	227.1	9.8	76.7						
Feb-April 1973	399.0	14.3	17.4	51.3	11.0	16.4	8.2	12.4	196.3	7.2	64.6						
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						
Feb-April 1974	391.7	18.7	17.4	50.8	10.2	19.4	9.7	15.4	169.6	8.2	72.4						

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.

Aircraft Movements April 1974

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	9 276	6 196	—	663	9	267	119	—	1 957	—	65
+ Heathrow	24 345	22 614	—	57	—	111	199	—	1 304	18	43
+ Luton	4 909	2 373	102	508	60	105	52	948	758	—	3
+ Southend	5 715	1 086	12	—	—	408	—	2 419	1 780	10	—
+ Stansted	2 579	275	—	41	—	1 406	35	81	639	98	4
TOTAL (London Area)	46 825	32 544	114	1 269	69	2 297	405	3 448	6 438	126	115
Westland Heliport (Battersea)	967	244	2	242	6	2	—	—	367	6	98
Other UK Airports											
+ Leeds/Bradford	3 510	666	16	47	60	68	49	2 269	317	2	16
+ Liverpool	6 443	1 198	—	85	21	18	41	4 091	953	10	26
+ Manchester	5 456	3 673	28	267	41	34	135	392	854	3	29
+ Birmingham	4 658	1 649	—	84	14	275	42	1 488	1 086	2	18
+ Coventry	4 145	4	24	2	—	586	—	3 044	484	—	1
+ East Midlands	4 704	893	—	114	30	713	29	2 037	845	1	42
+ Newcastle	2 154	877	32	55	177	289	4	290	407	—	23
+ Tees-side	2 925	398	468	15	—	474	—	1 014	367	5	184
+ Bristol	2 761	617	—	4	—	4	41	632	1 453	—	10
+ Glamorgan	4 123	537	2	48	25	513	—	2 752	244	—	2
Swansea	2 325	99	—	54	44	705	—	1 181	242	—	—
+ Ashford	3 003	473	140	11	136	11	29	1 423	744	4	32
+ Blackpool	6 667	405	126	29	10	112	—	5 183	798	—	4
+ Bournemouth	7 569	667	—	100	15	1 129	—	3 354	2 211	50	43
+ Cambridge	3 134	20	—	30	27	24	5	1 168	366	—	1 494
+ Exeter	3 366	225	—	4	130	393	—	1 656	600	—	358
Gloucester/Cheltenham	3 516	110	—	—	—	548	—	2 013	825	—	20
Hawarden	827	—	—	—	—	28	—	512	268	—	19
Isles of Scilly	482	398	—	1	1	14	—	—	56	—	12
+ Lydd	1 167	8	—	—	—	18	—	952	63	—	126
+ Manston	361	117	—	16	48	87	—	—	93	—	—
+ Norwich	2 187	375	4	189	89	236	14	337	935	2	6
Penzance Heliport	352	330	—	8	8	2	—	—	4	—	—
+ Southampton	4 271	988	2	25	18	2 492	2	112	632	—	—
+ Edinburgh	4 853	1 084	—	4	—	3 012	3	55	659	8	28
+ Glasgow	7 720	3 767	—	65	7	185	2	2 142	977	1	574
+ Prestwick	5 527	656	—	13	4	3 990	9	284	261	2	308
Aberdeen	6 436	1 392	—	13	922	391	—	2 671	56	—	991
Benbecula	192	150	—	—	10	—	32	—	—	—	—
Inverness	1 332	428	—	4	272	97	6	459	66	—	—
Islay	224	158	—	5	1	24	—	6	30	—	—
+ Kirkwall	1 305	533	—	37	84	—	10	577	62	2	—
Stornoway	396	160	2	23	11	—	—	195	3	—	2
+ Sumburgh	965	749	—	56	115	37	—	—	—	8	—
Tiree	89	54	—	1	—	—	—	4	—	—	30
Wick	254	198	—	9	9	—	—	20	4	—	14
+ Belfast	6 126	1 977	—	6	57	—	—	1 066	362	—	2 658
+ Isle of Man	1 769	840	6	141	6	222	—	435	111	2	6
TOTAL (Incl. London Area)	165 086	59 661	966	3 076	2 467	19 030	858	47 262	24 243	234	7 289
Channel Islands Airports											
Alderney	858	858	..	..	..	..	..	..	..	..	..
Guernsey	2 973	2 973	..	..	..	..	..	..	..	..	..
Jersey	4 687	4 687	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	8 518	8 518	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator April 1974

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	6 196	66	2 749	264	367	2 200	550
+Heathrow	22 614	11 442	369	10 259	378	19	147
+Luton	2 373	—	55	—	2	2 239	77
+Southend	1 086	—	857	—	—	192	37
+Stansted	275	—	—	—	—	86	189
TOTAL (London Area)	32 544	11 508	4 030	10 523	747	4 736	1 000
Westland Heliport (Battersea)	244	—	—	—	5	239	—
Other UK Airports							
+Leeds/Bradford	666	383	109	22	2	143	7
+Liverpool	1 198	849	102	60	33	117	37
+Manchester	3 673	1 564	371	842	42	784	70
+Birmingham	1 649	900	277	141	12	262	57
+Coventry	4	—	—	—	—	2	2
+East Midlands	893	10	641	—	—	207	35
+Newcastle	877	306	460	—	19	90	2
+Tees-side	398	16	346	—	11	21	4
+Bristol	617	353	55	32	82	95	—
+Glamorgan	537	242	150	34	40	69	2
Swansea	99	—	—	—	—	89	10
+Ashford	473	—	469	—	—	4	—
+Blackpool	405	—	393	—	—	10	2
+Bournemouth	667	2	596	—	—	57	12
+Cambridge	20	—	—	—	—	12	8
+Exeter	225	—	206	—	—	3	16
Gloucester/Cheltenham	110	—	16	—	—	94	—
Isles of Scilly	398	330	68	—	—	—	—
+Lydd	8	—	—	—	—	8	—
+Manston	117	—	—	—	—	113	4
+Norwich	375	—	189	—	2	176	8
Penzance Heliport	330	330	—	—	—	—	—
+Southampton	988	131	824	1	—	23	9
+Edinburgh	1 084	761	288	26	—	1	8
+Glasgow	3 767	2 152	984	338	—	241	52
+Prestwick	656	414	20	146	1	33	42
Aberdeen	1 392	570	177	—	—	627	18
Benbecula	150	150	—	—	—	—	—
Inverness	428	391	21	—	—	16	—
Islay	158	102	—	—	—	56	—
+Kirkwall	533	198	—	16	—	319	—
Stornoway	160	154	—	—	—	6	—
+Sumburgh	749	135	87	—	—	521	6
Tiree	54	50	—	—	—	4	—
Wick	198	174	—	—	2	22	—
+Belfast	1 977	1 551	372	28	—	6	20
+Isle of Man	840	479	359	—	—	2	—
TOTAL (Incl. London Area)	59 661	24 205	11 610	12 209	998	9 208	1 431
Channel Islands Airports							
Alderney	858	—	807	—	—	51	—
Guernsey	2 973	266	2 443	6	—	258	—
Jersey	4 687	1 021	3 090	112	1	424	39
TOTAL (Channel Islands Airports)	8 518	1 287	6 340	118	1	733	39

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages

	February 1974 —April 1974	February 1973 —April 1973	Percentage Change
London Area Airports			
+ Gatwick	4 950	5 200	-4.8
+ Heathrow	19 924	20 114	-0.9
+ Luton	1 734	2 252	-23.0
+ Southend	878	1 067	-17.7
+ Stansted	203	179	13.4
TOTAL (London Area)	27 689	28 812	-3.9
Westland Heliport (Battersea)	197	238	-17.2
Other UK Airports			
+ Leeds/Bradford	571	636	-10.2
+ Liverpool	1 069	1 249	-14.4
+ Manchester	3 377	3 429	-1.5
+ Birmingham	1 354	1 522	-11.0
+ Coventry	7	61	-88.5
+ East Midlands	711	679	4.7
+ Newcastle	802	865	-7.3
+ Tees-side	367	260	41.2
+ Bristol	459	628	-26.9
+ Glamorgan	471	492	-4.3
Swansea	63	8	687.5
+ Ashford	366	490	-25.3
+ Blackpool	268	188	42.6
+ Bournemouth	528	331	59.5
+ Cambridge	25	42	-40.5
+ Exeter	157	143	9.8
Gloucester/Cheltenham	113	96	17.7
Hawarden	—	—	—
Isles of Scilly	221	201	10.0
+ Lydd	27	15	80.0
+ Manston	100	118	-15.3
+ Norwich	301	498	..
Penzance Heliport	198	190	4.2
+ Portsmouth	..	100	—
+ Southampton	707	789	-10.4
+ Edinburgh	1 012	1 195	-15.3
+ Glasgow	3 251	3 072	5.8
+ Prestwick	596	704	-15.3
Aberdeen	1 323	544	143.2
Benbecula	114	99	15.2
Inverness	388	335	15.8
Islay	133	67	98.5
+ Kirkwall	508	452	12.4
Stornoway	153	153	—
+ Sumburgh	711	264	169.3
Tiree	63	77	-18.2
Wick	212	224	-5.4
+ Belfast	1 691	1 929	-12.3
+ Isle of Man	619	597	3.7
TOTAL (Incl. London Area)	50 922	51 790	-1.7
Channel Islands Airports			
Alderney	587	889	-34.0
Guernsey	2 272	2 405	-5.5
Jersey	3 388	3 716	-8.8
TOTAL (Channel Islands Airports)	6 247	7 010	-10.9

Portsmouth Airport closed with effect from 31 December 1973.

Air Transport Landings Diverted to UK Reporting Airports April 1974

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	17	1Bi	1Ma		1St						1Ma		1St								1St															
Heathrow	38	1St 2Ma	1Pr	1GI					1GI		1Pr 1Ma		1Lu						1Lu		1He								1GI 1Pr	4He 4Lu 6Ma 5Pr 1Bi 1Em 1Ma 6He						
Luton	25	1Bi 2Em	1Bi	1St					1He 1Bi 1Ga				2Em 2St						3St		1Ga															
Leeds	13		3Te 1Em	1Em		3Em			1Em	1Em		1Te 2Ma								1Lu																
Manchester	4																			1Lu							1Li		1Em				1Li			
Birmingham	2	1Ma																																		
Newcastle	17		1Te	1Ma	1GI	4Te	1Te	1Te	4Te 2Ma		1Ma														1Lu											
Tees-side	2			2Ma																																
Ashford	1	1Ga																																		
Southampton	6	3Bo 1St											2St																							
Edinburgh	69			5GI	16GI	17GI	7GI	8GI	7GI	3GI					1GI																					5GI
Glasgow	21			8Pr	1Ma	10Pr					1Ma																									
Aberdeen	5		1GI	2GI				1GI				1GI																								
Inverness	2			1GI		1GI																														
Kirkwall	3			1Ab						1Wi																										
Sumburgh	4									2Ab	1Ab					1Ab																				
Wick	1										1Ab																									
Other Internal	1																																			
Overseas	18					1Pr	2Lu	1GI 1Lu		1GI		2Im 1Ma	1Sh		1He				1Ma 2Pr	1Lu	1He					1Lu						2He				
All Aerodromes	249	13	8	20	23	36	10	12	21	6	7	7	10	—	1	1	1	4	6	1	3	—	—	—	2	1	—	—	—	5	45	6	—	—		

Aerodrome of Actual landing: letter code

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

Air Passengers by Type and Nationality of Operator April 1974

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	British Airways	Others	British Airways	Others				
	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	
London Area Airports															
+ Gatwick	443 446	442 496	950	3 012	—	118 225	82	3 284	—	53 389	—	209 621	254	54 965	614
+ Heathrow	1 639 774	1 611 345	28 429	838 835	—	12 356	—	709 236	25 986	38 967	169	1 231	—	10 720	2 274
+ Luton	234 064	233 543	521	—	—	1 559	32	—	—	223	—	227 937	467	3 824	22
+ Southend	26 961	26 961	—	—	—	25 070	—	—	—	—	—	618	—	1 273	—
+ Stansted	17 869	17 468	401	—	—	—	—	—	—	—	—	885	282	16 583	119
TOTAL (London Area)	2 362 114	2 331 813	30 301	841 847	—	157 210	114	712 520	25 986	92 579	169	440 292	1 003	87 365	3 029
Westland Heliport (Battersea)	626	626	—	—	—	—	—	—	—	11	—	615	—	—	—
Other UK Airports															
+ Leeds/Bradford	21 341	20 981	360	16 806	—	2 060	358	1 069	—	133	—	871	2	42	—
+ Liverpool	39 352	37 897	1 455	30 369	995	1 020	460	3 066	—	1 541	—	1 803	—	98	—
+ Manchester	180 601	173 151	7 450	83 210	1 242	5 635	1 152	22 897	3 639	2 887	—	52 602	1 247	5 920	170
+ Birmingham	77 364	75 338	2 026	33 551	471	5 155	1 288	7 197	267	814	—	24 710	—	3 911	—
+ Coventry	94	94	—	—	—	—	—	—	—	—	—	—	—	94	—
+ East Midlands	34 618	34 603	15	417	—	20 687	15	—	—	—	—	12 086	—	1 413	—
+ Newcastle	44 153	41 341	2 812	22 087	—	9 922	2 768	—	—	1 996	—	7 336	42	—	2
+ Tees-side	15 484	14 578	906	1 142	—	10 092	906	—	—	1 031	—	1 977	—	336	—
+ Bristol	21 454	16 352	5 102	6 318	3 471	390	204	1 245	335	2 248	1 048	6 151	44	—	—
+ Glamorgan	18 619	16 472	2 147	7 229	484	1 004	1 007	827	587	1 866	39	5 537	—	9	30
Swansea	925	925	—	—	—	—	—	—	—	—	—	729	—	196	—
+ Ashford	8 808	8 808	—	—	—	8 701	—	—	—	—	—	107	—	—	—
+ Blackpool	8 330	8 330	—	—	—	8 109	—	—	—	—	—	—	—	221	—
+ Bournemouth	12 000	12 000	—	126	—	8 718	—	—	—	—	—	2 052	—	1 104	—
+ Cambridge	101	101	—	—	—	—	—	—	—	—	—	43	—	58	—
+ Exeter	6 513	5 977	536	—	—	5 015	536	—	—	—	—	12	—	950	—
Gloucester/Cheltenham	565	565	—	—	—	126	—	—	—	—	—	439	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	7 824	7 824	—	7 497	—	327	—	—	—	—	—	—	—	—	—
+ Lydd	20	20	—	—	—	—	—	—	—	—	—	20	—	—	—
+ Manston	243	243	—	—	—	—	—	—	—	—	—	226	—	17	—
+ Norwich	6 275	6 275	—	—	—	5 267	—	—	—	6	—	980	—	22	—
Penzance Heliport	7 497	7 497	—	7 497	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	27 212	27 138	74	6 325	68	20 512	1	65	—	—	—	33	5	203	—
+ Edinburgh	54 622	53 983	639	40 831	562	11 517	—	1 159	77	—	—	9	—	467	—
+ Glasgow	158 324	155 550	2 774	97 594	510	30 003	1	10 950	2 107	—	—	12 203	—	4 800	156
+ Prestwick	33 138	15 936	17 202	11 254	6 511	659	—	1 339	4 991	114	—	1 352	3 153	1 218	2 547
Aberdeen	32 031	30 935	1 096	18 255	1 078	2 392	—	—	—	—	—	9 457	—	831	18
Benbecula	3 655	2 372	1 283	2 372	1 283	—	—	—	—	—	—	—	—	—	—
Inverness	11 341	9 914	1 427	9 832	1 427	27	—	—	—	—	—	55	—	—	—
Islay	1 480	1 449	31	1 280	31	—	—	—	—	—	—	169	—	—	—
+ Kirkwall	7 819	6 709	1 110	5 309	754	—	—	64	194	—	—	1 336	162	—	—
Stornoway	3 871	3 443	428	3 420	428	—	—	—	—	—	—	23	—	—	—
+ Sumburgh	9 856	9 123	733	3 857	—	219	—	—	—	—	—	4 864	733	183	—
Tiree	377	361	16	349	15	—	—	—	—	—	—	12	1	—	—
Wick	4 861	2 562	2 299	2 464	2 298	—	—	—	—	36	—	62	1	—	—
+ Belfast	105 594	105 475	119	89 046	—	13 588	—	544	96	—	—	581	—	1 716	23
+ Isle of Man	30 018	28 279	1 739	18 816	1 443	9 373	296	—	—	—	—	90	—	—	—
TOTAL (Incl. London Area)	3 359 120	3 275 040	84 080	1 369 100	23 071	337 728	9 106	762 942	38 279	105 262	1 256	588 834	6 393	111 174	5 975
Channel Islands Airports															
Alderney	5 780	5 780	—	—	—	5 659	—	—	—	—	—	121	—	—	—
Guernsey	43 069	40 404	2 665	11 178	—	27 729	2 665	111	—	—	—	1 386	—	—	—
Jersey	119 529	118 553	976	49 132	—	64 696	939	1 886	16	—	—	1 546	—	1 293	21
TOTAL (Channel Is. Airports)	168 378	164 737	3 641	60 310	—	98 084	3 604	1 997	16	—	—	3 053	—	1 293	21

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	February 1974 —April 1974	February 1973 —April 1973	Percentage Change
London Area Airports			
+ Gatwick	334 788	362 460	-7.6
+ Heathrow	1 403 943	1 394 142	0.7
+ Luton	166 153	217 296	-23.5
+ Southend	16 943	26 119	-35.1
+ Stansted	12 385	10 351	19.7
TOTAL (London Area)	1 934 212	2 010 368	-3.8
Westland Heliport (Battersea)	503	621	-19.0
Other UK Airports			
+ Leeds/Bradford	17 490	18 648	-6.2
+ Liverpool	33 141	36 735	-9.8
+ Manchester	158 689	172 546	-8.0
+ Birmingham	64 960	77 455	-16.1
+ Coventry	105	907	-88.4
+ East Midlands	26 184	28 568	-8.3
+ Newcastle	39 128	42 265	-7.4
+ Tees-side	13 133	10 311	27.4
+ Bristol	12 884	23 587	-45.4
+ Glamorgan	15 645	19 695	-20.6
Swansea	616	20	—
+ Ashford	6 414	11 661	-45.0
+ Blackpool	4 721	5 324	-11.3
+ Bournemouth	7 928	7 653	3.6
+ Cambridge	115	246	-53.3
+ Exeter	3 722	4 092	-9.0
Gloucester/Cheltenham	673	432	55.8
Hawarden	—	—	—
Isles of Scilly	4 115	4 014	2.5
+ Lydd	351	149	135.6
+ Manston	230	502	-54.2
+ Norwich	5 515	6 153	—
Penzance Heliport	3 997	3 952	1.1
+ Portsmouth	—	712	—
+ Southampton	19 521	18 996	2.8
+ Edinburgh	57 126	64 897	-12.0
+ Glasgow	145 688	151 569	-3.9
+ Prestwick	12 353	13 926	-11.3
Aberdeen	28 239	17 978	57.1
Benbecula	1 832	1 852	-1.1
Inverness	10 009	9 822	1.9
Islay	1 308	1 325	-1.3
+ Kirkwall	5 673	4 921	15.3
Stornoway	3 223	3 312	-2.7
+ Sumburgh	9 165	4 493	104.0
Tiree	278	308	-9.7
Wick	2 466	2 701	-8.7
+ Belfast	89 428	93 742	-4.6
+ Isle of Man	19 577	19 567	0.1
TOTAL (Incl. London Area)	2 760 357	2 896 024	-4.7
Channel Islands Airports			
Alderney	3 617	4 195	-13.8
Guernsey	26 919	25 711	4.7
Jersey	75 797	70 885	6.9
TOTAL (Channel Islands Airports)	106 333	100 791	5.5

Portsmouth Airport closed with effect from 31 December 1973.

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total		International		Per-centage change	Domestic		Per-centage change
	Feb.-Apr. 1974	Feb.-Apr. 1974	Feb.-Apr. 1974	Feb.-Apr. 1973		Feb.-Apr. 1974	Feb.-Apr. 1973	
London Area Airports								
+Gatwick	334 788	286 247	315 140		-9	48 541	47 320	3
+Heathrow	1 403 943	1 168 851	1 152 654		1	235 092	241 488	-3
+Luton	166 153	164 111	214 758		-24	2 042	2 538	-20
+Southend	16 943	16 315(a)	25 968(a)		-37	628	151	316
+Stansted	12 385	12 172	10 349		18	213	2	—
TOTAL (London Area)	1 934 212	1 647 696	1 718 869		-4	286 516	291 499	-2
Westland Heliport (Battersea)	503	1	—		—	502	621	-19
Other UK Airports								
+Leeds/Bradford	17 490	2 950	3 355		-12	14 540	15 293	-5
+Liverpool	33 141	8 396	8 525		-2	24 745	28 210	-12
+Manchester	158 689	100 348	116 877		-14	58 343	55 669	5
+Birmingham	64 960	45 417	55 684		-18	19 543	21 771	-10
+Coventry	105	105	527		-80	—	380	—
+East Midlands	26 184	14 835	18 119		-18	11 349	10 449	9
+Newcastle	39 128	14 203	15 461		-8	24 925	26 804	-7
+Tees-side	13 133	2 580	2 476		4	10 553	7 835	35
+Bristol	12 884	9 563	19 896		-52	3 321	3 691	-10
+Glamorgan	15 645	10 897	14 116		-23	4 748	5 579	-15
Swansea	616	572	1		—	44	19	132
+Ashford	6 414	6 414	11 255		-43	—	406	—
+Blackpool	4 721	292	346		-16	4 429	4 978	-11
+Bournemouth	7 928	2 319	3 344		-31	5 609	4 309	30
+Cambridge	115	83	185		-55	32	61	-48
+Exeter	3 722	759	965		-21	2 963	3 127	-5
Gloucester/Cheltenham	673	—	—		—	673	432	56
Hawarden	—	—	—		—	—	—	—
Isles of Scilly	4 115	—	—		—	4 115	4 014	3
+Lydd	351	327	98		234	24	51	-53
+Manston	230	230	502		-54	—	—	—
+Norwich	5 515	3 648	3 984		—	1 866	2 169	—
Penzance Heliport	3 997	—	—		—	3 997	3 952	1
+Portsmouth	—	—	—		—	—	712	—
+Southampton	19 521	463	1 196		-61	19 058	17 800	7
+Edinburgh	57 126	3 589	4 089		-12	53 536	60 808	-12
+Glasgow	145 688	29 057	32 559		-11	116 631	119 010	-2
+Prestwick	12 353	10 436	12 113		-14	1 917	1 813	6
Aberdeen	28 239	6 828	364		—	21 411	17 614	22
Benbecula	1 832	—	—		—	1 832	1 852	-1
Inverness	10 009	8	—		—	10 001	9 822	2
Islay	1 308	—	—		—	1 308	1 325	-1
+Kirkwall	5 673	122	93		31	5 551	4 828	15
Stornoway	3 223	—	—		—	3 223	3 312	-3
+Sumburgh	9 165	2 747	1		—	6 419	4 492	43
Tiree	278	—	—		—	278	308	-10
Wick	2 466	—	—		—	2 466	2 701	-9
+Belfast	89 428	2 819	3 975		-29	86 608	89 767	-4
+Isle of Man	19 577	416	491		-15	19 161	19 076	—
TOTAL (Incl. London Area)	2 760 357	1 928 120	2 049 466		-6	832 237	846 559	-2

(a) Includes Channel Islands Traffic.

NOTE: The figures for total terminal passengers include passengers carried on aircraft chartered by Government Departments. Portsmouth Airport closed with effect from 31 December 1973.

International Air Passenger Traffic to and from Airports

Table 18

	February 1974— April 1974			February 1973— April 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	10.4	7.2	3.2	9.6	6.9	2.7	8
London – Vienna	7.2	6.2	1.0	7.2	6.2	1.0	1
Other Routes	3.1	1.0	2.2	2.5	0.8	1.7	28
Belgium	59.0	58.2	0.8	67.4	63.0	4.3	-12
London – Brussels	42.1	42.0	0.1	43.8	42.3	1.5	-4
Other S.E. England – Belgium	12.5	12.3	0.2	18.6	16.9	1.7	-33
Other Routes	4.4	3.9	0.6	5.0	3.9	1.1	-11
Denmark	33.9	26.0	7.9	31.2	24.4	6.8	9
London – Copenhagen	26.0	21.3	6.2	24.2	19.5	4.7	7
Other Routes	6.4	4.6	1.8	7.0	4.9	2.1	-8
Finland	5.2	4.5	0.8	5.4	4.1	1.3	-4
France	199.9	172.8	27.1	204.1	165.7	38.4	-2
London – Nice	7.7	7.3	0.4	7.1	6.4	0.6	9
– Paris	135.4	127.3	8.1	127.7	118.4	9.2	6
– N. France (a)	8.5	8.2	0.3	9.5	7.7	1.8	-11
– Other France	13.5	10.7	2.8	10.8	7.1	3.7	25
Manchester – Paris	5.4	5.2	0.2	5.4	4.9	0.5	-1
Other U.K. – Paris	9.4	6.2	3.3	11.8	6.7	5.0	-20
Luton – Other France	5.7	—	5.7	7.2	—	7.2	-20
Other S.E. England – France	7.3	7.3	—	15.6	13.6	1.9	-53
Other Routes	7.0	0.6	6.5	9.3	0.8	8.4	-24
Germany (Fed. Republic)	177.2	115.1	62.1	190.5	125.0	65.5	-7
London – Dusseldorf	22.1	19.5	2.6	22.0	21.6	0.4	1
– Frankfurt	37.2	34.2	3.1	41.2	38.5	2.7	-10
– Hamburg	16.4	16.2	0.2	17.2	17.0	0.2	-5
– Munich	33.4	11.6	21.8	31.4	12.5	19.0	6
– Other Germany	30.2	25.4	4.8	30.2	26.5	3.7	—
Luton – Germany	21.9	0.3	21.7	26.8	—	26.8	-18
Manchester – Germany	9.1	5.6	3.5	10.7	5.8	4.9	-15
Other Routes	7.0	2.4	4.5	11.0	3.1	7.9	-37
Gibraltar	6.7	6.7	—	5.6	5.6	—	20
Greece	35.9	16.3	19.7	37.1	17.0	20.2	-3
Iceland	2.0	2.0	—	1.9	1.8	0.1	4
London – Reykjavik	1.3	1.3	—	1.1	1.1	—	20
Glasgow – Reykjavik	0.7	0.7	—	0.7	0.7	0.1	-7
Other Routes	—	—	—	0.1	—	0.1	—

Table 18 cont.

	February 1974— April 1974			February 1973— April 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	120.7	118.3	2.5	114.2	111.1	3.2	6
London – Cork	9.4	9.2	0.2	8.1	7.8	0.2	17
– Dublin	62.1	61.1	1.0	56.9	56.8	0.1	9
– Shannon	6.2	6.1	0.2	6.7	6.2	0.5	-7
Manchester – Dublin	10.9	10.9	—	10.4	10.4	—	5
Birmingham – Dublin	8.7	8.6	0.1	8.6	8.6	—	1
Glasgow – Dublin	5.3	5.3	—	5.3	5.2	—	2
Liverpool – Dublin	5.8	5.7	0.1	5.2	5.1	0.1	12
Leeds/Bradford – Dublin	2.1	2.1	—	2.1	2.1	—	-3
Edinburgh – Dublin	1.4	1.4	—	2.3	1.2	1.1	-38
Bristol – Dublin	1.6	1.6	—	1.6	1.6	—	2
Other Routes	9.2	8.4	0.8	7.2	6.0	1.2	28
Italy	119.3	57.7	61.6	134.4	56.3	78.1	-11
London – Genoa (g)	0.1	—	0.1	0.2	—	0.2	-59
– Milan	32.8	21.9	10.9	30.2	21.0	9.3	9
– Rimini (g)	0.1	—	0.1	—	—	—	—
– Rome	32.2	23.0	9.2	32.5	23.4	9.1	-1
– Venice	6.4	2.4	4.0	7.1	2.4	4.7	-10
– Other Italy	21.3	8.9	12.4	26.7	9.1	17.6	-20
Luton – Rimini	—	—	—	1.6	—	1.6	—
– Other Italy	19.6	—	19.6	31.1	—	31.1	-37
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	4.1	—	4.1	2.6	—	2.6	60
Other Routes	2.6	1.4	1.2	2.3	0.4	1.9	13
Luxembourg	4.3	4.0	0.2	3.7	3.2	0.5	15
London – Luxembourg	4.1	4.0	0.1	3.5	3.2	0.3	17
Other Routes	0.2	—	0.2	0.2	—	0.2	-23
Netherlands	123.6	112.6	10.9	135.0	111.1	23.9	-8
London – Amsterdam	73.9	71.1	2.8	77.3	72.7	4.5	-4
– Rotterdam	16.8	15.7	1.0	19.7	16.1	3.7	-15
Other S.E. England – Netherlands	6.4	3.0	3.4	6.6	5.2	1.4	-3
Manchester – Amsterdam	8.6	8.5	0.1	7.6	7.3	0.3	14
Other Routes	17.9	14.3	3.6	23.9	10.0	14.0	-25
Norway	17.2	13.1	4.1	14.7	11.8	2.9	17
London – Oslo	11.0	9.3	1.7	9.4	8.7	0.8	17
Other Routes	6.2	3.8	2.4	5.3	3.1	2.1	17
Portugal	38.0	17.2	20.8	41.7	17.2	24.5	-9
London – Lisbon	17.1	11.6	5.5	20.0	12.4	7.6	-14
Other Routes	20.9	5.6	15.3	21.7	4.8	16.9	-4
Soviet Union and Eastern Europe (b)	22.5	13.0	9.5	16.2	12.2	4.0	39
London – Moscow	4.8	3.5	1.3	3.4	3.4	—	41
– Prague	1.7	1.7	—	1.9	1.9	—	-7
Other Routes	15.9	7.8	8.1	10.9	6.9	4.0	46

Table 18 cont.

	February 1974— April 1974			February 1973— April 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	303.2	68.0	235.2	378.1	57.0	321.2	-20
London – Barcelona	14.2	11.6	2.5	11.5	8.6	2.9	24
– Ibiza	6.2	0.7	5.5	6.1	0.7	5.4	2
– Madrid	26.0	21.1	4.9	22.3	19.6	2.7	16
– Malaga	19.4	12.2	7.2	17.9	8.8	9.1	9
– Palma	38.2	10.8	27.4	59.3	9.6	49.6	-36
– Other Spain	32.1	10.6	21.5	32.3	8.3	24.0	-1
Luton – Alicante	16.1	—	16.1	16.6	—	16.6	-3
– Barcelona	4.3	—	4.3	4.1	—	4.1	6
– Gerona	4.7	—	4.7	7.4	—	7.4	-36
– Ibiza	7.0	—	7.0	11.0	—	11.0	-36
– Palma	19.9	—	19.9	29.0	—	29.0	-31
– Other Spain	12.3	—	12.3	18.6	—	18.6	-34
Other S.E. England – Spain	—	—	—	0.6	—	0.6	—
Manchester – Barcelona	1.1	—	1.1	1.5	—	1.5	-26
– Palma	15.1	—	15.1	25.2	0.1	25.1	-40
Other N. England – Spain	27.0	0.6	26.4	33.5	1.2	32.3	-19
Scotland – Spain	13.4	0.1	13.3	16.4	—	16.4	-18
Other Routes	46.2	0.3	45.9	65.0	0.1	64.9	-29
Sweden	16.8	11.4	5.4	17.4	12.6	4.8	-3
London – Stockholm	11.0	8.0	3.0	10.5	8.0	2.5	5
Other Routes	5.8	3.4	2.4	6.9	4.6	2.3	-16
Switzerland	82.1	60.0	22.1	91.2	65.8	25.4	-10
London – Basle	5.8	5.3	0.5	7.3	5.6	1.7	-20
– Geneva	33.4	24.0	9.4	33.9	26.9	6.9	-1
– Zurich	35.9	27.9	8.0	37.5	29.5	8.0	-4
Luton – Switzerland	3.4	0.1	3.4	7.2	0.1	7.1	-52
Other Routes	3.5	2.7	0.8	5.3	3.7	1.6	-33
Yugoslavia	9.2	5.4	3.8	10.8	4.5	6.3	-15
London – Dubrovnic	1.7	0.2	1.5	1.0	0.2	0.8	71
– Ljubjana	1.3	1.0	0.3	0.6	0.4	0.3	109
Luton – Yugoslavia	0.1	—	0.1	3.5	—	3.5	-97
Other Routes	6.1	4.2	1.9	5.7	4.0	1.7	7
Other Europe	52.4	38.0	14.4	39.0	28.2	10.9	34
WESTERN HEMISPHERE							
Canada	50.8	40.6	10.2	51.3	40.8	10.5	-1
London – Montreal	10.6	10.0	0.6	10.0	9.0	1.0	6
– Toronto	18.9	14.1	4.7	21.6	15.7	5.9	-13
– Other Canada	12.4	8.7	3.7	10.6	8.0	2.6	17
Other U.K. – Montreal	1.1	1.0	—	2.6	2.6	—	-60
– Toronto	6.8	6.0	0.8	5.5	4.7	0.8	23
Other Routes	1.1	0.7	0.3	0.9	0.8	0.1	19

Table 18 cont.

	February 1974— April 1974			February 1973— April 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	169.8	150.4	19.5	196.8	170.6	26.2	-14
London – New York	67.0	59.2	7.8	82.0	73.6	8.4	-18
– Other East Coast U.S.A.	48.2	44.9	3.4	52.7	47.1	5.6	-9
– Chicago and Detroit	19.2	16.3	2.9	22.0	19.8	2.2	-13
– West Coast U.S.A.	26.4	24.8	1.6	26.6	23.4	3.2	-1
– Other U.S.A.	3.0	1.3	1.8	5.8	1.9	3.9	-48
Other U.K. – New York	3.6	3.0	0.6	5.3	4.6	0.7	-31
Other Routes	2.4	0.9	1.5	2.4	0.3	2.2	-1
West Atlantic and Caribbean Islands	17.9	16.6	1.3	17.9	16.5	1.4	—
Central and South America	6.9	6.8	0.1	6.4	6.2	0.2	8
REST OF THE WORLD							
Canary Islands	24.0	4.2	19.8	22.7	2.8	19.9	6
North Africa (c)	17.5	6.8	10.8	37.8	6.2	31.7	-54
East Africa (d)	10.2	8.3	1.8	11.0	8.7	2.3	-7
Central Africa (e)	5.3	5.2	—	4.7	4.6	0.1	13
West Africa (d)	8.2	7.8	0.4	7.2	6.8	0.4	13
South Africa	15.4	15.3	0.1	12.4	12.3	0.1	24
Middle East (f)	50.6	48.9	1.7	48.0	44.5	3.5	5
India	13.7	13.7	—	10.4	8.8	1.6	32
Pakistan	3.2	3.2	—	5.0	3.6	1.4	-35
Far East	38.2	27.7	10.5	31.7	21.9	9.8	21
Australia and New Zealand	18.7	18.4	0.3	14.3	14.2	0.1	31
Other Routes n.e.i.	17.9	6.8	11.1	7.4	4.5	2.8	143
ALL ROUTES	1 889.2	1 289.6	599.6	2 034.2	1 277.5	756.7	-7

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

Domestic Passengers by Main Routes

Table 19

Monthly Averages

Origin/Destination		February 1974 —April 1974 (000)	February 1973 —April 1973 (000)	Percentage change	
London (a)	Aberdeen	9.6	8.5	13	
	Belfast	44.1	44.7	-1	
	Birmingham	0.2	3.0	-93	
	Channel Islands	34.3	33.8	1	
	Edinburgh	43.1	46.2	-7	
	Glasgow	68.8	69.5	-1	
	Isle of Man	1.5	1.2	25	
	Leeds/Bradford	8.9	9.3	-4	
	Liverpool	9.0	9.9	-9	
	Manchester	30.1	29.9	1	
	Newcastle	18.6	20.7	-10	
	Tees-side	9.3	7.3	27	
	Other airports	6.5	4.9	33	
	Belfast	Birmingham	6.0	5.7	5
East Midlands		2.7	2.4	13	
Edinburgh		1.5	1.5	—	
Glasgow		9.7	10.7	-9	
Isle of Man		1.5	2.2	-32	
Leeds/Bradford		2.5	3.0	-17	
Liverpool		2.9	3.5	-17	
Manchester		10.5	10.0	5	
Newcastle		1.6	2.0	-20	
Other airports		3.8	4.1	-7	
Channel Islands		Bournemouth	4.0	2.9	38
		Birmingham	4.6	3.0	53
		Bristol/Glamorgan	3.7	2.9	28
		East Midlands	3.8	3.6	6
	Glasgow	0.4	0.2	100	
	Leeds/Bradford	0.5	0.4	25	
	Liverpool	1.6	1.9	-16	
	Manchester	2.4	1.6	50	
	Newcastle	0.2	0.2	—	
	Southampton	15.9	15.1	5	
	Other airports	3.0	3.8	-21	
	Edinburgh	Birmingham	2.9	2.5	16
		Glasgow	0.4	0.5	-20
		Manchester	3.4	3.3	3
Other airports		2.3	6.9	-67	
Glasgow	Birmingham	5.0	6.3	-21	
	East Midlands	3.8	3.7	3	
	Isle of Man	0.9	0.6	50	
	Leeds/Bradford	1.9	1.6	19	
	Liverpool	1.8	3.2	-44	
	Manchester	6.0	5.8	3	
	Southampton	2.3	1.9	21	
	Other Scottish airports	13.8	13.8	—	
	Other airports	2.3	1.9	21	
	Isle of Man	Blackpool	3.8	3.5	9
Liverpool		8.3	8.1	2	
Manchester		3.0	2.9	3	
Newcastle		0.1	—	—	
Penzance	Other airports	0.1	0.5	-80	
	Isles of Scilly	4.0	4.0	—	
Other Routes	20.4	16.4	24		
TOTAL	453.3	457.0	—		

(a) Heathrow, Gatwick and Stansted.
 Traffic counted in either direction.

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

Cargo by Type and Nationality of Operator April 1974

Table 20

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators		Overseas operators		Set down	Picked up
		British Airways		Others		Set down	Picked up	British Airways		Others			
	Set down	Picked up	Set down	Picked up	Set down			Picked up	Set down	Picked up	Set down	Picked up	Set down	Picked up
London Area Airports													
+ Gatwick	4 524.2	—	—	812.6	1 122.5	16.1	1.6	—	—	1 046.5	1 450.8	7.2	66.9
+ Heathrow	38 123.4	6 897.6	8 049.7	145.7	362.9	9 507.6	12 046.1	62.9	20.3	152.1	1.3	143.5	733.7
+ Luton	124.7	—	—	0.2	0.1	—	—	—	—	8.7	18.1	44.6	53.0
+ Southend	1 757.0	—	—	1 011.0	728.0	—	—	—	—	6.0	7.0	4.0	1.0
+ Stansted	1 754.3	—	—	—	—	—	—	—	—	382.4	1 022.7	0.6	348.6
TOTAL (London Area)	46 283.6	6 897.6	8 049.7	1 969.5	2 213.5	9 523.7	12 047.7	62.9	20.3	1 595.7	2 499.9	199.9	1 203.2
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Leeds/Bradford	54.0	17.6	17.9	1.0	0.8	2.7	14.0	—	—	—	—	—	—
+ Liverpool	1 173.7	89.3	633.4	2.1	0.9	116.6	36.3	—	—	33.1	5.7	32.6	223.7
+ Manchester	3 601.6	674.5	613.2	10.9	2.0	883.7	1 251.1	—	—	—	161.8	4.4	—
+ Birmingham	323.6	58.1	85.1	11.2	3.3	49.4	114.8	—	—	—	0.2	—	1.5
+ Coventry	2.1	—	—	—	—	—	—	—	—	—	2.1	—	—
+ East Midlands	556.0	0.3	0.1	198.6	237.4	—	—	—	—	8.6	24.5	29.1	57.4
+ Newcastle	126.0	18.3	50.0	20.1	26.9	—	—	—	—	—	—	—	10.7
+ Tees-side	18.4	0.6	0.3	10.1	7.4	—	—	—	—	—	—	—	—
+ Bristol	60.6	9.0	7.3	0.9	0.1	18.2	15.5	—	—	—	9.6	—	—
+ Glamorgan	14.8	1.4	8.8	1.8	0.7	—	1.5	0.3	0.3	—	—	—	—
Swansea	0.3	—	—	—	—	—	—	—	—	0.1	0.2	—	—
+ Ashford	311.4	—	—	111.1	200.3	—	—	—	—	—	—	—	—
+ Blackpool	59.5	—	—	5.2	35.9	—	—	—	—	—	18.4	—	—
+ Bournemouth	574.4	—	—	446.0	128.0	—	—	—	—	—	0.4	—	—
+ Cambridge	14.4	—	—	—	—	—	—	—	—	—	—	8.9	5.5
+ Exeter	15.8	—	—	2.8	12.3	—	—	—	—	—	—	—	0.7
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	9.4	7.4	2.0	—	—	—	—	—	—	—	—	—	—
+ Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Manston	332.8	—	—	—	—	—	—	—	—	178.3	117.9	19.4	17.2
+ Norwich	30.9	—	—	17.2	12.2	—	—	—	—	—	1.5	—	—
Penzance Heliport	9.4	2.0	7.4	—	—	—	—	—	—	—	—	—	—
+ Southampton	115.2	0.5	2.5	16.5	35.0	—	—	—	—	—	51.7	4.0	5.0
+ Edinburgh	209.4	110.0	48.3	21.9	23.0	2.5	3.7	—	—	—	—	—	—
+ Glasgow	1 956.9	585.5	590.4	82.2	71.4	225.5	340.9	—	—	55.5	—	3.7	1.8
+ Prestwick	1 194.0	534.4	142.5	15.6	—	245.6	114.1	—	—	—	—	1.1	140.7
Aberdeen	194.7	31.1	50.3	3.4	8.3	—	—	—	—	33.0	68.4	0.1	0.1
Benbecula	25.6	19.7	5.9	—	—	—	—	—	—	—	—	—	—
Inverness	27.2	7.4	19.8	—	—	—	—	—	—	—	—	—	—
Islay	5.0	3.4	1.6	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	41.7	27.2	11.8	—	—	—	—	—	—	0.2	2.5	—	—
Stornoway	46.0	33.0	13.0	—	—	—	—	—	—	—	—	—	—
+ Sumburgh	64.4	19.9	7.1	—	—	—	—	—	—	20.1	17.1	0.1	0.1
Tiree	0.9	0.6	0.3	—	—	—	—	—	—	—	—	—	—
Wick	7.2	4.0	1.5	—	—	—	—	—	—	0.5	1.2	—	—
+ Belfast	1 102.3	785.2	173.1	101.9	38.3	1.1	1.8	—	—	—	—	—	0.9
+ Isle of Man	291.4	179.7	50.6	55.5	5.6	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	58 854.6	10 117.7	10 593.9	3 105.5	3 063.3	11 069.0	13 941.4	63.2	20.6	1 925.1	2 983.1	303.3	1 668.5
Channel Islands Airports													
Alderney	18.7	—	—	12.7	1.7	—	—	—	—	3.7	0.6	—	—
Guernsey	976.3	91.1	33.7	184.0	348.8	—	—	—	—	95.2	223.5	—	—
Jersey	1 101.8	199.0	123.6	447.4	286.7	3.8	0.4	—	12.9	16.6	11.0	0.4	—
TOTAL (Channel Islands Airports)	2 096.8	290.1	157.3	644.1	637.2	3.8	0.4	—	12.9	115.5	235.1	0.4	—

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	February 1974 —April 1974 (tonnes)	February 1973 —April 1973 (tonnes)	Percentage change
London Area Airports			
+ Gatwick	4 529.9	4 090.7	10.7
+ Heathrow	39 487.9	35 662.3	10.7
+ Luton	244.3	235.3	3.8
+ Southend	1 727.0	1 759.0	-1.9
+ Stansted	1 309.9	781.9	67.5
TOTAL (London Area)	47 299.0	42 530.1	11.2
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+ Leeds/Bradford	50.8	85.1	-40.3
+ Liverpool	1 193.1	1 443.2	-17.3
+ Manchester	3 720.0	3 565.4	4.3
+ Birmingham	275.1	271.4	1.4
+ Coventry	13.3	227.9	-94.2
+ East Midlands	566.8	565.4	0.2
+ Newcastle	152.6	172.6	-11.6
+ Tees-side	24.4	34.2	-28.7
+ Bristol	58.3	62.4	-6.6
+ Glamorgan	19.6	14.0	40.0
Swansea	0.1	—	—
+ Ashford	346.1	341.5	1.3
+ Blackpool	57.3	67.4	-15.0
+ Bournemouth	645.9	231.0	179.6
+ Cambridge	49.7	75.9	-34.5
+ Exeter	14.0	18.2	-23.1
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	22.4	44.1	-49.2
+ Lydd	16.5	—	—
+ Manston	333.5	468.7	-28.8
+ Norwich	27.4	35.5	..
+ Penzance Heliport	22.4	44.1	-49.2
+ Portsmouth	..	3.1	..
+ Southampton	86.0	105.4	-18.4
+ Edinburgh	184.7	361.6	-48.9
+ Glasgow	2 049.2	1 707.4	20.0
+ Prestwick	1 304.1	1 322.4	-1.4
Aberdeen	170.2	72.3	135.4
Benbecula	17.6	17.4	1.1
Inverness	35.5	39.5	-10.1
Islay	3.4	13.3	-74.4
+ Kirkwall	37.8	34.6	9.2
Stornoway	39.2	39.3	-0.3
+ Sumburgh	69.6	35.5	96.1
Tiree	1.0	1.5	-33.3
Wick	6.1	7.0	-12.9
+ Belfast	1 158.2	1 584.4	-26.9
+ Isle of Man	296.1	363.6	-18.6
TOTAL (Incl. London Area)	60 367.0	56 006.3	7.8
Channel Islands Airports			
Alderney	16.6	25.5	-34.9
Guernsey	987.7	987.7	—
Jersey	1 343.3	1 492.2	-10.0
TOTAL (Channel Islands Airports)	2 347.6	2 505.4	-6.3

Portsmouth Airport closed with effect from 31 December 1973.

All Scheduled Services April 1974

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
											Mail (000)	Cargo (000)		
Passenger Services														
British Airways Overseas Division	10 150	3 201	13 708	180 997	2 168 793	1 135 541	52.4	6 167	279 166	146 994	6 681	37 840	102 474	52.7
British Airways European Division	7 921	10 726	15 211	717 035	885 151	530 686	60.0	3 452	89 281	48 570	991	1 936	45 641	54.4
British Airways Helicopters	20	330	100	7 316	564	446	79.2	15	41	35	—	1	34	85.1
British Airways Regional Division—														
Channel Islands Airways	624	1 731	1 873	75 216	46 060	26 739	58.1	248	4 222	2 328	19	80	2 230	55.1
Scottish Airways	467	1 838	1 626	47 494	30 687	16 202	52.8	264	2 712	1 434	17	59	1 359	52.9
Cambrian Airways	399	1 569	1 216	59 689	28 146	17 477	62.1	843	2 747	1 601	4	200	1 396	58.3
Northeast Airlines	330	840	900	46 579	31 603	19 339	61.2	129	2 834	1 658	—	53	1 605	58.5
British Caledonian Airways	2 958	2 807	4 944	117 011	341 448	161 859	47.4	1 327	39 045	18 307	223	3 858	14 227	46.9
Air Anglia	146	352	455	6 046	6 507	2 237	34.4	34	666	234	—	15	219	35.1
Aurigny Air Services	122	2 019	682	17 663	1 621	1 029	63.5	43	152	84	—	2	82	55.6
British Air Ferries	152	741	706	19 736	6 289	3 571	56.8	1 732	1 035	697	—	372	325	67.3
British Island Airways	265	1 399	1 035	35 623	13 269	7 297	55.0	130	1 221	644	—	23	620	52.7
British Midland Airways	454	1 276	1 484	39 563	31 401	15 332	48.8	132	2 455	1 251	—	56	1 196	51.0
Brymon Airways	46	269	226	1 339	415	230	55.4	—	30	17	—	—	17	56.1
Dan-Air Services	322	1 216	1 024	24 877	15 642	7 158	45.8	1	1 276	583	—	—	583	45.7
Intra Airways	18	160	96	1 763	518	159	30.6	—	48	14	—	—	14	28.4
Loganair	40	480	174	1 379	460	99	21.4	—	39	8	—	—	8	21.4
TOTAL Passenger Services	24 436	30 954	45 461	1 399 326	3 608 574	1 945 400	53.9	14 517	426 970	224 459	7 935	44 495	172 029	52.6
Cargo Services														
British Airways Overseas Division	652	226	879					2 127	21 560	12 554	238	12 319		58.2
British Airways European Division	690	1 023	1 325					7 160	10 248	5 022	195	4 827		49.0
British Caledonian Airways	83	28	110					295	2 310	1 677	18	1 659		72.6
Air Freight	33	132	145					312	114	79	—	79		69.3
Air-Bridge Carriers	24	61	83					374	246	149	—	149		60.4
British Island Airways	145	533	579					1 080	615	283	35	247		46.0
Intra Airways	13	72	65					171	42	30	—	30		71.9
TOTAL Cargo Services	1 641	2 075	3 184					11 518	35 135	19 795	487	19 310		56.3
GRAND TOTAL	26 077	33 029	48 645	1 399 326	3 608 574	1 945 400	53.9	26 035	462 105	244 254	8 422	63 805	172 029	52.9

International Scheduled Services April 1974

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			Percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways Overseas Division	10 150	3 201	13 708	180 997	2 168 793	1 135 541	52.4	6 167	279 166	146 994	6 681	37 840	102 474	52.7
British Airways European Division	6 873	8 459	12 829	544 330	761 697	449 393	59.0	3 086	77 133	41 543	945	1 817	38 779	53.9
British Airways Regional Division—														
Channel Islands Airways	175	351	424	13 587	13 839	6 694	48.4	102	1 355	613	1	48	565	45.2
Cambrian Airways	136	347	324	13 768	11 332	6 890	60.8	42	990	573	—	22	551	57.9
Northeast Airlines	117	217	268	10 956	12 076	6 421	53.2	41	1 054	553	—	20	533	52.5
British Caledonian Airways	2 424	1 807	3 798	70 944	295 404	138 861	47.0	991	34 585	16 324	221	3 683	12 420	47.2
Air Anglia	112	246	341	4 163	4 932	1 409	28.6	30	505	154	—	13	141	30.5
Aurigny Air Services	82	1 759	487	15 252	1 022	658	64.4	40	96	54	—	1	53	56.6
British Air Ferries	152	741	706	19 736	6 289	3 571	56.8	1 732	1 035	697	—	372	325	67.3
British Island Airways	92	329	341	8 684	4 592	2 382	51.9	25	422	210	—	7	203	49.7
British Midland Airways	150	391	490	7 077	10 403	3 341	32.1	49	777	286	—	25	261	36.8
Brymon Airways	9	42	42	102	77	21	27.0	—	6	2	—	—	2	27.1
Dan-Air Services	187	495	483	12 578	8 947	4 078	45.6	—	730	332	—	—	332	45.4
Intra Airways	13	144	74	1 636	347	121	34.8	—	32	10	—	—	10	32.6
TOTAL Passenger Services	20 673	18 529	34 315	903 810	3 299 750	1 759 380	53.3	12 304	397 886	208 345	7 848	43 849	156 648	52.4
Cargo Services														
British Airways Overseas Division	652	226	879					2 127	21 560	12 554	238	12 319		58.2
British Airways European Division	570	737	1 011					4 991	8 053	4 049	70	3 979		50.3
British Caledonian Airways	83	28	110					295	2 310	1 677	18	1 659		72.6
Air Freight	33	132	145					312	114	79	—	79		69.3
British Island Airways	59	100	208					162	271	93	8	86		34.4
TOTAL Cargo Services	1 397	1 223	2 352					7 887	32 308	18 453	334	18 122		57.1
GRAND TOTAL	22 070	19 752	36 667	903 810	3 299 750	1 759 380	53.3	20 191	430 194	226 798	8 182	61 971	156 648	52.7

Domestic Scheduled Services April 1974

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			As percentage of available
											Cargo (000)	Mail (000)	Passengers (000)	
Passenger Services														
British Airways European Division	1 048	2 267	2 382	172 705	123 454	81 293	65.8	366	12 148	7 027	46	119	6 862	57.8
British Airways Helicopters	20	330	100	7 316	564	446	79.2	15	41	35	—	1	34	85.1
British Airways Regional Division—														
Channel Islands Airways	450	1 380	1 449	61 629	32 221	20 045	62.2	146	2 866	1 715	19	32	1 665	59.8
Scottish Airways	467	1 838	1 626	47 494	30 687	16 202	52.8	264	2 712	1 434	17	59	1 359	52.9
Cambrian Airways	263	1 222	892	45 921	16 813	10 587	63.0	801	1 758	1 028	4	179	845	58.5
Northeast Airlines	213	623	632	35 623	19 527	12 917	66.1	89	1 780	1 105	—	33	1 072	62.1
British Caledonian Airways	534	1 000	1 146	46 067	46 044	22 999	49.9	336	4 460	1 983	2	174	1 807	44.5
Air Anglia	34	106	114	1 883	1 574	828	52.6	4	161	80	—	2	78	49.6
Aurigny Air Services	40	260	195	2 411	600	371	61.9	3	56	30	—	1	30	53.9
British Island Airways	174	1 070	694	26 939	8 678	4 916	56.6	105	798	434	—	16	418	54.3
British Midland Airways	304	885	995	32 486	20 998	11 992	57.1	83	1 678	965	—	31	935	57.5
Brymon Airways	38	227	184	1 237	338	209	61.9	—	25	15	—	—	15	62.6
Dan-Air Services	134	721	541	12 299	6 694	3 080	46.0	1	546	252	—	—	251	46.1
Intra Airways	5	16	22	127	172	38	22.0	—	16	3	—	—	3	20.0
Loganair	40	480	174	1 379	460	99	21.4	—	39	8	—	—	8	21.4
TOTAL Passenger Services	3 763	12 425	11 146	495 516	308 824	186 021	60.2	2 212	29 084	16 115	87	646	15 381	55.4
Cargo Services														
British Airways European Division	121	286	314	—	—	—	—	2 169	2 195	974	126	848	—	44.3
Air-Bridge Carriers	24	61	83	—	—	—	—	374	246	149	—	149	—	60.4
British Island Airways	86	433	371	—	—	—	—	917	344	189	28	162	—	55.1
Intra Airways	13	72	65	—	—	—	—	171	42	30	—	30	—	71.9
TOTAL Cargo Services	244	852	832	—	—	—	—	3 631	2 828	1 342	153	1 189	—	47.5
GRAND TOTAL	4 007	13 277	11 978	495 516	308 824	186 021	60.2	5 843	31 911	17 457	240	1 835	15 381	54.7

All Non-scheduled Services April 1974

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	546	116	723	7 743	93 921	70 759	75.3	13	10 223	6 640	129	6 512	65.0
British Airways European Division	493	483	868	21 525	40 368	29 069	72.0	1 540	6 198	3 854	1 375	2 478	62.2
British Airtours	993	620	1 515	68 562	129 828	92 879	71.5	—	11 780	7 854	—	7 854	66.7
British Airways Helicopters	111	1 149	578	9 496	2 383	1 060	44.5	80	224	93	12	81	41.6
British Airways Regional Division—													
Channel Islands Airways	35	136	93	5 771	2 628	1 885	71.3	1	211	150	—	150	70.8
Scottish Airways	1	3	4	48	58	16	27.6	—	4	1	—	1	25.0
Cambrian Airways	114	224	255	7 290	9 075	6 214	68.5	—	798	497	—	497	62.2
Northeast Airlines	214	156	310	15 958	26 203	21 955	83.8	—	2 235	1 823	—	1 823	81.6
British Caledonian Airways	1 230	680	1 883	42 347	124 508	93 827	75.4	1 533	26 504	15 822	7 533	8 287	59.7
Air Anglia	65	227	253	2 296	1 911	868	45.4	—	193	87	—	87	45.0
Air Freight	13	48	73	—	—	—	—	16	43	33	33	—	75.2
Air-Bridge Carriers	12	16	42	—	—	—	—	19	103	56	56	—	54.3
Alidair	135	255	364	10 261	8 606	5 948	69.1	150	946	573	71	501	60.6
Beecham Imperial	60	113	155	311	456	187	41.1	—	40	17	—	17	43.1
Bristow Helicopters	175	1 729	1 014	12 088	2 850	1 599	56.1	203	271	151	28	123	55.8
Britannia Airways	2 083	1 339	3 018	132 934	270 670	206 748	76.4	—	23 014	17 575	—	17 575	76.4
British Air Ferries	10	12	38	112	55	47	86.2	35	65	41	37	4	63.0
British Island Airways	115	351	425	7 854	4 678	2 495	53.3	—	531	261	49	212	49.2
British Midland Airways	216	280	573	17 662	29 313	14 044	47.9	8	2 850	1 148	30	1 118	40.3
Brymon Airways	—	1	1	5	1	1	55.6	—	—	—	—	—	66.7
Cabair	17	80	55	100	98	21	21.1	—	16	4	—	4	21.5
Cedar Management Services	18	24	36	121	147	81	55.4	—	13	8	—	8	58.8
Court Line Aviation	1 558	1 182	2 590	127 447	240 562	181 186	75.3	—	20 519	15 466	—	15 466	75.4
Dan-Air Services	2 503	1 730	4 288	151 201	309 610	243 948	78.8	55	24 788	19 511	33	19 478	78.7
Donaldson International Airways	216	85	311	5 402	15 065	12 737	84.5	445	6 570	3 972	2 826	1 146	60.5
Eagle Flying Services	1	5	4	8	7	2	32.3	—	—	—	—	—	31.3
Fairflight Charters	50	96	192	366	241	170	70.6	21	39	25	12	13	64.2
Galliford Aviation	2	10	6	17	14	5	35.7	—	2	1	—	1	43.8
Haywards Aviation	1	2	3	14	7	4	63.6	—	1	—	—	—	60.0
Humber Airways	16	50	70	186	140	57	40.8	—	12	5	—	5	40.3
I D S Aircraft	43	165	141	425	238	110	46.2	—	19	9	—	9	46.2
International Aviation Services	279	116	592	—	—	—	—	980	4 664	3 263	3 263	—	70.0
Intra Airways	8	53	43	1 577	286	250	87.3	—	22	18	—	18	81.1
Invicta International Airlines	198	160	411	8 822	10 530	7 481	71.0	909	3 240	2 763	2 014	748	85.3
Laker Airways	1 289	572	1 764	55 659	237 575	163 917	69.0	—	23 494	16 044	—	16 044	68.3
Loganair	54	537	180	2 001	489	241	49.2	—	44	22	—	21	49.8
Macedonian Aviation	15	44	72	538	366	189	51.7	9	49	18	3	14	35.7
MAM Aviation	36	46	78	131	325	126	38.7	—	29	13	—	13	43.5
McAlpine Aviation	282	538	535	1 473	2 195	840	38.3	—	166	67	—	67	40.3
Merlot International Airlines	39	62	90	167	277	143	51.8	—	24	13	—	13	55.2
Monarch Airlines	541	371	952	45 514	80 435	63 547	79.0	18	8 288	6 073	310	5 763	73.3
Moseley Aviation	8	28	33	117	49	42	85.7	—	5	4	—	4	85.9
Northern Air Taxis	46	88	159	374	277	196	70.7	—	22	16	—	16	70.4
Northern Executive Aviation	12	36	57	160	57	43	74.7	6	11	7	3	4	66.0
Peters Aviation	21	53	91	410	290	148	51.0	—	31	11	—	11	36.3
Rank Organisation	12	26	30	86	61	43	71.0	—	9	4	—	4	41.2
Thurston Aviation	19	85	74	154	74	30	40.2	5	10	4	1	2	38.8
Trader Airways	1	2	2	6	5	2	40.6	—	—	—	—	—	71.1
Tradewinds Airways	501	101	1 064	—	—	—	—	563	11 551	9 619	9 619	—	83.3
Trans-Meridian Air Cargo	612	220	1 209	—	—	—	—	1 881	16 418	10 037	10 037	—	61.1
Vernair Transport	13	36	47	110	88	52	58.9	—	8	4	—	4	58.6
TOTAL	15 031	14 541	27 359	764 849	1 647 019	1 225 212	74.4	8 498	206 294	143 676	37 474	106 197	69.7
Class 5A Licence Total	207	320	486	15 193	21 605	14 736	68.2	..	1 875	1 241	20	1 221	66.2
TOTAL Excludes 5A Licence	14 824	14 221	26 873	749 656	1 625 414	1 210 476	74.5	8 498	204 419	142 435	37 454	104 976	69.7

†Does not include cargo carried under Class 5 licences.

International Non-scheduled Services April 1974

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		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	546	116	723	7 743	93 921	70 759	75.3	13	10 223	6 640	129	6 512	65.0
British Airways European Division	491	472	860	21 405	40 254	29 020	72.1	1 513	6 174	3 845	1 370	2 474	62.3
British Airtours	993	620	1 515	68 562	129 828	92 879	71.5	—	11 780	7 854	—	7 854	66.7
British Airways Helicopters	111	1 149	578	9 496	2 383	1 060	44.5	80	224	93	12	81	41.6
British Airways Regional Division—													
Channel Islands Airways	35	136	93	5 771	2 628	1 885	71.3	1	211	150	—	150	70.8
Cambrian Airways	98	127	194	5 120	8 135	5 777	71.0	—	713	462	—	462	64.8
Northeast Airlines	214	156	310	15 958	26 203	21 955	83.8	—	2 235	1 823	—	1 823	81.6
British Caledonian Airways	1 230	680	1 883	42 347	124 508	93 827	75.4	1 533	26 504	15 822	7 533	8 287	59.7
Air Anglia	19	40	61	870	1 108	458	41.3	—	113	46	—	46	40.6
Air Freight	7	8	37	—	—	—	—	16	21	16	16	—	73.0
Air-Bridge Carriers	12	16	42	—	—	—	—	19	103	56	56	—	54.4
Alidair	108	192	284	9 949	8 464	5 857	69.2	—	759	494	—	494	65.1
Beecham Imperial	46	64	102	171	361	143	39.6	—	32	13	—	13	41.9
Bristow Helicopters	175	1 729	1 014	12 088	2 850	1 599	56.1	203	271	151	28	123	55.8
Britannia Airways	2 083	1 339	3 018	132 934	270 670	206 748	76.4	—	23 014	17 575	—	17 575	76.4
British Air Ferries	10	12	38	112	55	47	86.2	35	65	41	37	4	63.0
British Island Airways	77	211	264	4 072	2 797	1 487	53.1	—	359	172	46	126	48.1
British Midland Airways	192	215	500	14 455	27 587	12 851	46.6	6	2 716	1 055	29	1 026	38.9
Cabair	10	48	33	54	59	11	19.0	—	10	2	—	2	19.4
Cedar Management Services	18	22	34	105	141	76	53.7	—	12	7	—	7	57.2
Court Line Aviation	1 556	1 178	2 586	127 231	240 363	181 095	75.3	—	20 502	15 459	—	15 459	75.4
Dan-Air Services	2 497	1 719	4 266	151 201	309 610	243 948	78.8	—	24 754	19 478	—	19 478	78.7
Donaldson International Airways	216	85	311	5 402	15 065	12 737	84.5	445	6 570	3 972	2 826	1 146	60.5
Fairflight Charters	40	78	156	306	191	139	72.7	18	32	21	10	10	64.7
Humber Airways	10	25	44	110	90	39	43.2	—	8	3	—	3	43.1
International Aviation Services	279	116	592	—	—	—	—	980	4 664	3 263	3 263	—	70.0
Intra Airways	6	38	30	1 230	230	201	87.2	—	18	14	—	14	81.3
Invicta International Airlines	198	160	411	8 822	10 530	7 481	71.0	909	3 240	2 763	2 014	748	85.3
Laker Airways	1 289	572	1 764	55 659	237 575	163 917	69.0	—	23 494	16 044	—	16 044	68.3
Loganair	1	2	4	12	7	6	85.7	—	1	1	—	1	100.0
Macedonian Aviation	9	23	42	249	229	102	44.4	2	28	9	1	8	32.1
MAM Aviation	33	32	65	111	299	122	40.9	—	27	12	—	12	45.8
McAlpine Aviation	212	258	348	703	1 685	632	37.5	—	127	50	—	50	39.7
Merlot International Airlines	39	62	90	167	277	143	51.8	—	24	13	—	13	55.2
Monarch Airlines	541	371	952	45 514	80 435	63 547	79.0	18	8 288	6 073	310	5 763	73.3
Moseley Aviation	5	8	19	44	28	27	97.0	—	3	3	—	3	97.0
Northern Air Taxis	1	1	2	1	4	1	14.3	—	—	—	—	—	16.7
Northern Executive Aviation	5	12	24	29	12	10	81.0	3	5	2	1	1	50.8
Peters Aviation	6	17	26	151	89	49	54.5	—	10	4	—	4	40.0
Rank Organisation	12	26	30	86	61	43	71.0	—	9	4	—	4	41.2
Thurston Aviation	7	24	29	26	17	6	36.7	3	4	2	1	1	35.7
Trader Airways	1	2	2	6	5	2	40.6	—	—	—	—	—	71.1
Tradewinds Airways	501	101	1 064	—	—	—	—	563	11 551	9 619	9 619	—	83.3
Trans-Meridian Air Cargo	612	220	1 209	—	—	—	—	1 881	16 418	10 037	10 037	—	61.1
Vernair Transport	3	6	12	24	24	13	54.5	—	2	1	—	1	52.9
TOTAL	14 554	12 488	25 657	748 296	1 638 779	1 220 697	74.5	8 248	205 312	143 164	37 338	105 822	69.7
Class 5A Licence TOTAL	162	147	291	11 621	19 455	13 656	70.2	..	1 657	1 130	—	1 130	68.2
TOTAL Excludes 5A Licence	14 392	12 341	25 366	736 675	1 619 324	1 207 041	74.5	8 248	203 655	142 034	37 338	104 692	69.7

†Does not include cargo carried under Class 5 licences.

Domestic Non-scheduled Services April 1974

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
										Total (000)	Cargo (000)		
British Airways European Division	3	11	8	120	114	49	43.0	27	24	9	5	4	38.0
British Airways Regional Division—													
Scottish Airways	1	3	4	48	58	16	27.6	—	4	1	—	1	25.0
Cambrian Airways	16	97	61	2 170	939	437	46.5	—	85	35	—	35	41.0
Air Anglia	46	187	192	1 426	803	410	51.1	—	80	41	—	41	51.1
Air Freight	6	40	36	—	—	—	—	—	22	17	17	—	77.3
Alidair	27	63	80	312	142	91	64.4	150	187	79	71	8	42.4
Beecham Imperial	15	49	53	140	95	45	47.2	—	9	4	—	4	47.6
British Island Airways	38	140	160	3 782	1 881	1 008	53.6	—	173	89	3	86	51.5
British Midland Airways	24	65	74	3 207	1 726	1 192	69.1	2	134	93	1	92	69.4
Brymon Airways	—	1	1	5	1	1	55.6	—	—	—	—	—	66.7
Cabair	7	32	22	46	39	9	24.1	—	7	2	—	2	24.6
Cedar Management Services	1	2	2	16	5	5	100.0	—	1	1	—	1	100.0
Court Line Aviation	2	4	4	216	199	91	45.7	—	17	7	—	7	41.2
Dan-Air Services	7	11	22	—	—	—	—	55	34	33	33	—	97.0
Eagle Flying Services	1	5	4	8	7	2	32.3	—	—	—	—	—	31.3
Fairflight Charters	10	18	36	60	50	31	62.5	3	7	4	2	2	61.7
Galliford Aviation	2	10	6	17	14	5	35.7	—	2	1	—	1	43.8
Haywards Aviation	1	2	3	14	7	4	63.6	—	1	—	—	—	60.0
Humber Airways	6	25	27	76	50	18	36.5	—	4	2	—	2	35.2
I D S Aircraft	43	165	141	425	238	110	46.2	—	19	9	—	9	46.2
Intra Airways	2	15	13	347	56	49	87.6	—	5	4	—	4	80.3
Loganair	53	535	176	1 989	482	235	48.7	—	43	21	—	21	49.1
Macedonian Aviation	6	21	31	289	137	88	63.8	7	21	9	2	7	40.5
MAM Aviation	3	14	13	20	26	3	13.3	—	2	—	—	—	16.2
McAlpine Aviation	70	280	187	770	510	208	40.8	—	39	17	—	17	42.1
Moseley Aviation	4	20	14	73	21	15	70.3	—	2	2	—	2	71.3
Northern Air Taxis	45	87	157	373	272	195	71.6	—	22	16	—	16	71.3
Northern Executive Aviation	7	24	33	131	45	33	73.0	3	6	5	2	3	77.2
Peters Aviation	14	36	65	259	201	99	49.4	—	22	8	—	8	34.6
Thurston Aviation	12	61	45	128	57	23	41.2	2	6	2	—	2	41.1
Vernair Transport	9	30	35	86	64	39	60.6	—	6	3	—	3	60.8
TOTAL	477	2 053	1 703	16 553	8 240	4 513	54.8	249	982	512	137	375	52.2
Class 5A Licence Total	45	173	195	3 572	2 150	1 080	50.2	..	218	111	20	91	50.9
TOTAL Excludes 5A Licence	432	1 880	1 508	12 981	6 090	3 433	56.4	249	764	401	117	284	52.6

†Does not include cargo carried under Class 5 licences.

Class 2 Licence Operations April 1974

Table 24

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Airways Overseas Division	125	23	163	2 876	—	21 690	16 288	75.1	2 424	1 479	61.0
British Airways Airtours	19	4	23	598	—	3 583	2 834	79.1	326	240	73.7
British Caledonian Airways	33	6	42	304	—	6 161	2 496	40.5	846	225	26.6
Dan-Air Services	89	21	116	1 930	—	16 846	14 534	86.3	1 346	1 144	85.0
Laker Airways	351	81	456	14 159	—	121 085	79 360	65.5	12 284	7 942	64.7
TOTAL	616	135	800	19 867	—	169 365	115 511	68.2	17 226	11 030	64.0

There were no U.S. originating passengers in April 1974

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers April 1974

Table 25

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km			Tonne-km			Number of passengers uplifted	
					Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available	Class 2	Class 4
International Services												
British Airways Overseas Division	23	5	31	172	4 028	1 824	45.3	406	172	42.3	—	—
British Airways European Division	284	251	416	18 991	33 844	25 567	75.5	2 988	2 180	73.0	—	—
British Airtours	572	329	836	46 042	108 127	78 047	72.2	9 840	6 595	67.0	—	—
British Airways Regional Division—												
Channel Islands Airways	23	28	46	1 342	1 778	1 279	71.9	149	105	70.2	—	—
Cambrian Airways	81	99	145	3 651	6 844	4 740	69.3	603	379	62.8	—	—
Northeast Airlines	208	149	297	15 439	25 580	21 470	83.9	2 186	1 782	81.6	—	—
British Caledonian Airways	303	321	569	24 428	32 367	24 246	74.9	2 892	2 085	72.1	—	—
Alidair	79	154	229	8 232	6 160	4 302	69.8	553	362	65.5	—	—
Britannia Airways	1 974	1 169	2 766	114 047	256 590	194 848	75.9	21 816	16 564	75.9	—	—
British Air Ferries	1	2	3	112	55	47	86.2	6	4	75.0	—	—
British Midland Airways	4	5	10	283	259	209	81.0	22	16	74.8	—	—
Court Line Aviation	1 398	1 004	2 290	111 994	218 467	165 245	75.6	18 641	14 120	75.7	—	—
Dan-Air Services	1 893	1 343	3 235	121 371	229 363	179 726	78.4	18 340	14 365	78.3	—	—
Invicta International Airlines	72	86	151	8 822	10 530	7 481	71.0	1 053	748	71.0	—	—
Laker Airways	646	333	841	29 717	77 272	53 557	69.3	7 386	5 105	69.1	—	—
Monarch Airlines	421	330	717	43 605	70 159	58 036	82.7	6 805	5 263	77.3	—	—
TOTAL International Services	7 981	5 608	12 581	548 248	1 081 421	820 624	75.9	93 685	69 846	74.6	—	—
Domestic Services												
British Airways Regional Division—												
Cambrian Airways	12	85	47	1 553	624	224	35.9	58	18	30.7	—	—
British Midland Airways	6	19	20	1 236	449	400	89.1	37	32	85.9	—	—
TOTAL Domestic Services	18	104	67	2 789	1 073	624	58.2	96	50	52.2	—	—
GRAND TOTAL	7 999	5 712	12 649	551 037	1 082 494	821 248	75.9	93 781	69 896	74.5	—	—

All Class 4 Licence Operations April 1974

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	221	54	298	—	2 807	37 522	31 877	85.0	4 196	3 013	71.8
British Airtours	94	79	215	—	9 532	17 784	11 876	66.8	1 576	1 009	64.0
British Airways Regional Division— Cambrian Airways	1	4	3	—	280	70	68	96.0	6	5	90.4
British Caledonian Airways	138	97	219	—	8 468	20 674	14 029	67.9	2 597	1 242	47.8
Alidair	1	4	4	—	254	78	64	81.4	7	5	76.4
Britannia Airways	13	14	24	—	1 316	1 648	1 184	71.8	140	101	71.7
British Island Airways	5	24	20	—	791	242	167	68.9	22	14	64.2
British Midland Airways	8	20	24	—	1 311	610	549	90.0	51	41	80.9
Court Line Aviation	148	160	276	—	14 127	20 759	15 024	72.4	1 765	1 269	71.9
Dan-Air Services	435	284	771	—	21 880	52 442	41 773	79.7	4 191	3 338	79.6
Intra Airways	8	49	40	—	1 577	286	250	87.3	22	18	81.1
Laker Airways	211	134	359	—	10 228	26 706	20 382	76.3	2 524	1 935	76.7
Loganair	25	365	62	—	1 428	197	100	50.7	17	8	50.4
Monarch Airlines	13	4	18	—	266	2 209	864	39.1	215	78	36.4
TOTAL	1 320	1 292	2 331	—	74 265	181 227	138 205	76.3	17 329	12 076	69.7

International Class 4 Licence Operations April 1974

Table 26.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	221	54	298	—	2 807	37 522	31 877	85.0	4 196	3 013	71.8
British Airtours	94	79	215	—	9 532	17 784	11 876	66.8	1 576	1 009	64.0
British Caledonian Airways	138	97	219	—	8 468	20 674	14 029	67.9	2 597	1 242	47.8
Alidair	1	4	4	—	254	78	64	81.4	7	5	76.4
Britannia Airways	13	14	24	—	1 316	1 648	1 184	71.8	140	101	71.7
British Island Airways	1	3	4	—	149	51	51	99.3	5	4	94.2
British Midland Airways	1	2	3	—	144	74	73	98.6	6	5	89.7
Court Line Aviation	148	160	276	—	14 127	20 759	15 024	72.4	1 765	1 269	71.9
Dan-Air Services	435	284	771	—	21 880	52 442	41 773	79.7	4 191	3 338	79.6
Intra Airways	6	38	30	—	1 230	230	201	87.2	18	14	81.3
Laker Airways	211	134	359	—	10 228	26 706	20 382	76.3	2 524	1 935	76.7
Monarch Airlines	13	4	18	—	266	2 209	864	39.1	215	78	36.4
TOTAL	1 282	873	2 220	—	70 401	180 176	137 397	76.3	17 240	12 013	69.7

Domestic Class 4 Licence Operations April 1974

Table 26.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Regional Division— Cambrian Airways	1	4	3	—	280	70	68	96.0	6	5	90.4
British Island Airways	4	21	16	—	642	191	116	60.8	18	10	56.2
British Midland Airways	7	18	21	—	1 167	536	476	88.8	45	36	79.7
Intra Airways	2	11	9	—	347	56	49	87.6	5	4	80.3
Loganair	25	365	62	—	1 428	197	100	50.7	17	8	50.4
TOTAL	38	419	111	—	3 864	1 051	809	77.0	90	63	70.4

All Class 6 Licence Operations April 1974

Table 27.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	8	16	18	111	103	58	55.7
British Caledonian Airways	359	105	477	1 515	11 761	7 524	64.0
Air Freight	7	8	37	16	21	16	73.0
Air-Bridge Carriers	9	12	32	19	79	44	55.6
British Midland Airways	1	1	2	6	6	5	88.7
Donaldson International Airways	56	23	79	142	1 805	1 050	58.2
International Aviation Services	119	48	252	229	1 982	1 390	70.2
Invicta International Airlines	10	7	21	95	176	151	86.0
Tradewinds Airways	183	53	393	564	4 445	2 544	57.2
Trans-Meridian Air Cargo	242	84	488	778	6 429	4 601	71.6
TOTAL	994	357	1 797	3 475	26 806	17 383	64.8

International Class 6 Licence Operations April 1974

Table 27.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways European Division	8	16	18	111	103	58	55.7
British Caledonian Airways	359	105	477	1 515	11 761	7 524	64.0
Air Freight	7	8	37	16	21	16	73.0
Air-Bridge Carriers	9	12	32	19	79	44	55.7
British Midland Airways	1	1	2	6	6	5	88.7
Donaldson International Airways	56	23	79	142	1 805	1 050	58.2
International Aviation Services	119	48	252	229	1 982	1 390	70.2
Invicta International Airlines	10	7	21	95	176	151	86.0
Tradewinds Airways	183	53	393	564	4 445	2 544	57.2
Trans-Meridian Air Cargo	242	84	488	778	6 429	4 601	71.6
TOTAL	994	357	1 797	3 475	26 806	17 383	64.8

Domestic Class 6 Licence Operations April 1974

Table 27.3

NIL

All Class 7 Licence Operations April 1974

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 tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	27	20	51	162	719	200	27.8	131	382	224	205	18	58.5
British Airways Helicopters	111	1 149	578	9 496	2 383	1 060	44.5	81	224	93	12	81	41.6
British Airways Regional Division—													
Scottish Airways	1	3	4	48	58	16	27.6	—	4	1	—	1	25.0
Cambrian Airways	21	36	60	1 806	1 537	1 182	76.9	—	131	95	—	95	72.4
Northeast Airlines	3	3	7	87	200	114	57.0	—	12	10	—	10	78.5
British Caledonian Airways	34	38	72	1 109	3 671	1 432	39.0	1	376	126	2	124	33.6
Air Anglia	65	227	253	2 296	1 911	868	45.4	—	193	87	—	87	45.0
Alidair	55	97	132	1 775	2 368	1 583	66.8	150	386	205	71	134	53.1
Beecham Imperial	27	37	57	101	215	79	87.0	—	19	7	—	7	38.9
Bristow Helicopters	175	1 729	1 014	12 088	2 850	1 599	56.1	203	271	151	28	123	55.8
British Air Ferries	9	10	35	—	—	—	—	36	59	37	37	—	61.8
British Midland Airways	11	29	36	880	798	375	47.0	3	55	30	1	29	54.9
Cabair	17	80	55	100	98	21	21.1	—	16	4	—	4	21.5
Cedar Management Services	18	24	36	121	147	81	55.4	—	13	8	—	8	58.8
Court Line Aviation	3	4	6	322	320	232	72.6	—	27	19	—	19	72.1
Dan-Air Services	35	31	73	1 489	3 943	2 750	69.7	56	349	253	33	220	72.3
Donaldson International Airways	150	59	217	5 402	15 065	12 737	84.5	304	4 435	2 719	1 573	1 146	61.3
Eagle Flying Services	1	5	4	8	7	2	32.3	—	—	—	—	—	31.3
Fairflight Charters	50	96	192	366	241	170	70.6	21	39	25	12	13	64.2
Galliford Aviation	2	10	6	17	14	5	35.7	—	2	1	—	1	43.8
Haywards Aviation	1	2	3	14	7	4	63.6	—	1	—	—	—	60.0
Humber Airways	16	50	70	186	140	57	40.8	—	12	5	—	5	40.3
I D S Aircraft	43	165	141	425	238	110	46.2	—	19	9	—	9	46.2
International Aviation Services	160	68	340	—	—	—	—	752	2 682	1 873	1 873	—	69.8
Invicta International Airlines	105	61	216	—	—	—	—	815	1 802	1 669	1 669	—	92.6
Laker Airways	5	4	8	117	420	113	27.0	—	38	11	—	11	28.2
Loganair	21	121	84	487	258	126	48.7	—	24	12	—	12	50.1
Macedonian Aviation	15	44	72	538	366	189	51.7	9	49	18	3	14	35.7
MAM Aviation	36	46	78	131	325	126	38.7	—	29	13	—	13	43.5
McAlpine Aviation	282	538	535	1 473	2 195	840	38.3	—	166	67	—	67	40.3
Merlot International Airlines	39	62	90	167	277	143	51.8	—	24	13	—	13	55.2
Monarch Airlines	21	6	42	250	3 135	1 214	38.7	—	300	110	—	110	36.8
Moseley Aviation	8	28	33	117	49	42	85.7	—	5	4	—	4	85.9
Northern Executive Aviation	12	36	57	160	57	43	74.7	6	11	7	3	4	66.0
Peters Aviation	21	53	91	410	290	148	51.0	—	31	11	—	11	35.5
Rank Organisation	12	26	30	86	61	43	71.0	—	9	4	—	4	41.2
Thurston Aviation	19	85	74	154	74	30	40.2	5	10	4	1	2	38.8
Trans-Meridian Air Cargo	353	130	690	—	—	—	—	1 104	9 566	5 226	5 226	—	54.6
Vernair Transport	13	36	47	110	88	52	58.9	—	8	4	—	4	58.6
TOTAL	1 996	5 248	5 586	42 498	44 524	27 788	62.4	3 674	21 777	13 152	10 749	2 402	60.4

International Class 7 Licence Operations April 1974

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	Percentage of available
British Airways European Division	27	19	50	162	719	200	27.8	126	379	222	204	18	58.7
British Airways Helicopters	111	1 149	578	9 496	2 383	1 060	44.5	81	224	93	12	81	41.6
British Airways Regional Division—													
Cambrian Airways	18	28	49	1 469	1 292	1 037	80.3	—	110	83	—	83	75.5
Northeast Airlines	3	3	7	87	200	114	57.0	—	12	10	—	10	78.5
British Caledonian Airways	34	38	72	1 109	3 671	1 432	39.0	1	376	126	2	124	33.6
Air Anglia	19	40	61	870	1 108	458	41.3	—	113	46	—	46	40.6
Alidair	28	34	52	1 463	2 226	1 492	67.0	—	200	126	—	126	63.0
Beecham Imperial	26	33	54	77	205	72	35.2	—	18	7	—	7	37.2
Bristow Helicopters	175	1 729	1 014	12 088	2 850	1 599	56.1	203	271	151	28	123	55.8
British Air Ferries	9	10	35	—	—	—	—	36	59	37	37	—	61.8
British Midland Airways	3	5	8	172	205	107	52.4	—	15	9	—	9	58.8
Cabair	10	48	33	54	59	11	19.0	—	10	2	—	2	19.4
Cedar Management Services	18	22	34	105	141	76	53.7	—	12	7	—	7	57.2
Court Line Aviation	3	4	6	322	320	232	72.6	—	27	19	—	19	72.1
Dan-Air Services	28	20	51	1 489	3 943	2 750	69.7	—	315	220	—	220	69.6
Donaldson International Airways	150	59	217	5 402	15 065	12 737	84.5	304	4 435	2 719	1 573	1 146	61.3
Fairflight Charters	40	78	156	306	191	139	72.7	18	32	21	10	10	64.7
Humber Airways	10	25	44	110	90	39	43.2	—	8	3	—	3	43.1
International Aviation Services	160	68	340	—	—	—	—	752	2 682	1 873	1 873	—	69.8
Invicta International Airlines	105	61	216	—	—	—	—	815	1 802	1 669	1 669	—	92.6
Laker Airways	5	4	8	117	420	113	27.0	—	38	11	—	11	28.2
Loganair	1	2	4	12	7	6	85.7	—	1	1	—	1	100.0
Macedonian Aviation	9	23	42	249	229	102	44.4	2	28	9	1	8	32.1
MAM Aviation	33	32	65	111	299	122	40.9	—	27	12	—	12	45.8
McAlpine Aviation	212	258	348	703	1 685	632	37.5	—	127	50	—	50	39.7
Merlot International Airlines	39	62	90	167	277	143	51.8	—	24	13	—	13	55.2
Monarch Airlines	21	6	42	250	3 135	1 214	38.7	—	300	110	—	110	36.8
Moseley Aviation	5	8	19	44	28	27	97.0	—	3	3	—	3	97.0
Northern Executive Aviation	5	12	24	29	12	10	81.0	3	5	2	1	1	50.8
Peters Aviation	7	17	26	151	89	49	55.1	—	10	4	—	4	40.0
Rank Organisation	12	26	30	86	61	43	71.0	—	9	4	—	4	41.2
Thurston Aviation	7	24	29	26	17	6	36.7	3	4	2	1	1	35.7
Trans-Meridian Air Cargo	353	130	690	—	—	—	—	1 104	9 566	5 226	5 226	—	54.6
Vernair Transport	3	6	12	24	24	13	54.5	—	2	1	—	1	52.9
TOTAL	1 689	4 085	4 503	36 750	40 951	26 035	63.5	3 447	21 241	12 889	10 636	2 252	60.7

Domestic Class 7 Licence Operations April 1974

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	Percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	Percentage of available
British Airways European Division	—	1	1	—	—	—	—	5	4	1	1	—	36.8
British Airways Regional Division—													
Scottish Airways	1	3	4	48	58	16	27.6	—	4	1	—	1	25.0
Cambrian Airways	3	8	11	337	245	146	59.5	—	21	12	—	12	55.9
Air Anglia	46	187	192	1 426	803	410	51.1	—	80	41	—	41	51.1
Alidair	27	63	80	312	142	91	64.4	150	187	79	71	8	42.4
Beecham Imperial	1	4	3	24	10	7	75.0	—	1	1	—	1	75.0
British Midland Airways	8	24	28	708	593	268	45.1	2	40	21	1	21	53.4
Cabair	7	32	22	46	39	9	24.1	—	7	2	—	2	24.6
Cedar Management Services	1	2	2	16	5	5	100.0	—	1	1	—	1	100.0
Dan-Air Services	7	11	22	—	—	—	—	56	34	33	33	—	97.0
Eagle Flying Services	1	5	4	8	7	2	32.3	—	—	—	—	—	31.3
Fairflight Charters	10	18	36	60	50	31	62.5	3	7	4	2	2	61.7
Galliford Aviation	2	10	6	17	14	5	35.7	—	2	1	—	1	43.8
Haywards Aviation	1	2	3	14	7	4	63.6	—	1	—	—	—	60.0
Humber Airways	6	25	27	76	50	18	36.5	—	4	2	—	2	35.2
I D-S Aircraft	43	165	141	425	238	110	46.2	—	19	9	—	9	46.2
Loganair	20	119	80	475	251	120	47.7	—	23	11	—	11	48.8
Macedonian Aviation	6	21	31	289	137	88	63.8	7	21	9	2	7	40.5
MAM Aviation	3	14	13	20	26	3	13.3	—	2	—	—	—	16.2
McAlpine Aviation	70	280	187	770	510	208	40.8	—	39	17	—	17	42.1
Moseley Aviation	4	20	14	73	21	15	70.3	—	2	2	—	2	71.3
Northern Executive Aviation	7	24	33	131	45	33	73.0	3	6	5	2	3	77.2
Peters Aviation	14	36	65	259	201	99	49.3	—	22	8	—	8	36.4
Thurston Aviation	12	61	45	128	57	23	41.2	2	6	2	—	2	41.1
Vernair Transport	9	30	35	86	64	39	60.6	—	6	3	—	3	60.8
TOTAL	307	1 165	1 083	5 748	3 573	1 751	49.0	227	538	263	113	151	49.0

All Exempt Operations April 1974

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 Overseas Division	177	34	231	1 888	30 681	20 770	67.7	13	3 197	1 977	129	1 848	61.8
British Airways European Division	164	184	365	1 484	4 772	2 491	52.2	1 299	2 620	1 328	1 112	214	50.7
British Airways Regional Division— Channel Islands Airways	12	108	47	4 429	850	606	71.2	1	62	45	—	45	72.5
British Caledonian Airways	298	64	396	4 516	54 096	46 849	86.6	18	7 394	4 226	7	4 217	57.2
Beecham Imperial	33	76	98	210	241	108	44.9	—	21	10	—	10	46.8
Britannia Airways	94	154	226	17 351	12 270	10 589	86.3	—	1 043	900	—	900	86.3
British Midland Airways	—	1	1	56	—	—	—	—	—	—	—	—	—
Brymon Airways	—	1	1	5	1	1	55.6	—	—	—	—	—	66.7
Laker Airways	77	20	101	1 438	12 092	10 505	86.9	—	1 263	1 052	—	1 052	83.3
Loganair	8	51	34	86	34	15	45.0	—	3	1	—	1	44.8
Monarch Airlines	68	21	144	76	2 248	1 298	57.7	18	711	429	310	120	60.4
Northern Air Taxis	46	88	159	374	277	196	70.7	—	22	16	—	16	70.4
Trader Airways	1	2	2	6	5	2	40.6	—	—	—	—	—	71.1
TOTAL	978	804	1 804	31 919	117 567	93 428	79.5	1 349	16 336	9 984	1 558	8 423	61.1

International Exempt Operations April 1974

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 Overseas Division	177	34	231	1 888	30 681	20 770	67.7	13	3 197	1 977	129	1 848	61.8
British Airways European Division	163	176	360	1 484	4 772	2 491	52.2	1 276	2 611	1 324	1 108	214	50.7
British Airways Regional Division— Channel Islands Airways	12	108	47	4 429	850	606	71.2	1	62	45	—	45	72.5
British Caledonian Airways	298	64	396	4 516	54 096	46 849	86.6	18	7 394	4 226	7	4 217	57.2
Beecham Imperial	20	31	48	94	155	70	45.4	—	14	7	—	7	48.1
Britannia Airways	94	154	226	17 351	12 270	10 589	86.3	—	1 043	900	—	900	86.3
British Midland Airways	—	1	1	56	—	—	—	—	—	—	—	—	—
Laker Airways	77	20	101	1 438	12 092	10 505	86.9	—	1 263	1 052	—	1 052	83.3
Monarch Airlines	68	21	144	76	2 248	1 298	57.7	18	711	429	310	120	60.4
Northern Air Taxis	1	1	2	1	4	1	14.3	—	—	—	—	—	16.7
Trader Airways	1	2	2	6	5	2	40.6	—	—	—	—	—	71.1
TOTAL	909	612	1 557	31 339	117 174	93 179	79.5	1 326	16 294	9 959	1 554	8 402	61.1

Domestic Exempt Operations April 1974

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 Airways European Division	1	8	5	—	—	—	—	22	9	4	4	—	44.7
Beecham Imperial	13	45	50	116	85	38	44.0	—	8	4	—	4	44.6
Brymon Airways	—	1	1	5	1	1	55.6	—	—	—	—	—	66.7
Loganair	8	51	34	86	34	15	45.0	—	3	1	—	1	44.8
Northern Air Taxis	45	87	157	373	272	195	71.6	—	22	16	—	16	71.3
TOTAL	69	192	246	580	393	249	63.4	22	41	25	4	21	61.0

Class 5 Operations for UK Airlines April 1974

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 European Division	10	12	18	888	1 032	811	78.6	..	105	65	—	—	65	61.9
British Airways Regional Division— Northeast Airlines	3	4	6	432	423	371	87.7	..	37	31	—	—	31	83.8
British Caledonian Airways	66	49	108	3 522	7 539	4 776	63.4	..	638	394	—	—	394	61.8
Air Freight	6	40	36	—	—	—	—	..	22	17	—	17	—	77.3
Britannia Airways	2	2	2	220	162	127	78.4	..	14	11	—	—	11	78.6
British Island Airways	34	119	145	3 140	1 690	892	52.8	..	155	79	—	3	76	51.0
British Midland Airways	12	18	32	534	876	357	40.8	..	66	29	—	—	29	43.9
Court Line Aviation	9	14	19	1 004	1 016	685	67.4	..	86	57	—	—	57	66.3
Dan-Air Services	48	48	86	4 136	6 182	4 582	74.1	..	494	366	—	—	366	74.1
Intra Airways	—	4	3	—	—	—	—	..	—	—	—	—	—	—
Monarch Airlines	17	10	31	1 317	2 685	2 135	79.5	..	258	192	—	—	192	74.4
TOTAL	207	320	486	15 193	21 605	14 736	68.2	..	1 875	1 241	—	20	1 221	66.2

Class 5 Operations for Non-UK Operators April 1974

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	308	208	441	12 390	335	122	36.4	..	37	10	—	—	10	27.0
Air-Bridge Carriers	3	4	10	—	—	—	—	..	24	12	—	12	—	50.0
British Island Airways	76	208	261	3 923	2 746	1 436	52.3	..	354	168	—	46	122	47.5
British Midland Airways	174	187	449	13 362	26 321	12 153	46.2	..	2 614	995	—	24	971	38.1
Dan-Air Services	4	3	7	395	835	583	69.8	..	67	46	—	—	46	68.7
Donaldson International Airway	10	3	15	—	—	—	—	..	330	203	—	203	—	61.5
Invicta International Airlines	11	6	23	—	—	—	—	..	209	194	—	194	—	92.8
Tradewinds Airways	318	48	671	—	—	—	—	..	7 106	7 075	—	7 075	—	99.6
Trans-Meridian Air Cargo	17	6	31	—	—	—	—	..	423	210	—	210	—	49.6
TOTAL	921	673	1 907	30 070	30 237	14 294	47.3	..	11 164	8 913	—	7 764	1 149	79.8

Aircraft Type and Utilisation—All Airlines April 1974

Table 31.1

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1974	Daily Utilisation per aircraft (hrs) Quarter ended March 1974
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	162	743	10	710	35	19 848	3 619	7	2.4
Aviation Traders Merchantman	725	—	1 069	—	1 456	—	—	10	3.5
AW 650 Argosy	36	—	77	—	124	—	—	2	1.7
BAC Britannia 300	423	140	117	347	596	13 645	8 932	7	5.9
BAC Vanguard V951/953	102	80	16	121	20	7 025	9 065	3	3.3
BAC Vanguard 952	198	86	74	151	260	8 822	7 481	4	3.2
BAC VC10 Standard	1 544	610	—	2 263	—	22 236	100 122	11	7.5
BAC VC10 Super	3 186	1 028	—	4 308	—	36 666	252 349	15	9.3
BAC Viscount 700	12	85	—	47	—	1 553	224	2	0.8
BAC Viscount 700D/800/810	1 879	6 062	79	6 023	97	221 606	74 283	47	3.1
BAC 111-200	625	1 081	11	1 294	9	39 399	23 715	7	5.0
BAC 111-300/400	1 736	1 701	7	2 974	30	93 889	107 250	27	5.1
BAC 111-500	4 100	6 552	3	8 299	7	388 088	277 220	18	*6.3
Beagle 206	46	88	—	159	—	374	196	4	1.7
Beechcraft B55, C55, Baron	12	43	—	40	—	100	29	3	0.1
Beechcraft 90 King Air	2	10	—	6	—	17	5	—	—
Beechcraft B65/80 Queen Air	13	36	—	47	—	110	52	1	0.3
Beechcraft 18/18H Super	2	7	—	10	—	40	14	1	0.1
Bell Twin 212	22	213	—	127	—	1 368	146	2	1.1
BN Islander	169	1 626	23	694	47	6 656	630	14	*1.6
BN 2A Trislander	121	1 733	—	646	—	15 883	1 028	5	1.7
Boeing 707-120/120B	180	78	—	224	—	8 276	22 349	2	4.3
Boeing 707-320/320B	216	32	53	115	196	5 402	12 737	..	..
Boeing 707-320C/336	4 582	1 039	363	4 814	1 506	60 474	317 171	23	8.7
Boeing 707-420	2 517	1 070	2	3 532	31	91 961	249 305	18	5.5
Boeing 720/720B	397	228	2	599	3	31 869	54 615	3	6.6
Boeing 727-100	425	262	—	655	—	28 806	47 523	3	5.0
Boeing 737-200	2 083	1 339	—	3 018	—	132 934	206 748	14	7.2
Boeing 747	3 541	920	—	4 571	—	93 012	607 885	15	10.8
Canadair CL44	1 096	—	315	—	2 239	—	—	13	4.5
Cessna 340	7	25	—	33	—	32	10	1	1.0
DC3 Dakota/Pionair	134	276	403	237	424	4 911	916	15	1.3
DC10	431	119	—	551	—	23 684	99 741	2	3.6
DH 104 Dove	30	30	28	52	64	210	93	4	0.7
DH 106 Comet 4B/C	1 125	844	—	1 979	—	78 253	104 628	14	3.0
DH 114 Heron	31	61	12	105	28	490	182	5	1.0
Fokker Friendship 100/600	143	346	—	447	—	5 896	2 169	2	3.7
HP Herald 100/200	496	1 692	409	1 390	490	43 477	9 792	12	3.3
HP Herald 700	69	202	—	266	—	4 277	1 496	2	2.0
HS 121 Trident 1E	351	441	—	607	—	37 898	32 312	4	3.4
HS 121 Trident 2E	2 245	1 192	2	3 367	5	64 915	128 720	15	5.1
HS 121 Trident 3B	2 705	3 554	—	5 300	—	305 917	234 967	26	5.3
HS 125	397	604	—	733	—	1 664	1 262	17	*0.7
HS 161 Trident 1C	1 554	2 523	—	3 243	—	167 902	100 400	20	4.9
HS 748	353	1 267	11	1 111	22	27 467	8 416	7	3.7
Lockheed L1011 Tristar	201	122	—	311	—	29 776	53 138	..	..
PA 23 Apache/Aztec	46	166	13	155	10	352	97	7	0.5
PA 31 Navajo	112	453	2	400	5	1 315	348	4	*0.9
Short SC7 Skyvan	39	292	—	208	—	3 133	393	2	3.2
Sikorsky S61N	228	1 765	—	1 206	—	20 249	2 550	18	2.7
Westland Wessex	57	1 230	—	359	—	7 283	409	7	2.3
TOTAL	40 905	44 096	3 101	67 854	7 704	2 159 160	3 166 731	465	4.5

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

Aircraft Type and Utilisation—Individual Airlines

Table 31.2

April 1974

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1974	Daily utilisation per aircraft (hrs) Quarter ended March 1974
British Airways Overseas Division									
BAC VC10 Standard	1 104	461	—	1 677	—	16 557	73 744	9	7.1
BAC VC10 Super	3 186	1 028	—	4 308	—	36 666	252 349	15	9.3
Boeing 707-320C/336	1 982	382	224	1 787	879	17 861	115 722	11	8.7
Boeing 707-420	1 524	450	2	2 017	31	23 399	156 426	10	7.3
Boeing 747	3 541	920	—	4 571	—	93 012	607 885	15	10.8
TOTAL	11 337	3 241	226	14 360	910	187 495	1 206 126	60	8.9
British Airways European Division									
BAC 111-500	1 671	3 739	—	3 785	—	195 551	85 277	18	6.4
HS 121 Trident 2E	2 245	1 192	2	3 367	5	64 915	128 720	15	5.1
BAC Vanguard V951/953	101	80	16	121	20	7 025	9 066	3	3.3
Aviation Traders Merchantman	725	—	1 069	—	1 456	—	—	10	3.5
HS 161 Trident 1C	1 555	2 523	—	3 243	—	167 902	100 400	20	4.9
HS 121 Trident 3B	2 705	3 554	—	5 300	—	305 917	234 967	26	5.3
TOTAL	9 002	11 088	1 087	15 816	1 481	741 310	558 429	92	5.1
British Airtours									
Boeing 707-420	993	620	—	1 515	—	68 562	92 879	8	2.7
British Airways Helicopters									
Sikorsky S61N	125	1 377	—	636	—	16 159	1 466	8	2.5
Bell Twin 212	6	102	—	42	—	653	40	1	1.0
TOTAL	131	1 479	—	678	—	16 812	1 506	9	2.4
British Airways Regional Division— Channel Islands Airways									
BAC Viscount-700D/800/810	489	1 517	—	1 607	—	66 925	21 098	12	2.8
BAC 111-300/400	182	336	—	351	—	13 148	8 458	1	3.7
TOTAL	671	1 853	—	1 958	—	80 073	29 556	13	2.8
Scottish Airways									
Short SC7 Skyvan	39	292	—	208	—	3 133	393	2	3.2
BAC Viscount-700D/800/810	391	1 472	8	1 315	5	40 978	13 933	7	8.5
TOTAL	430	1 764	8	1 523	5	44 111	14 326	9	5.1
Cambrian Airways									
BAC Viscount-700	12	85	—	47	—	1 553	224	2	0.8
BAC Viscount-700D/800/810	254	1 178	1	896	1	40 155	9 477	8	3.0
BAC 111-300/400	249	531	—	528	—	25 405	14 059	4	3.0
TOTAL	514	1 794	1	1 471	1	67 113	23 760	14	2.7
Northeast Airlines									
BAC Viscount-700D/800/810	184	544	—	590	—	23 701	8 100	6	2.9
HS 121 Trident 1E	351	441	—	607	—	37 898	32 312	4	3.4
TOTAL	535	985	—	1 197	—	61 599	40 412	10	3.1

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1974	Daily utilisation per aircraft (hrs) Quarter ended March 1974
		Passenger	Cargo	Passenger	Cargo				
British Caledonian Airways									
BAC 111-200	625	1 081	11	1 294	9	39 399	23 715	7	5.0
BAC 111-500	1 073	1 753	3	2 235	7	94 866	63 894	12	6.2
BAC VC10 Standard	440	149	—	586	—	5 679	26 379	2	9.6
Boeing 707-320C/336	2 134	379	139	2 180	627	19 414	141 699	8	11.1
TOTAL	4 272	3 362	153	6 295	643	159 358	255 686	29	7.5
Air Anglia									
DC3 Dakota/Pionair	17	56	—	69	—	1 082	328	2	0.8
Fokker Friendship 100/600	143	346	—	447	—	5 896	2 169	2	3.7
PA31 Navajo	33	139	—	138	—	338	82	—	—
TOTAL	193	541	—	654	—	7 316	2 578	4	2.2
Air Freight									
DC3 Dakota/Pionair	46	—	180	—	218	—	—	4	1.7
Air-Bridge Carriers									
AW650 Argosy	36	—	77	—	124	—	—	2	1.7
Alidair									
BAC Viscount-700D/800/810	135	185	69	274	89	10 261	5 948	2	1.1
Aurigny Air Services									
BN2A Trislander	92	1 544	—	520	—	15 169	880	3	2.4
BN Islander	29	475	—	162	—	2 494	148	3	1.8
TOTAL	122	2 019	—	682	—	17 663	1 029	6	2.1
Beecham Imperial									
HS 125	54	88	—	122	—	279	177	2	0.9
Cessna 340	7	25	—	33	—	32	10	1	1.0
TOTAL	60	113	—	155	—	311	187	3	0.9
Bristow Helicopters									
Sikorsky S61N	103	388	—	570	—	4 090	1 084	10	2.8
Westland Wessex	57	1 230	—	359	—	7 283	409	7	2.3
Bell Twin 212	16	111	—	85	—	715	106	1	1.3
TOTAL	175	1 729	—	1 014	—	12 088	1 599	18	2.5
Britannia Airways									
Boeing 737-200	2 083	1 339	—	3 018	—	132 934	206 748	14	7.2
British Air Ferries									
Aviation Traders Carvair	162	743	10	710	35	19 848	3 619	7	2.4
British Island Airways									
DC3 Dakota/Pionair	22	—	136	—	121	—	—	1	2.7
HP Herald 100/200	496	1 692	409	1 390	490	43 477	9 792	12	3.6
TOTAL	518	1 692	545	1 390	611	43 477	9 792	13	3.5

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1974	Daily utilisation per aircraft (hrs) Quarter ended March 1974
British Midland Airways									
HP Herald 700	69	202	—	266	—	4 277	1 496	2	2.0
BAC Viscount-700D/800/810	426	1 166	1	1 341	2	39 586	15 728	12	2.6
Boeing 707-320C/336	174	187	—	449	—	13 362	12 153	2	4.8
TOTAL	670	1 555	1	2 056	2	57 225	29 376	16	2.8
Brymon Airways									
BN Islander	37	218	—	180	—	1 077	184	2	1.1
Cabair									
PA31 Navajo	16	80	—	55	—	100	21	..	..
Cedar Management Services									
HS 125	18	24	—	36	—	121	81	..	..
Court Line Aviation									
BAC 111-500	1 357	1 060	—	2 279	—	97 671	128 048	..	..
Lockheed L1011 Tristar	201	122	—	311	—	29 776	53 138	..	..
TOTAL	1 558	1 182	—	2 590	—	127 447	181 186	..	..
Dan-Air Services									
HS 748	353	1 267	11	1 111	22	27 467	8 416	7	3.7
BAC 111-300/400	627	466	—	1 135	—	31 637	42 906	5	5.0
DH 106 Comet 4B/C	1 125	844	—	1 979	—	78 253	104 628	14	3.0
Boeing 727-100	425	262	—	655	—	28 806	47 523	3	5.0
Boeing 707-320C/336	292	91	—	398	—	9 837	47 598	2	2.9
TOTAL	2 822	2 930	11	5 278	22	176 000	251 072	31	3.7
Donaldson International Airways									
Boeing 707-320/320B	216	32	53	115	196	5 402	12 737	..	..
Eagle Flying Services									
Beechcraft B55 C55 Baron	1	5	—	4	—	8	2	3	0.1
Fairflight Charters									
PA 31 Navajo	11	18	2	32	5	90	48	—	—
DH 104 Dove	29	28	28	49	64	196	89	3	0.8
DH 114 Heron	10	8	12	14	28	80	34	1	2.1
TOTAL	50	54	42	95	97	366	171	4	1.2
Galliford Aviation									
Beech 90 King Air	2	10	—	6	—	17	5	—	—
Haywards Aviation									
DH 104 Dove	1	2	—	3	—	14	4	1	0.1
Humber Airways									
BN Islander	16	50	—	70	—	186	57	..	..

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1974	Daily utilisation per aircraft (hrs) Quarter ended March 1974
		Passenger	Cargo	Passenger	Cargo				
IDS Aircraft									
PA23 Apache/Aztec	8	29	—	27	—	71	20	—	—
PA31 Navajo	24	98	—	78	—	262	63	—	—
Beechcraft B55, C55, Baron	11	38	—	36	—	92	27	—	—
TOTAL	43	165	—	141	—	425	110	—	—
International Aviation Services									
BAC Britannia-300	279	—	116	—	592	—	—	4	6.5
Intra Airways									
BN Islander	4	22	—	23	—	49	10	1	0.8
DC3 Dakota/Pionair	34	187	76	112	68	3 201	399	4	0.8
TOTAL	38	209	76	135	68	3 340	409	5	0.8
Invicta International Airlines									
BAC Vanguard 952	198	86	74	151	260	8 822	7 481	4	3.2
Laker Airways									
BAC 111-300/400	678	368	7	960	30	23 699	41 827	5	7.1
DC10	431	119	—	551	—	23 684	99 741	2	3.6
Boeing 707-120/120B	180	78	—	224	—	8 276	22 349	2	4.3
TOTAL	1 289	565	7	1 735	30	55 659	163 917	9	5.8
Logainair									
Beechcraft 18/18H Super	2	7	—	10	—	40	14	1	0.1
BN2 Trislander	29	189	—	126	—	716	148	2	0.6
BN Islander	63	821	—	218	—	2 626	177	6	2.0
TOTAL	94	1 017	—	354	—	3 380	339	9	1.5
Macedonian Aviation									
DC3 Dakota/Pionair	15	33	11	56	17	538	189	4	1.0
MAM Aviation									
HS 125	36	46	—	78	—	131	126	1	1.9
McAlpine Aviation									
HS 125	237	356	—	375	—	874	689	11	0.6
PA23 Apache/Aztec	27	99	—	97	—	205	60	4	0.6
PA31 Navajo	19	83	—	62	—	394	91	2	1.0
TOTAL	282	538	—	534	—	1 473	840	17	0.6
Merlot International Airlines									
HS 125	39	62	—	90	—	167	143	3	0.6
Monarch Airlines									
BAC Britannia-300	144	140	1	347	4	13 645	8 932	3	5.1
Boeing 720/720B	397	228	2	599	3	31 869	54 615	3	6.6
TOTAL	541	368	3	946	7	45 514	63 547	6	5.8

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1974	Daily utilisation per aircraft (hrs) Quarter ended March 1974
Moseley Aviation									
PA31 Navajo	8	28	—	33	—	117	42	1	1.3
Northern Air Taxis									
Beagle 206	46	88	—	159	—	374	196	4	1.7
Northern Executive Aviation									
BN Islander	13	24	12	29	29	160	43	1	0.7
Peters Aviation									
DH 114 Heron	21	53	—	91	—	410	148	4	0.7
Rank Organisation									
HS 125	12	26	—	30	—	86	43	..	..
Thurston Aviation									
PA 23 Apache/Aztec	11	38	13	31	10	76	17	3	0.4
PA 31 Navajo	1	7	—	3	—	14	1	1	0.4
BN Islander	7	16	11	13	18	64	11	1	1.0
TOTAL	19	61	24	47	28	154	29	5	0.5
Trader Airways									
HS 125	1	2	—	2	—	6	2	..	..
Tradewinds Airways									
Canadair CL 44	501	—	101	—	1 064	—	—	5	5.6
Trans-Meridian Air Cargo									
Canadair CL 44	595	—	214	—	1 175	—	—	8	3.8
Vernair Transport									
Beechcraft B65/80 Queen Air	13	36	—	47	—	110	52	1	0.3
GRAND TOTAL	40 905	44 096	3 101	67 854	7 704	2 159 160	3 166 731	465	*4.5

*Excluding airlines for which details not available.

Operations Subject to Variable Charge† by Type of Licence, and Non-chargeable Operations April 1974

Table 32

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
Chargeable Operations (Own Aircraft)					
Class 1	460 108	243 203	71 434	171 770	52.9
Class 2	17 226	11 030	—	11 030	64.0
Class 3	93 733	69 713	—	69 713	74.4
Class 4	17 329	12 076	—	12 076	69.7
Class 5	13 039	10 154	7 784	2 370	77.9
Class 6	26 370	17 025	17 025	—	64.6
Class 7	21 665	13 106	10 749	2 357	60.5
TOTAL	649 470	376 307	106 992	269 316	57.9
Non-chargeable Operations					
Aircraft hired from Foreign Operators	2 247	1 323	1 137	186	58.9
Exempt Services	16 336	9 984	1 558	8 423	61.1
TOTAL	18 583	11 307	2 695	8 609	60.8
GRAND TOTAL	668 053	387 614	109 687	277 925	58.0

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

Output by Type of Licence and Aircraft Ownership April 1974

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	460 108	187	1 810	462 105
Class 2	17 226	—	—	17 226
Class 3	93 733	48	—	93 781
Class 4	17 329	—	—	17 329
Class 6	26 370	—	437	26 806
Class 7	21 665	112	—	21 777
Exempt Services	16 336	—	—	16 336
TOTAL	652 767	346	2 247	655 360
Class 5 hired to UK Airlines	1 875			
Non UK Airlines	11 164			
TOTAL	13 039			
GRAND TOTAL	665 806			

Passenger Analysis by Type of Licence and Fare Category April 1974

Table 34

	Type of Licence or Service	First Class	Fare Categories Other Fares				ABC	IT	Other	Total Passengers
			Total	Individually Booked Economy	ITX	Other				
SCHEDULED										
Class 1	All	31 833	1 337 145	1 296 002	38 002	3 141	—	—	30 348	1 399 326
	International	31 127	842 465	817 879	21 445	3 141	—	—	30 218	903 810
	Domestic	706	494 680	478 123	16 557	—	—	—	130	495 516
NON-SCHEDULED										
Class 2	All	—	—	—	—	—	19 867	—	—	19 867
	International	—	—	—	—	—	19 867	—	—	19 867
	Domestic	—	—	—	—	—	—	—	—	—
Class 3	All	—	—	—	—	—	—	551 037	—	551 037
	International	—	—	—	—	—	—	548 248	—	548 248
	Domestic	—	—	—	—	—	—	2 789	—	2 789
Class 4	All	—	—	—	—	—	—	—	74 265	74 265
	International	—	—	—	—	—	—	—	70 401	70 401
	Domestic	—	—	—	—	—	—	—	3 864	3 864
Class 7	All	—	—	—	—	—	—	—	42 498	42 498
	International	—	—	—	—	—	—	—	36 750	36 750
	Domestic	—	—	—	—	—	—	—	5 748	5 748
Exempt	All	—	—	—	—	—	—	—	31 919	31 919
	International	—	—	—	—	—	—	—	31 339	31 339
	Domestic	—	—	—	—	—	—	—	580	580
TOTAL	All	31 833	1 337 145	1 296 002	38 002	3 141	19 867	551 037	179 030	2 118 912
	International	31 127	842 465	817 879	21 445	3 141	19 867	548 248	168 708	1 610 415
	Domestic	706	494 680	478 123	16 557	—	—	2 789	10 322	508 497

Appendix A Definitions

AIRPORT ACTIVITY

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

AIR PASSENGERS

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

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

AIR CARGO

- Cargo** in airport statistics means the weight of cargo (including accompanied vehicles) picked up and set down by aircraft on air transport flights. Cargo in transit through the airport on the same aircraft is excluded as is mail, company stores, excess baggage and diplomatic bags picked up and set down. (See also definition below under 'Airline Operations').
- Tonnes** are metric tonnes of 1 000 kilogrammes (2 204.62 lb).

AIRLINE OPERATIONS

- Advance booking charters (ABC)** Charter flights operated under Class 2 licences between the UK and designated territories overseas in respect of which an operator has sold blocks of seats to one or more licensed travel organisers for resale to passengers. Details of the sales to travel organisers have to be notified to the Civil Aviation Authority 120 days before the date of the flight: details of the sales of seats to passengers which must be on a round trip basis have to be notified to the Authority 60 days before departure.
- Aircraft-hour** an aircraft hour is performed when an aircraft flies for one hour: aircraft hours are measured on the basis of block-to-block time.
- Aircraft-kilometre (Aircraft-km)** An aircraft-kilometre is performed when an aircraft flies one kilometre. Aircraft-kilometres equal the sum of the products obtained by multiplying the number of flights performed on each stage flight by the stage distance measured in kilometres.
- Cargo** in airline statistics means the weight of any property carried on an aircraft, including the weight of vehicles carried, mail and diplomatic bags, but excluding passengers' baggage. (See also definition above for 'Air Cargo' statistics and definition below for 'Passenger tonne-kilometres').
- Cargo tonne-km** means a metric tonne of cargo carried one kilometre. Cargo tonne-kilometres equal the sum of products obtained by multiplying the number of tonnes of cargo carried on each flight stage by the stage distance measured in kilometres.

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

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

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

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

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

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

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

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

Appendix B Classes of Licence

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

Class 1 authorises scheduled service flights;

Class 2 authorises advance booking charter flights;

Class 3 authorises inclusive tour charter flights;

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

Class 5 authorises substitute charter flights;

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

Class 7 authorises sole-use charter flights.