

Civil Aviation Authority



CAA Monthly Statistics
(up to and including August 1974)

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Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

3 ENQUIRIES

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

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

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

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

The series comprise:

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

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

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Civil Aviation Statistics—August 1974

Activity at UK Airports

At a level of over 73,000 UK air transport movements in August 1974 were 2.8 per cent less than a year earlier. The monthly average number of movements during the period June to August was just over 72,000, 1.6 per cent less than the same period in 1973. The London area airports again reported a decline in the monthly average of air transport movements in the three-month period of 1974 compared with 1973 (5.9 per cent) whilst the rest of the UK airports continued to show a growth (2.2 per cent). Each of the London airports recorded a decline in movements; Luton 1 101 less movements (31.5 per cent decline), Southend 459 (28.0 per cent), Heathrow 452 (1.8 per cent), Gatwick 259 (3.2 per cent) and Stansted 42 (12.9 per cent). In the rest of the UK Aberdeen again reported the largest growth in movements (1 070 more per month; 137.4 per cent growth) followed by Sumburgh (739; 169.1 per cent) and Inverness (190; 43.0 per cent). Manchester reported 442 less movements per month (9.0 per cent) and Prestwick 261 (19.0 per cent). Scheduled movements per month in the period June to August 1974 were 1.1 per cent higher than a year earlier whilst charter movements declined by 10.2 per cent. The UK operators' share of scheduled movements compared with 1973 remained steady at 75.1 per cent whilst their share of charter movements increased from 82.5 per cent to 85.2 per cent.

Over 4.6 million terminal passengers used UK airports during August 1974, a decline of 8.7 per cent on August 1973. The monthly average for the period June to August 1974 at over 4.3 million was also 8.7 per cent less than a year earlier. The number of passengers handled at airports within the London area was 9.4 per cent less in August 1974 than in August 1973; the number handled at other airports in the UK dropped by 7.4 per cent. During the June to August period of 1974 the number of passengers at London area airports declined by 9.2 per cent, the largest decrease in actual passengers being at Luton with 151 256 fewer passengers per month (38.1 per cent decline) followed by Gatwick with 75 563 fewer (10.8 per cent) and Heathrow with 55 168 fewer (2.7 per cent). At airports in the rest of the UK the monthly average of 1.4 million terminal passengers was 7.8 per cent less in June to August 1974 than a year earlier, the largest decrease being at Manchester with 38 677 fewer passengers (13.1 per cent). However Aberdeen reported a growth of 16 276 more passengers (58.8 per cent) and Sumburgh and Norwich also recorded higher figures. In the

June to August period of 1974 scheduled service terminal passengers declined by 3.1 per cent whilst charter service passengers declined by 20.6 per cent. The UK operators' share of scheduled service passengers declined to 67.1 per cent and their share of charter service passengers increased to 81.6 per cent.

Of the monthly average of 4.3 million passengers who travelled by air in the period June to August 1974 3.1 million flew on international routes (10.3 per cent less than a year earlier) and 1.2 million on domestic routes (4.7 per cent less). Of the international passengers 1.9 million flew on scheduled services (2.8 per cent less than in 1973) and 1.2 million on charter services (21.7 per cent less). The USA with 13.8 per cent of the total (but 11.7 per cent less passengers) continued to be the most important scheduled market followed by France (12.4 per cent of the total but 8.6 per cent less passengers) and the Irish Republic (5.7 per cent and 9.0 per cent). Spain again was the most important charter market with 41.3 per cent of the total but 21.1 per cent less passengers. Italy and Canada were the next most important with 11.8 per cent of the total (22.3 per cent less passengers) and 7.1 per cent (17.7 per cent less) respectively.

The monthly average of nearly 700,000 passengers who travelled on domestic routes in the period June to August 1974 was 4.1 per cent less than a year earlier. Each of the main route groupings except Channel Islands services (0.8 per cent growth) and Edinburgh services (2.1 per cent growth) recorded a decline in passengers; London routes 4.8 per cent, Belfast routes 4.9 per cent, Glasgow routes 9.2 per cent and Isle of Man routes 11.9 per cent.

The volume of cargo handled at UK airports during August 1974 at over 55,000 tonnes was 1.0 per cent higher than in August 1973. The monthly average during the period June to August 1974 was over 59,000 tonnes, 4.2 per cent higher than a year earlier; London airports recorded a 3.9 per cent growth in this period. Gatwick reported the greatest increase in tonnes handled (1 246; 40.0 per cent growth) followed by Heathrow (727 tonnes; 1.9 per cent growth), Stansted (246 tonnes; 20.0 per cent growth) and Luton (64 tonnes; 36.8 per cent growth). Southend handled 520 tonnes less than in the previous year, a 22.0 per cent decline. The monthly average volume handled at other airports in the UK during the three month period was nearly 13,000 tonnes, 5.3 per cent higher than in 1973. Manchester reported 334 additional tonnes (10.2 per cent growth), Aberdeen 143 additional tonnes (148.0

per cent growth) and Bournemouth 124 additional tonnes (54.5 per cent growth). Scheduled service freight carryings were 1.1 per cent higher in the June to August period 1974 compared with 1973 while charter service carryings were 35.5 per cent higher. The UK operators' share of scheduled service carryings declined from 52.5 per cent in 1973 to 50.1 per cent in 1974 and their share of charter service carryings from 75.4 per cent to 62.7 per cent.

Output of UK Airlines

The output of UK airlines for all services in August 1974 was 826 million available tonne-kilometres, a decline of over 4.5 per cent on August 1973.

The scheduled service output of nearly 537 million available tonne-kilometres was slightly higher than a year earlier. The overall load factor was 57.5 per cent compared with 55.8 per cent in August 1973. Seat

kilometres used were 64.4 per cent of those available against 63.3 per cent the previous year. Seat factors on domestic and international scheduled services were 64.9 and 64.4 per cent respectively compared with 68.2 and 62.8 per cent in August 1973.

The non-scheduled output of 289 million available tonne-kilometres in August 1974 was over 15 per cent less than in August 1973. Advance Booking Charters and Inclusive Tour Charters amounted for 57.4 and 122.0 million available tonne-kilometres respectively against 52.0 and 155.6 million 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 the airlines. Data from the two sources are not strictly comparable. There are small differences in timing and more significant differences arise because airlines are not asked to report non-revenue passengers and cargo.

Size Structure of UK Airports and Airlines Year ended 30 June 1974

Table 1

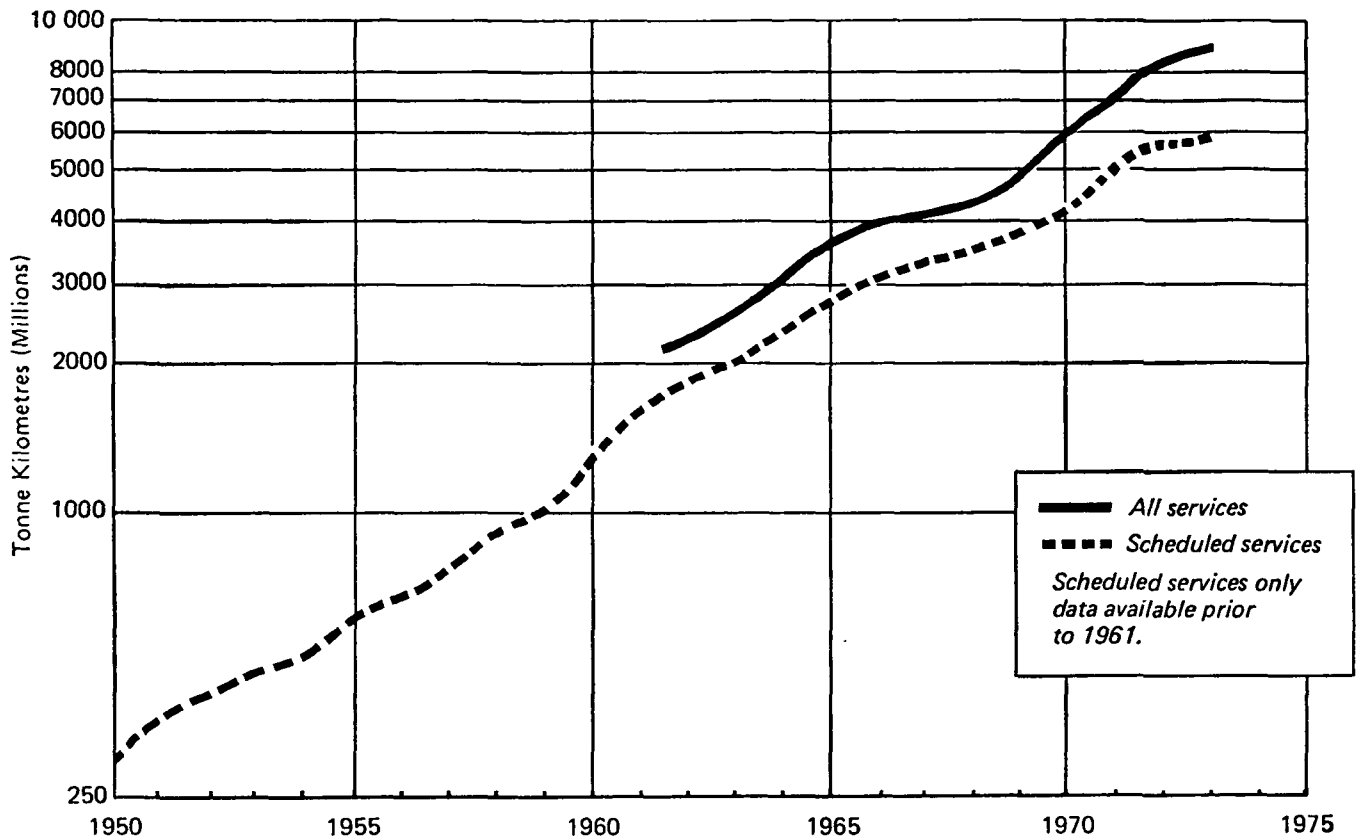
Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	20 274	48·10	100	100·00
Gatwick	5 537	13·14	98	51·90
Luton	2 831	6·72	95	38·76
Manchester	2 487	5·90	93	32·04
Glasgow	2 108	5·00	91	26·14
Belfast	1 282	3·04	89	21·14
Birmingham	1 066	2·53	86	18·10
Edinburgh	847	2·01	84	15·57
Newcastle	611	1·45	82	13·56
Liverpool	525	1·25	80	12·11
East Midlands	488	1·16	77	10·87
Isle of Man	452	1·07	75	9·71
Prestwick	364	0·86	73	8·64
Aberdeen	332	0·79	70	7·77
Southend	327	0·77	68	6·98
Southampton	310	0·74	66	6·21
Leeds/Bradford	284	0·67	64	5·47
Glamorgan	259	0·61	61	4·80
Bristol	238	0·57	59	4·18
Tees-side	200	0·47	57	3·62
Stansted	184	0·44	55	3·15
Blackpool	137	0·33	52	2·71
Others (22 reporting airports)	1 004	2·38	50	2·38

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	4 165	48·59	100	100·00
British Airways European Division	1 223	14·27	98	51·40
British Caledonian Airways	939	10·95	96	37·13
Dan-Air Services	329	3·83	94	26·17
Britannia Airways	282	3·29	92	22·33
Laker Airways	248	2·89	91	19·04
Court-Line Aviation*	246	2·87	89	16·14
British Airtours	168	1·96	87	13·27
Trans-Meridian Air Cargo	155	1·80	85	11·32
Tradewinds Airways	135	1·57	83	9·51
Monarch Airlines	129	1·50	81	7·93
British Midland Airways	90	1·05	79	6·43
Donaldson International Airways*	74	0·86	77	5·38
International Aviation Services	67	0·78	75	4·52
British Airways—Northeast Airlines	63	0·73	74	3·73
British Airways—Cambrian Airways	56	0·65	72	3·00
British Airways—Channel Islands Airways	51	0·59	70	2·34
Invicta International Airlines	40	0·46	68	1·75
British Airways—Scottish Airways	32	0·37	66	1·28
British Island Airways	24	0·28	64	0·91
British Air Ferries	14	0·16	62	0·63
Others (32 airlines)	40	0·46	60	0·47

*Estimated

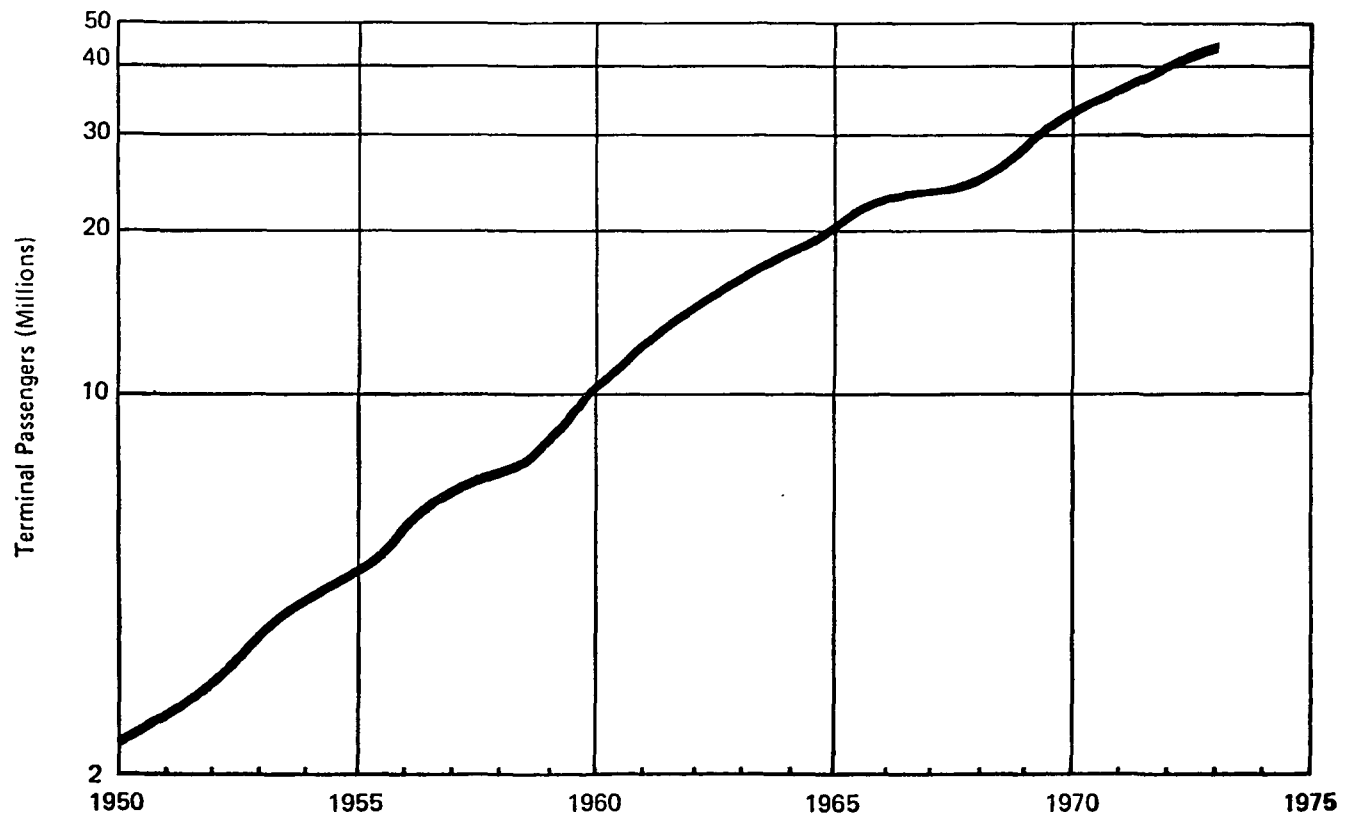
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1973

Table 2

	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						
August 1973	1 864	705	42 155	8 842	5 791	3 045
August 1974	1 853	712	41 218	8 487	5 747	2 740
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)						
	-0.6	1.0	-2.2	-4.0	-0.8	-10.0

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)	Scheduled		Non-scheduled		Scheduled		Non-scheduled	
			A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
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
2nd quarter	64.2	3 512	38.3	1 777	11.1	722	13.1	876	1.7	137
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	88	12.2	801	1.9	142
May	65.2	3 697	39.3	1 882	11.3	812	12.9	865	1.7	138
June	69.2	4 211	40.2	1 995	13.2	1 041	13.2	943	2.6	232
July	75.8	4 988	43.0	2 271	15.4	1 295	14.1	1 078	3.3	334
August	75.9	5 084	43.4	2 304	15.0	1 353	14.3	1 083	3.2	343
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
May	64.1	3 359	38.4	1 692	10.6	620	13.6	926	1.5	121
June	69.0	3 902	40.7	1 931	12.7	853	13.5	938	2.1	180
July	74.0	4 489	43.3	2 167	13.9	1 025	14.4	1 064	2.4	233
August	73.3	4 639	43.0	2 193	13.7	1 102	14.1	1 085	2.5	259

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
2nd quarter	174.4	71.7	64.3	7.5	102.7	76.4	16.6	9.6
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
May	172.7	73.0	65.2	7.8	99.7	71.3	18.2	10.2
June	186.7	78.0	69.2	8.8	108.7	83.3	16.1	9.3
July	194.6	86.0	75.9	10.1	108.6	83.0	18.5	7.1
August	181.6	85.6	75.9	9.7	96.0	74.6	15.4	6.0
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
May	181.6	72.0	64.1	7.9	109.6	80.3	18.1	11.2
June	176.5	77.0	69.0	8.0	99.5	77.4	12.8	9.3
July	187.7	83.8	74.0	9.9	103.9	81.3	15.9	6.7
August	192.3	84.4	73.3	11.1	107.9	88.1	13.2	6.6

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
2nd quarter	33 689	6 168	2 876	1 516	1 355	4 880	6 025	4 483	3 238	9 053
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
May	35 101	6 528	3 131	1 558	1 437	5 262	6 144	2 667	3 348	10 649
June	36 862	6 956	3 274	1 694	1 578	5 437	6 762	2 806	3 782	10 658
July	40 335	7 311	3 642	1 834	1 749	6 127	7 532	2 958	4 358	12 522
August	40 479	7 477	3 580	1 789	1 725	6 017	7 442	3 051	4 298	13 060
1974 January	26 735	4 817	1 773	1 205	778	2 353	4 658	3 420	2 200	4 647
February	23 666	4 469	1 650	1 079	768	2 290	4 307	3 315	1 959	4 517
March	26 854	5 043	2 020	1 152	959	2 972	4 762	3 684	2 153	5 704
April	32 544	5 537	2 546	1 275	1 253	4 360	5 507	3 822	2 817	8 518
May	33 169	6 263	2 912	1 593	1 326	4 934	6 001	4 783	3 088	9 373
June	35 355	6 703	3 169	1 681	1 486	5 347	6 567	4 845	3 809	9 268
July	37 976	7 011	3 489	1 823	1 547	5 535	7 133	5 283	4 166	10 565
August	37 403	6 901	3 548	1 757	1 567	5 789	7 093	5 183	4 074	12 106

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
2nd quarter	2 435	271	128	67	37	98	259	75	141	198
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
May	2 561	297	142	71	47	104	278	52	145	198
June	2 879	350	164	83	54	115	328	63	175	226
July	3 368	399	200	97	69	133	416	74	232	273
August	3 456	412	205	98	69	144	384	77	239	305
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
May	2 325	263	122	67	33	99	250	77	123	199
June	2 647	318	152	79	45	111	303	81	166	231
July	3 031	348	176	89	53	124	356	100	212	251
August	3 130	366	192	89	56	144	341	100	220	297

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
	2nd quarter	48 460	5 128	980	151	90	1 587	3 511	453	1 618	1 906
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
	May	44 469	5 099	1 066	201	83	1 382	3 482	287	2 094	2 647
	June	45 012	4 914	1 006	159	102	1 213	3 385	278	1 798	2 258
	July	45 979	4 635	970	170	96	1 404	3 028	271	1 689	2 249
	August	42 974	4 285	847	179	87	1 233	3 127	292	1 701	2 038
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
	May	49 236	5 411	1 053	179	108	1 613	3 595	496	1 759	1 910
	June	49 861	5 144	1 004	130	86	1 674	3 577	451	1 702	1 710
	July	46 368	5 030	951	141	101	1 424	3 083	487	1 599	1 861
	August	43 027	4 471	890	107	73	1 131	3 420	579	1 560	1 706

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		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
				Freight (000 000)	Passengers (000 000)				
1965	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
2nd quarter	455.1	238.0	8.2	58.9	170.9	52.3	3 578.2	1 928.6	53.9
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
May	497.4	254.5	8.5	59.9	186.2	51.2	3 873.8	2 082.7	53.8
June	606.6	314.9	10.0	73.1	231.8	51.9	4 682.1	2 608.1	55.7
July	541.0	297.2	8.4	62.1	226.6	54.9	4 232.7	2 611.8	61.7
August	535.1	298.5	8.0	60.7	229.8	55.8	4 211.1	2 666.8	63.3
1974 January	392.8	214.4	7.6	51.8	155.0	54.6	2 985.4	1 740.9	58.3
February	376.7	201.7	8.4	62.6	130.8	53.5	2 803.7	1 453.1	51.7
March	482.8	268.5	11.0	81.8	175.7	55.6	3 555.2	1 960.3	55.1
April	462.1	244.3	8.4	63.8	172.0	52.9	3 608.6	1 945.4	53.9
May	308.1	162.4	5.3	36.3	120.7	52.7	2 508.7	1 368.1	54.5
June	595.1	307.4	10.8	76.7	219.9	51.7	4 617.2	2 472.3	53.5
July	540.3	295.6	8.9	63.4	223.4	54.7	4 221.1	2 538.4	60.1
August	536.9	308.7	9.0	62.5	237.2	57.5	4 191.3	2 699.8	64.4

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	56.7
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
2nd quarter	34.6	19.1	0.2	1.9	17.0	55.2	337.9	204.1	60.4
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
May	34.4	20.7	0.3	2.4	18.1	60.2	350.4	217.8	62.2
June	37.1	21.8	0.2	2.2	19.4	58.5	362.1	232.1	64.2
July	38.9	23.9	0.3	2.0	21.6	61.4	381.1	260.5	68.4
August	40.8	24.8	0.3	2.0	22.5	60.8	400.9	273.5	68.2
1974 January	25.4	15.4	0.3	1.7	13.4	60.8	237.6	158.7	66.8
February	23.1	14.0	0.2	1.8	11.9	60.6	215.6	142.1	65.9
March	24.5	15.0	0.2	1.9	12.9	61.4	231.1	155.7	67.4
April	31.9	17.5	0.2	1.8	15.4	54.7	308.8	186.0	60.2
May	35.4	19.2	0.3	2.0	16.9	54.3	345.3	203.1	58.8
June	36.4	20.7	0.2	1.8	18.6	56.8	359.7	223.3	62.1
July	39.0	22.9	0.2	1.9	20.7	58.6	387.3	247.6	63.9
August	37.8	22.4	0.2	1.7	20.5	59.3	377.6	244.9	64.9

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
2nd quarter	420.6	218.9	7.9	57.1	153.9	52.0	3 240.2	1 724.4	53.2
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	239.3	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
May	462.9	233.8	8.2	57.5	168.1	50.5	3 523.4	1 864.9	52.9
June	569.4	293.3	9.8	71.0	212.5	51.5	4 320.1	2 375.7	55.0
July	502.1	273.3	8.2	60.1	205.0	54.4	3 851.6	2 351.2	61.0
August	494.4	273.7	7.7	58.7	207.3	55.4	3 810.2	2 393.3	62.8
1974 January	367.5	199.0	7.3	50.0	141.6	54.1	2 747.3	1 581.9	57.6
February	353.7	187.7	8.2	60.7	118.8	53.1	2 593.1	1 310.9	50.6
March	458.3	253.4	10.8	79.9	162.7	55.3	3 324.1	1 804.6	54.3
April	430.2	226.8	8.2	62.0	156.6	52.7	3 299.8	1 759.4	53.3
May	272.7	143.2	5.0	34.4	103.8	52.5	2 163.4	1 164.9	53.9
June	558.8	286.8	10.6	74.9	201.3	57.3	4 257.5	2 248.9	52.8
July	501.4	272.8	8.7	61.4	202.7	54.4	3 833.9	2 290.8	59.8
August	499.1	286.3	8.8	60.7	216.8	57.4	3 813.8	2 454.9	64.4

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	54.6	14.3
2nd quarter	221.6	32.7	101.2	15.0	44.1	6.5	76.3	11.3
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
May	260.3	34.4	113.0	14.9	66.9	8.8	80.4	10.6
June	299.1	33.0	141.5	15.6	72.3	8.0	85.2	9.4
July	330.2	37.9	156.0	17.9	85.3	9.8	88.9	10.2
August	341.6	39.0	155.6	17.7	95.2	10.9	90.8	10.4
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
May	200.5	39.4	91.7	18.0	35.1	6.9	73.7	14.5
June	257.9	30.2	118.0	13.8	62.5	7.3	77.3	9.1
July	291.8	35.1	125.4	15.1	88.3	10.6	78.1	9.4
August	289.4	35.0	122.0	14.8	89.2	10.8	78.2	9.5

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
2nd quarter	1 168.2	874.9	74.9	579.6	6 025	8 606	1 428	1 509
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
May	1 315.8	932.4	70.9	658.2	7 153	9 795	1 369	1 417
June	1 647.3	1 263.1	76.7	875.3	8 757	12 252	1 399	1 443
July	1 818.1	1 517.0	83.4	1 045.6	9 629	13 549	1 407	1 451
August	1 815.6	1 606.8	88.5	1 090.9	9 508	13 535	1 424	1 473
1974 January	752.8	559.6	74.3	341.3	3 832	5 786	1 510	1 640
February	704.9	541.6	76.8	349.9	3 626	5 354	1 477	1 543
March	905.0	698.8	77.2	450.8	4 610	6 880	1 492	1 550
April	1 082.5	821.2	75.9	551.0	5 712	7 999	1 400	1 490
May	1 058.6	757.1	71.5	496.0	5 393	7 669	1 422	1 526
June	1 363.4	1 046.4	76.7	691.9	6 971	10 151	1 456	1 512
July	1 445.5	1 175.1	81.3	774.1	7 324	10 653	1 455	1 518
August	1 406.7	1 236.6	87.9	822.7	7 357	10 641	1 446	1 503

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
2nd quarter	435.5	334.2	76.7	102.5	1 537	2 434	1 584	3 260
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
May	643.7	514.0	79.9	109.6	1 856	3 280	1 767	4 690
June	659.7	509.2	77.2	117.8	1 969	3 765	1 912	4 323
July	831.2	675.9	81.3	186.8	2 677	5 573	2 082	3 618
August	1 215.7	962.4	79.2	225.2	2 748	5 207	1 895	4 274
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
May	348.0	265.4	76.3	84.1	1 396	2 015	1 443	3 156
June	608.0	483.6	79.5	129.3	1 788	3 352	1 875	3 740
July	874.5	713.7	81.6	219.7	2 786	4 996	1 793	3 249
August	884.2	761.4	86.1	235.3	2 761	5 070	1 836	3 236

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages

European continent and Mediterranean Sea area ^(b)	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968	914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969	1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970	1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971	1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972	1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973	1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
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	73	19	89
1974 1st quarter	1 216	56	32	178	180	27	89	46	102	15	32	30	266	14	76	6	68
2nd quarter	1 778	78	44	241	199	62	167	61	157	26	39	35	413	26	94	32	103
1973 June–August	2 516	93	51	302	241	97	268	75	163	39	61	54	709	32	129	65	137
1974 June–August	2 135	61	51	255	210	72	222	85	141	33	44	52	591	34	101	54	129
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	23.1	9.5	15.1	276.7	9.8	68.2						
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						
1974 1st quarter	384.2	18.4	17.9	47.1	11.5	21.0	8.5	17.9	157.2	8.8	75.9						
2nd quarter	537.0	19.6	19.2	109.9	9.0	18.4	10.0	16.7	258.9	8.8	66.7						
1973 June–August	776.4	18.1	24.5	192.7	15.4	17.7	10.8	14.9	394.5	11.9	75.8						
1974 June–August	752.5	23.1	27.1	192.4	13.1	22.4	11.2	21.5	342.2	14.0	85.5						

The above figures are derived from airport statistics.

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

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

(c) Commonwealth countries only.

Aircraft Movements August 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	11 356	8 306	—	640	5	218	108	—	2 017	—	62
+Heathrow	27 056	25 389	—	115	—	93	245	—	1 181	2	31
+Luton	5 047	2 288	272	458	73	74	46	1 027	802	1	6
+Southend	7 234	1 119	26	—	—	146	—	3 917	2 009	17	—
+Stansted	2 909	301	—	68	—	1 660	32	100	637	105	6
TOTAL (London Area)	53 602	37 403	298	1 281	78	2 191	431	5 044	6 646	125	105
Westland Heliport (Battersea)	959	262	18	259	5	2	—	—	333	—	80
Other UK Airports											
+Leeds/Bradford	4 644	964	—	71	54	46	36	3 047	412	2	12
+Liverpool	7 453	1 428	—	98	40	54	49	4 955	779	12	38
+Manchester	6 528	4 509	138	306	61	21	79	473	856	16	69
+Birmingham	5 972	2 336	—	77	8	294	43	1 944	1 196	—	74
+Coventry	4 637	12	6	4	331	1 049	98	1 650	1 485	—	2
+East Midlands	5 576	1 200	2	134	41	828	32	2 496	772	4	67
+Newcastle	2 573	1 209	—	21	691	99	7	258	262	—	26
+Tees-side	3 089	548	708	27	9	50	—	1 008	465	2	272
+Bristol	2 775	714	—	3	—	6	42	1 092	916	—	2
+Glamorgan	7 444	796	—	79	87	217	—	5 954	301	—	10
Swansea	2 443	57	—	18	113	150	—	1 924	175	—	6
+Ashford	5 056	430	1 016	10	151	16	25	1 430	1 941	—	37
+Blackpool	9 497	728	1 044	29	54	338	2	6 207	1 013	2	80
+Bournemouth	7 741	594	—	62	—	552	—	3 913	2 526	10	84
+Cambridge	3 898	53	—	12	10	1 838	7	1 540	413	—	25
+Exeter	3 248	432	—	12	143	65	—	1 601	814	—	181
Gloucester/Cheltenham	4 630	163	10	—	44	896	—	2 590	903	—	24
Hawarden	1 609	—	—	—	—	38	—	1 352	213	—	6
Isles of Scilly	820	682	—	6	12	—	—	—	96	—	24
+Lydd	1 360	—	168	—	—	24	—	827	103	—	238
+Manston	412	86	—	17	103	74	—	—	132	—	—
+Norwich	1 744	458	8	166	17	98	14	6	971	—	6
Penzance Heliport	540	512	—	—	—	—	24	—	—	4	—
+Southampton	4 749	1 389	—	32	25	2 500	10	90	699	—	4
+Edinburgh	5 902	1 594	—	10	—	504	12	2 923	713	10	136
+Glasgow	8 277	4 299	1	70	2	60	7	2 608	965	24	241
+Prestwick	2 596	1 200	—	51	—	308	9	405	309	—	314
Aberdeen	6 918	1 898	10	6	1 471	391	—	2 880	68	2	192
Benbecula	247	162	—	13	20	—	26	2	4	2	18
Inverness	1 381	588	—	39	306	141	—	265	37	—	5
Islay	211	147	—	3	—	—	—	17	42	2	—
+Kirkwall	1 280	700	—	35	58	—	4	427	52	2	2
Stornoway	268	174	—	16	22	—	—	9	22	3	22
+Sumburgh	2 108	1 194	—	118	296	81	—	408	—	—	11
Tiree	101	83	—	—	—	—	—	4	—	—	14
Wick	343	237	—	13	38	2	—	18	17	—	18
+Belfast	6 809	2 433	—	7	70	—	—	962	354	4	2 979
+Isle of Man	2 892	1 641	25	183	2	250	—	562	223	—	6
TOTAL (Incl. London Area)	192 332	73 315	3 452	3 288	4 362	13 183	957	60 891	27 228	226	5 430
Channel Islands Airports											
Alderney	1 237	1 237	..	..	..	..	..	..	..	..	..
Guernsey	3 908	3 908	..	..	..	..	..	..	..	..	..
Jersey	6 961	6 961	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	12 106	12 106	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator August 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	8 306	98	3 326	276	642	3 077	887
+ Heathrow	25 389	12 149	418	11 747	699	27	349
+ Luton	2 288	—	174	—	—	2 004	110
+ Southend	1 119	—	932	—	—	173	14
+ Stansted	301	17	9	4	4	53	214
All London Area Airports	37 403	12 264	4 859	12 027	1 345	5 334	1 574
Westland Heliport	262	—	—	—	5	257	—
Other UK Airports							
+ Leeds	964	502	279	41	5	126	11
+ Liverpool	1 428	929	108	66	161	133	31
+ Manchester	4 509	1 798	433	880	138	1 023	237
+ Birmingham	2 336	1 023	448	195	60	552	58
+ Coventry	12	—	10	—	—	2	—
+ East Midlands	1 200	16	878	—	20	280	6
+ Newcastle	1 209	379	603	—	55	154	18
+ Tees-side	548	5	469	—	11	52	11
+ Bristol	714	356	68	60	152	67	11
+ Glamorgan	796	339	172	8	171	86	20
Swansea	57	—	22	—	—	35	—
+ Ashford	430	—	430	—	—	—	—
+ Blackpool	728	—	707	—	—	21	—
+ Bournemouth	594	14	502	—	—	51	27
+ Cambridge	53	—	26	—	—	13	14
+ Exeter	432	—	417	—	—	12	3
Gloucester/Cheltenham	163	—	38	—	—	125	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	682	512	170	—	—	—	—
+ Lydd	—	—	—	—	—	—	—
+ Manston	86	—	—	—	—	74	12
+ Norwich	458	—	297	—	—	144	17
Penzance Heliport	512	512	—	—	—	—	—
+ Southampton	1 389	156	1 189	—	—	34	10
+ Edinburgh	1 594	975	502	64	—	24	29
+ Glasgow	4 299	2 190	1 053	431	—	468	157
+ Prestwick	1 200	621	32	263	13	105	166
Aberdeen	1 898	747	280	—	130	716	25
Benbecula	162	162	—	—	—	—	—
Inverness	588	418	41	—	1	128	—
Islay	147	108	—	—	—	39	—
+ Kirkwall	700	217	—	24	3	454	2
Stornoway	174	162	—	—	—	12	—
+ Sumburgh	1 194	230	131	—	306	516	11
Tiree	83	73	—	—	—	10	—
Wick	237	206	1	—	—	27	3
+ Belfast	2 433	1 789	504	51	—	7	82
+ Isle of Man	1 641	673	967	—	—	1	—
All Reporting Airports	73 315	27 376	15 636	14 110	2 576	11 082	2 535
Channel Islands Airports							
Alderney	1 237	—	1 173	—	—	64	—
Guernsey	3 908	408	3 255	—	—	225	20
Jersey	6 961	1 390	4 460	306	—	546	259
TOTAL (Channel Islands Airports)	12 106	1 798	8 888	306	—	835	279

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages

	June 1974 —August 1974	June 1973 —August 1973	Percentage Change
London Area Airports			
+ Gatwick	7 910	8 169	-3.2
+ Heathrow	25 143	25 595	-1.8
+ Luton	2 398	3 499	-31.5
+ Southend	1 178	1 637	-28.0
+ Stansted	283	325	-12.9
TOTAL (London Area)	36 911	39 225	-5.9
Westland Heliport (Battersea)	373	377	-1.1
Other UK Airports			
+ Leeds/Bradford	960	899	6.8
+ Liverpool	1 421	1 416	0.4
+ Manchester	4 491	4 933	-9.0
+ Birmingham	2 217	2 239	-1.0
+ Coventry	13	50	-74.0
+ East Midlands	1 172	1 209	-3.1
+ Newcastle	1 234	1 243	-0.7
+ Tees-side	519	529	-1.9
+ Bristol	726	853	-14.9
+ Glamorgan	760	793	-4.2
Swansea	47	38	23.7
+ Ashford	439	569	-22.8
+ Blackpool	701	623	12.5
+ Bournemouth	590	511	15.5
+ Cambridge	59	82	-28.0
+ Exeter	428	334	28.1
Gloucester/Cheltenham	142	156	-9.0
Hawarden	—	—	—
Isles of Scilly	578	563	2.7
+ Lydd	20	5	—
+ Manston	112	100	12.0
+ Norwich	431	539	-20.0
Penzance Heliport	451	436	3.4
+ Portsmouth	..	375	—
+ Southampton	1 232	1 205	2.2
+ Edinburgh	1 578	1 546	2.1
+ Glasgow	4 239	4 323	-1.9
+ Prestwick	1 115	1 376	-19.0
Aberdeen	1 849	779	—
Benbecula	158	97	62.9
Inverness	632	442	43.0
Islay	140	136	2.9
+ Kirkwall	681	558	22.0
Stornoway	166	196	-15.3
+ Sumburgh	1 176	437	—
Tiree	76	68	11.8
Wick	226	227	-0.4
+ Belfast	2 399	2 484	-3.4
+ Isle of Man	1 617	1 662	-2.7
TOTAL (Incl. London Area)	72 080	73 635	2.1
Channel Islands Airports			
Alderney	1 029	1 233	-16.5
Guernsey	3 419	3 711	-7.9
Jersey	6 198	7 136	-13.1
TOTAL (Channel Islands Airports)	10 646	12 080	-11.9

Portsmouth Airport closed with effect from 31 December 1973.

Air Transport Landings Diverted to UK Reporting Airports August 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	19				1He		2Bi 1Ma				1Bo			1Lu								1Ma 1Lu 3He							1Lu	1Ma 5He 1Lu 1Pr 1Lu 1Bi		
Heathrow	17		4Ga	2Lu 1Bo	2Bo					1Gl	1Ga									1Pr								1Ga	1Ga	1Ga	1Pr 1Lu 1Bi	
Luton	8												1Bi	1Ga						1Bi 3He	1Bi											
Leeds	13			1Em					1Em 2Ma					3Te 2Em														1Ma			2Em 1Bi	
Manchester	1		1Lu																		1Em											
Birmingham	2				1Em																											
East Midlands	1																														1Bi	
Newcastle	14				1Lb																									1Lb 7Te 1Em	2Lb 1Te 1Em	
Tees-side	2												1Em							1Em												
Bristol	2												1Lu	2Gm																		
Glamorgan	1																															
Exeter	1																														1Sh	
Southampton	3																															
Edinburgh	30				1Ma 1Em				3Gl	2Bo	4Gl	3Gl		1Bo 4Gl							1Gl				1Gl				1Gl	3Gl	8Gl	
Glasgow	4			1Lu							1Lu																2Pr					
Prestwick	1																															
Aberdeen	5								1Gl					1Gl														1Be 1Ki		1Gl	1Gl	
Sumburgh	1									1Ki																						
Belfast	3		1St		1Em		1Wi																									
Isle of Man	2		1Li																													
Other UK	17		1Sh	3Sh	4Sh		1Ti			1Ex			1Ex	1Gl			1Wi		1Gl				1Sh		1Li		1Ex		1Ti			
Overseas	27		8St 6Ga		1Ma 2Em		1Ki	1Lu	1Lu					1He								1Ki		1Sh	2Li	1Ki		1Ex	1Lu	1Ti		1Be
All Aerodromes	174	—	22	8	15	—	6	1	8	4	6	2	3	4	15	2	—	1	—	7	9	—	1	2	2	2	2	4	3	3	24	18

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator August 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						
	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	
London Area Airports															
+Gatwick	726 810	715 044	11 766	4 347	736	151 752	—	4 825	314	103 914	—	329 582	1 960	120 624	8 756
+Heathrow	2 148 615	2 113 629	34 986	991 180	323	14 010	—	997 744	28 827	75 528	—	2 077	27	33 090	5 809
+Luton	249 819	248 251	1 568	—	—	6 694	311	—	—	—	—	234 443	1 222	7 114	35
+Southend	33 396	33 396	—	—	—	31 432	—	—	—	—	—	760	—	1 204	—
+Stansted	21 970	20 070	1 900	73	783	313	13	226	136	—	239	133	—	19 325	729
TOTAL (London Area)	3 180 610	3 130 390	50 220	995 600	1 842	204 201	324	1 002 795	29 277	179 442	239	566 995	3 209	181 357	15 329
Westland Heliport (Battersea)	665	665	—	—	—	—	—	—	—	17	—	648	—	—	—
Other UK Airports															
+Leeds/Bradford	35 657	34 185	1 472	25 534	68	5 120	1 390	2 655	—	265	—	562	6	49	8
+Liverpool	62 324	61 619	705	39 088	154	1 201	537	3 732	—	10 183	—	7 366	—	49	14
+Manchester	282 619	270 138	12 481	99 623	1 188	7 644	1 552	26 559	5 050	15 184	218	95 841	1 808	25 287	2 665
+Birmingham	139 564	133 712	5 852	43 130	2 226	10 332	2 207	12 050	662	4 605	—	57 591	757	6 004	—
+Coventry	498	396	102	—	—	298	102	—	—	—	—	98	—	—	—
+East Midlands	58 602	57 785	817	498	285	32 155	532	—	—	1 094	—	24 038	—	—	—
+Newcastle	70 159	66 592	3 567	27 362	—	14 325	3 525	—	—	5 637	—	17 291	42	1 977	—
+Tees-side	23 702	22 065	1 637	347	—	14 725	1 067	—	—	1 210	—	4 945	15	838	555
+Bristol	31 353	24 656	6 697	7 939	4 071	810	261	3 705	69	4 139	2 296	7 061	—	1 002	—
+Glamorgan	35 600	30 553	5 047	11 664	1 119	1 854	1 071	170	151	6 233	2 568	8 860	138	1 772	—
Swansea	852	852	—	—	—	722	—	—	—	—	—	130	—	—	—
+Ashford	10 698	10 698	—	—	—	10 698	—	—	—	—	—	—	—	—	—
+Blackpool	23 645	23 641	4	—	—	23 502	4	—	—	—	—	139	—	—	—
+Bournemouth	15 013	14 127	886	—	729	10 956	37	—	—	—	—	2 272	120	899	—
+Cambridge	722	722	—	—	—	587	—	—	—	—	—	36	—	99	—
+Exeter	12 267	10 975	1 292	—	—	9 722	1 292	—	—	—	—	1 121	—	132	—
Gloucester/Cheltenham	1 607	1 607	—	—	—	1 066	—	—	—	—	—	541	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	13 901	13 901	—	12 826	—	1 075	—	—	—	—	—	—	—	—	—
+Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
+Manston	641	641	—	—	—	—	—	—	—	—	—	607	—	34	—
+Norwich	11 356	11 356	—	—	—	8 984	—	—	—	—	—	1 690	—	682	—
Penzance Heliport	12 826	12 826	—	12 826	—	—	—	—	—	—	—	—	—	—	—
+Southampton	43 843	43 271	572	7 348	523	35 448	40	—	—	—	—	466	6	9	3
+Edinburgh	80 932	78 565	2 367	53 809	1 455	17 206	912	4 591	—	—	—	1 035	—	1 924	—
+Glasgow	205 598	200 777	4 821	97 861	798	32 199	—	18 253	3 702	—	—	38 461	—	14 003	321
+Prestwick	96 132	61 583	34 549	29 732	12 282	1 107	—	7 393	9 012	833	213	10 945	4 095	11 573	8 947
Aberdeen	48 862	47 373	1 489	28 664	1 489	5 189	—	—	—	2 159	—	10 089	—	1 272	—
Benbecula	4 293	2 246	2 047	2 246	2 047	—	—	—	—	—	—	—	—	—	—
Inverness	14 265	12 603	1 662	12 265	1 662	94	—	—	—	1	—	243	—	—	—
Islay	1 773	1 773	—	1 643	—	—	—	—	—	—	—	130	—	—	—
+Kirkwall	11 670	10 107	1 563	7 355	1 245	—	—	319	187	100	33	2 327	98	6	—
Stornoway	5 092	4 758	334	4 722	334	—	—	—	—	—	—	36	—	—	—
+Sumburgh	18 174	17 303	871	8 307	—	304	—	—	—	3 377	—	5 009	871	306	—
Tiree	686	669	17	659	12	—	—	—	—	—	—	10	5	—	—
Wick	6 769	3 352	3 417	3 280	3 412	5	—	—	—	—	—	66	5	1	—
+Belfast	145 294	145 214	80	109 643	—	22 882	19	2 601	2	—	—	394	53	9 694	6
+Isle of Man	76 248	75 013	1 235	38 121	409	36 878	826	—	—	—	—	14	—	—	—
TOTAL (Incl. London Area)	4 784 512	4 638 709	145 803	1 682 092	37 350	511 289	15 698	1 084 823	48 112	234 479	5 567	867 057	11 228	258 969	27 848
Channel Islands Airports															
Alderney	10 907	10 907	—	—	—	10 717	—	—	—	—	—	190	—	—	—
Guernsey	77 753	74 648	3 105	21 104	—	50 212	3 105	—	—	—	—	2 568	—	764	—
Jersey	213 132	211 208	1 924	78 768	400	113 251	1 406	9 199	15	—	—	3 724	63	6 266	40
TOTAL (Channel Is. Airports)	301 792	296 763	5 029	99 872	400	174 180	4 511	9 199	15	—	—	6 482	63	7 030	40

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	June 1974 —August 1974	June 1973 —August 1973	Percentage Change
London Area Airports			
+Gatwick	626 276	701 839	-10.8
+Heathrow	2 013 939	2 069 107	-2.7
+Luton	245 643	396 899	-38.1
+Southend	30 079	47 419	-36.6
+Stansted	20 445	19 156	6.7
TOTAL (London Area)	2 936 381	3 234 420	-9.2
Westland Heliport (Battersea)	1 031	1 003	2.8
Other UK Airports			
+Leeds/Bradford	31 955	32 344	-1.2
+Liverpool	55 498	59 671	-7.0
+Manchester	256 544	295 221	-13.1
+Birmingham	119 901	127 895	-6.3
+Coventry	362	768	-52.9
+East Midlands	52 848	61 024	-13.4
+Newcastle	64 911	69 014	-5.9
+Tees-side	20 707	23 561	-12.1
+Bristol	23 612	31 202	-24.3
+Glamorgan	26 875	32 368	-17.0
Swansea	658	496	32.7
+Ashford	9 021	13 232	-31.8
+Blackpool	20 918	21 956	-4.7
+Bournemouth	13 005	12 141	7.1
+Cambridge	720	852	-15.5
+Exeter	9 891	10 338	-4.3
Gloucester/Cheltenham	1 424	1 416	0.6
Hawarden	—	—	—
Isles of Scilly	11 723	11 298	3.8
+Lydd	197	19	59.9
+Manston	523	327	25.6
+Norwich	10 127	8 063	3.6
Penzance Heliport	10 945	10 564	3.6
+Portsmouth	—	3 051	—
+Southampton	37 114	36 433	1.9
+Edinburgh	80 739	90 102	-10.4
+Glasgow	198 626	225 096	-11.8
+Prestwick	54 166	60 817	-10.9
Aberdeen	43 943	27 667	58.8
Benbecula	2 556	2 118	20.7
Inverness	12 063	13 199	-8.6
Islay	1 579	1 852	-14.7
+Kirkwall	9 281	8 725	6.4
Stornoway	4 350	5 047	-13.8
+Sumburgh	16 058	8 602	86.7
Tiree	536	564	-5.0
Wick	3 231	3 125	3.4
+Belfast	132 954	140 782	-5.6
+Isle of Man	66 230	74 548	-11.2
TOTAL (Incl. London Area)	4 343 201	4 760 918	-8.8
Channel Islands Airports			
Alderney	8 453	9 064	-6.7
Guernsey	64 586	66 438	-2.8
Jersey	186 471	192 455	-3.1
TOTAL (Channel Islands Airports)	259 510	267 957	-3.2

Portsmouth Airport closed with effect from 31 December 1973.

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
	Jun.-Aug. 1974	Jun.-Aug. 1974	Jun.-Aug. 1973	Per- centage change	Jun.-Aug. 1974	Jun.-Aug. 1973	Per- centage change
London Area Airports							
+Gatwick	626 276	555 569	630 377	-12	70 706	71 462	-1
+Heathrow	2 013 939	1 723 204	1 761 053	-2	290 734	308 054	-6
+Luton	245 643	238 722	389 083	-39	6 921	7 816	-11
+Southend	30 079	29 622(a)	47 008(a)	-37	457	411	11
+Stansted	20 445	20 099	18 649	8	345	507	-32
TOTAL (London Area)	2 936 381	2 567 216	2 846 170	-10	369 163	388 250	-5
Westland Heliport (Battersea)	1 031	1	—	—	1 030	1 003	3
Other UK Airports							
+Leeds/Bradford	31 955	4 568	5 427	-16	27 387	26 917	2
+Liverpool	55 498	20 991	20 891	—	34 507	38 780	-11
+Manchester	256 544	183 234	219 921	-17	73 310	75 300	-3
+Birmingham	119 901	84 584	89 020	-5	35 317	38 875	-9
+Coventry	362	61	36	69	301	732	-59
+East Midlands	52 848	27 342	34 458	-21	25 506	26 566	-4
+Newcastle	64 911	29 386	32 644	-10	35 526	36 370	-2
+Tees-side	20 707	6 602	10 625	-38	14 104	12 936	9
+Bristol	23 612	17 180	24 035	-29	6 432	7 167	-10
+Glamorgan	26 875	17 788	22 787	-22	9 087	9 581	-5
Swansea	658	40	12	—	618	484	28
+Ashford	9 021	8 392	12 888	-35	629	344	83
+Blackpool	20 918	724	729	-1	20 194	21 227	-5
+Bournemouth	13 005	3 085	3 525	-12	9 921	8 616	15
+Cambridge	720	158	264	-40	562	588	-4
+Exeter	9 891	2 474	2 023	22	7 416	8 315	-11
Gloucester/Cheltenham	1 424	—	—	—	1 424	1 416	1
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	11 723	—	—	—	11 723	11 298	4
+Lydd	197	184	5	—	13	14	-7
+Manston	523	523	327	60	—	—	—
+Norwich	10 127	5 092	4 339	17	5 035	3 724	35
Penzance	10 945	—	—	—	10 945	10 564	4
+Portsmouth	—	—	—	—	—	3 051	—
+Southampton	37 114	956	1 302	-27	36 158	35 131	3
+Edinburgh	80 739	8 167	10 772	-24	72 572	79 330	-9
+Glasgow	198 626	70 725	81 964	-14	127 901	143 132	-11
+Prestwick	54 166	48 165	54 801	-12	6 001	6 016	—
Aberdeen	43 943	10 930	1 072	—	33 013	26 595	24
Benbecula	2 556	—	—	—	2 556	2 118	21
Inverness	12 063	68	27	—	11 995	13 172	-9
Islay	1 579	—	—	—	1 579	1 852	-15
+Kirkwall	9 281	305	283	8	8 976	8 442	6
Stornoway	4 350	—	—	—	4 350	5 047	-14
+Sumburgh	16 058	4 540	217	—	11 518	8 385	37
Tiree	536	—	—	—	536	564	-5
Wick	3 231	2	—	—	3 229	3 125	3
+Belfast	132 954	11 527	13 186	-13	121 427	127 596	-5
+Isle of Man	66 230	1 950	2 044	-5	64 280	72 504	-11
TOTAL (Incl. London Area)	4 343 201	3 136 960	3 495 794	-10	1 206 241	1 265 127	-5

(a) Includes Channel Islands Traffic.

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

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

International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages

	June 1974— August 1974			June 1973— August 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	17.9	10.9	7.0	19.3	13.0	6.3	-7
London – Vienna	14.2	9.4	4.7	14.2	10.5	3.6	—
Other Routes	3.7	1.5	2.3	5.1	2.5	2.7	-27
Belgium	74.5	72.2	2.3	92.6	84.5	8.1	-20
London – Brussels	48.8	48.5	0.3	45.8	45.2	0.6	7
Other S.E. England – Belgium	19.0	18.7	0.3	37.4	34.7	2.7	-49
Other Routes	6.7	5.0	1.7	9.4	4.6	4.8	-29
Denmark	50.7	36.9	13.9	50.6	38.6	12.0	—
London – Copenhagen	39.2	29.2	10.0	40.1	31.5	8.6	-2
Other Routes	11.5	7.7	3.8	10.5	7.1	3.4	9
Finland	11.1	7.0	4.1	10.7	6.0	4.8	4
France	264.9	240.3	24.6	301.6	262.9	38.7	-12
London – Nice	19.9	18.4	1.4	21.0	20.1	0.9	-5
– Paris	164.5	157.9	6.5	182.5	172.2	10.4	-10
– N. France (a)	12.6	12.4	0.2	11.9	11.2	0.7	6
– Other France	30.8	23.8	7.0	29.7	21.4	8.4	4
Manchester – Paris	6.8	6.6	0.2	7.3	7.0	0.3	-7
Other U.K. – Paris	11.5	10.3	1.2	15.1	10.8	4.4	24
Luton – Other France	1.0	—	1.0	4.4	—	4.4	-78
Other S.E. England – France	10.1	10.1	—	19.5	19.5	—	-48
Other Routes	7.8	0.7	7.1	9.9	0.7	9.2	-21
Germany (Fed. Republic)	194.9	140.8	54.1	228.6	145.8	82.8	-15
London – Dusseldorf	28.4	23.9	4.5	25.7	24.2	1.5	11
– Frankfurt	47.3	41.2	6.1	47.5	44.1	3.4	—
– Hamburg	19.7	19.5	0.2	22.9	22.2	0.7	-14
– Munich	28.1	15.2	12.9	32.9	15.7	17.2	-14
– Other Germany	35.6	31.9	3.7	38.4	29.3	9.1	-7
Luton – Germany	17.6	—	17.6	33.9	—	33.9	-48
Manchester – Germany	8.9	6.1	2.8	10.6	5.7	4.9	-16
Other Routes	9.3	3.1	6.2	16.8	4.5	12.3	-44
Gibraltar	9.2	8.7	0.5	8.7	8.0	0.7	5
Greece	71.5	25.0	46.5	97.3	34.7	62.6	-26
Iceland	7.1	7.0	0.1	5.7	5.7	—	25
London – Reykjavik	4.9	4.8	0.1	3.7	3.7	—	30
Glasgow – Reykjavik	2.3	2.2	0.1	1.9	1.9	—	16
Other Routes	—	—	—	—	—	—	—

Table 18 cont.

	June 1974— August 1974			June 1973— August 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	175.7	173.0	2.7	188.5	183.5	5.0	-7
London – Cork	15.5	15.2	0.3	14.5	14.4	0.1	-7
– Dublin	80.4	78.7	1.7	86.5	86.2	0.3	-7
– Shannon	12.6	12.5	0.1	13.0	12.6	0.3	-3
Manchester – Dublin	13.7	13.7	—	14.5	14.3	0.2	-5
Birmingham – Dublin	12.3	12.3	—	13.2	13.2	—	-7
Glasgow – Dublin	10.0	10.0	—	10.9	10.9	—	-8
Liverpool – Dublin	6.6	6.6	—	7.6	7.5	0.2	-13
Leeds/Bradford – Dublin	3.6	3.6	—	3.9	3.9	—	-8
Edinburgh – Dublin	3.8	3.8	—	4.0	4.0	—	-7
Bristol – Dublin	3.0	3.0	—	3.3	3.3	—	-8
Other Routes	14.0	13.4	0.6	17.0	13.2	3.8	-18
Italy	221.8	83.5	138.3	268.0	90.0	178.0	-17
London – Genoa (g)	2.2	—	2.2	2.8	—	2.8	-24
– Milan	44.1	26.3	17.8	43.9	28.0	15.9	—
– Rimini (g)	8.7	—	8.7	10.6	—	10.6	-18
– Rome	40.8	29.4	11.4	42.5	31.9	10.5	-4
– Venice	10.8	6.2	4.6	14.7	7.1	7.6	-27
– Other Italy	37.5	19.3	18.2	42.5	21.3	21.2	-12
Luton – Rimini	11.2	—	11.2	19.7	—	19.7	-43
– Other Italy	35.8	—	35.8	51.0	—	51.0	-30
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	13.7	—	13.7	19.0	—	19.0	-28
Other Routes	17.0	2.3	14.7	21.2	1.6	19.6	-20
Luxembourg	5.2	5.2	—	5.1	4.7	0.4	2
London – Luxembourg	5.2	5.2	—	5.0	4.7	0.3	4
Other Routes	—	—	—	0.1	—	0.1	-97
Netherlands	145.1	140.0	5.1	162.6	153.1	9.5	-11
London – Amsterdam	95.8	92.8	3.0	107.2	100.6	6.6	-11
– Rotterdam	18.7	18.6	0.1	20.9	20.8	0.1	-11
Other S.E. England – Netherlands	3.8	3.6	0.2	8.8	7.4	1.3	-57
Manchester – Amsterdam	7.6	7.6	—	8.4	8.4	—	10
Other Routes	19.2	17.4	1.8	17.3	15.8	1.5	11
Norway	33.3	24.1	9.2	38.9	24.5	14.4	-14
London – Oslo	19.4	14.3	5.2	18.1	13.0	5.1	7
Other Routes	13.9	9.9	4.0	20.8	11.5	9.3	-33
Portugal	44.3	21.4	22.9	61.1	27.6	33.5	-28
London – Lisbon	17.5	12.4	5.1	24.0	17.1	7.0	-27
Other Routes	26.8	9.0	17.8	37.1	10.5	26.6	-28
Soviet Union and Eastern Europe (b)	44.7	23.2	21.5	45.3	21.0	24.2	-1
London – Moscow	6.2	5.1	1.0	4.4	4.0	0.4	41
– Prague	3.1	3.1	—	3.3	3.3	—	-5
Other Routes	35.4	14.9	20.4	37.6	13.8	23.8	-6

Table 18 cont.

	June 1974— August 1974			June 1973— August 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	591.2	108.1	483.2	709.5	97.2	612.3	-17
London – Barcelona	25.4	18.2	7.2	22.9	15.8	7.1	11
– Ibiza	15.8	2.7	13.1	20.9	2.7	18.2	-24
– Madrid	33.3	27.7	5.5	32.2	27.4	4.8	3
– Malaga	26.8	15.2	11.6	22.8	11.6	11.1	18
– Palma	74.2	18.6	55.5	83.8	15.1	68.8	-12
– Other Spain	83.6	23.6	60.0	90.5	22.0	68.5	-8
Luton – Alicante	13.6	—	13.6	26.3	—	26.3	-48
– Barcelona	12.6	—	12.6	16.8	—	16.8	-25
– Gerona	15.1	—	15.1	25.7	—	25.7	-41
– Ibiza	16.2	—	16.2	26.0	—	26.0	-38
– Palma	29.3	—	29.3	48.9	—	48.9	-40
– Other Spain	16.9	—	16.9	28.5	—	28.5	-41
Other S.E. England – Spain	—	—	—	0.1	—	0.1	—
Manchester – Barcelona	6.8	—	6.8	5.2	0.3	4.8	32
– Palma	26.8	—	26.8	33.4	0.4	33.0	-20
Other N. England – Spain	72.8	1.3	71.5	85.1	0.7	84.4	-15
Scotland – Spain	33.0	0.1	32.9	42.5	0.2	42.3	-22
Other Routes	89.0	0.6	88.3	97.9	1.0	96.9	-9
Sweden	33.7	18.2	15.5	32.3	18.1	14.2	4
London – Stockholm	20.2	12.6	7.6	18.2	11.9	6.3	11
Other Routes	13.6	5.6	7.9	14.1	6.2	7.9	-4
Switzerland	101.1	77.1	24.0	128.5	81.4	47.1	-21
London – Basle	9.3	7.4	1.9	13.6	6.9	6.7	-32
– Geneva	34.1	30.0	4.2	36.3	31.4	4.9	-6
– Zurich	42.6	35.8	6.9	48.8	37.8	11.0	-13
Luton – Switzerland	9.6	—	9.6	15.9	—	15.9	-39
Other Routes	5.4	4.0	1.5	14.0	5.3	8.6	-61
Yugoslavia	53.6	14.9	38.7	65.3	11.2	54.0	-18
London – Dubrovnic	8.6	2.6	6.0	9.0	1.1	7.9	-4
– Ljubljana	4.7	4.2	0.5	2.2	1.7	0.5	113
Luton – Yugoslavia	9.5	—	9.5	16.4	—	16.4	-42
Other Routes	30.9	8.1	22.8	37.7	8.4	29.3	-18
Other Europe	80.2	49.7	30.5	81.1	58.2	22.9	-1
WESTERN HEMISPHERE							
Canada	192.4	109.1	83.3	192.7	91.5	101.2	—
London – Montreal	23.1	21.9	1.2	20.1	17.9	2.2	15
– Toronto	73.4	36.3	37.2	79.1	30.7	48.4	-7
– Other Canada	47.1	25.5	21.6	43.2	20.8	22.3	9
Other U.K. – Montreal	1.9	1.8	0.1	3.4	2.4	1.0	-44
– Toronto	38.4	19.6	18.9	40.2	16.3	23.9	-4
Other Routes	8.4	4.1	4.3	6.6	3.3	3.3	28

Table 18 cont.

	June 1974— August 1974			June 1973— August 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	342.4	266.0	76.4	394.9	301.4	93.6	-13
London – New York	130.9	101.1	29.9	132.9	97.3	35.6	-1
– Other East Coast U.S.A.	82.6	76.7	5.9	84.0	75.1	8.8	-2
– Chicago and Detroit	37.0	30.8	6.2	26.2	20.8	5.4	41
– West Coast U.S.A.	61.4	43.5	17.9	89.3	69.6	19.6	-31
– Other U.S.A.	7.0	2.1	4.9	31.5	22.1	9.4	-78
Other U.K. – New York	19.4	11.8	7.5	24.1	15.8	8.3	-20
Other Routes	4.1	—	4.1	7.0	0.5	6.5	-41
West Atlantic and Caribbean Islands	27.1	23.3	3.8	24.6	19.8	4.8	10
Central and South America	8.5	8.5	0.1	9.3	8.8	0.5	-8
REST OF THE WORLD							
Canary Islands	23.3	5.0	18.2	20.6	3.4	17.2	13
North Africa (c)	21.0	10.5	10.5	27.6	6.0	21.6	-24
East Africa (d)	13.1	10.1	3.0	15.4	11.4	4.1	-15
Central Africa (e)	7.0	7.0	—	6.4	6.3	0.1	9
West Africa (d)	14.0	11.5	2.5	11.8	10.3	1.5	19
South Africa	21.5	21.2	0.3	14.9	14.4	0.6	44
Middle East (f)	85.0	82.7	2.2	75.5	72.2	3.2	13
India	13.6	13.5	0.1	11.6	11.5	0.1	17
Pakistan	5.7	5.6	0.1	3.8	3.8	—	50
Far East	47.9	38.0	9.8	44.7	32.4	12.4	7
Australia and New Zealand	23.1	23.1	—	18.1	17.7	0.5	28
Other Routes n.e.i.	24.5	9.0	15.5	7.5	5.6	1.8	228
ALL ROUTES	3 102.0	1 931.3	1 170.6	3 480.7	1 986.1	1 494.6	-11

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

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

(d) Commonwealth countries only.

(e) Commonwealth countries including Rhodesia.

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

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

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

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

Domestic Passengers by Main Routes

Table 19

Monthly Averages

Origin/Destination		June 1974 —August 1974 (000)	June 1973 —August 1973 (000)	Percentage change	
London (a)	Aberdeen	13.3	11.8	13	
	Belfast	55.4	58.3	-5	
	Birmingham	3.0	3.5	-14	
	Channel Islands	63.4	66.6	-5	
	Edinburgh	56.1	63.1	-11	
	Glasgow (b)	69.1	78.1	-11	
	Isle of Man	4.1	4.5	-8	
	Leeds/Bradford	11.3	10.9	4	
	Liverpool	10.1	10.8	-6	
	Manchester	35.7	34.9	2	
	Newcastle	23.0	24.0	-4	
	Tees-side	10.1	8.7	15	
	Other airports	7.2	4.8	51	
	Belfast	Birmingham	8.2	8.4	-3
East Midlands		3.7	3.7	1	
Edinburgh		2.3	2.2	5	
Glasgow (b)		10.0	11.0	-10	
Isle of Man		9.4	10.9	-13	
Leeds/Bradford		4.1	4.2	-2	
Liverpool		3.8	4.1	-5	
Manchester		10.4	11.1	-6	
Newcastle		2.6	2.6	-1	
Other airports		11.6	11.3	3	
Channel Islands		Bournemouth	7.7	6.6	16
	Birmingham	14.0	15.0	-7	
	Bristol/Glamorgan	9.2	9.0	2	
	East Midlands	15.3	15.1	1	
	Glasgow (b)	3.8	3.4	12	
	Leeds/Bradford	6.4	6.5	-2	
	Liverpool	6.1	6.1	1	
	Manchester	8.6	9.5	-9	
	Newcastle	3.1	3.0	2	
	Southampton	31.7	30.4	4	
	Other airports	19.9	20.2	-2	
	Edinburgh	Birmingham	2.8	2.7	2
		Glasgow (b)	0.5	0.7	-30
Manchester		3.2	3.6	-12	
Other airports		7.8	7.0	11	
Glasgow (b)	Birmingham	5.2	6.7	-23	
	East Midlands	3.8	4.1	-7	
	Isle of Man	4.0	4.2	-6	
	Leeds/Bradford	1.9	1.9	-2	
	Liverpool	1.8	3.2	-44	
	Manchester	4.8	5.3	-9	
	Southampton	3.2	3.3	-3	
	Other Scottish airports	18.8	18.8	—	
	Other airports	5.0	5.9	-15	
Isle of Man	Blackpool	14.7	17.8	-17	
	Liverpool	12.3	14.2	-13	
	Manchester	7.1	8.0	-11	
	Newcastle	1.9	1.8	6	
Penzance	Other airports	10.6	11.1	-4	
Other Routes	Isles of Scilly	10.9	10.6	4	
		23.8	23.3	2	
TOTAL		697.7	728.3	-4	

(a) Heathrow, Gatwick and Stansted.

(b) 'Glasgow' includes Prestwick and Abbotsinch.

Traffic counted in either direction.

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

Cargo by Type and Nationality of Operator August 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
London Area Airports													
+Gatwick	4 390.7	—	—	721.9	1 214.6	11.5	2.3	73.0	—	562.5	1 721.6	3.9	79.4
+Heathrow	35 361.0	6 731.8	7 120.1	10.0	98.0	8 793.5	11 862.2	135.1	35.6	38.0	12.2	215.4	309.1
+Luton	144.9	—	—	0.3	0.4	—	—	—	—	12.4	44.5	53.0	34.3
+Southend	1 740.0	—	—	947.0	762.0	—	—	—	—	6.0	9.0	8.0	8.0
+Stansted	1 390.0	—	—	—	—	—	—	—	—	176.8	748.1	49.8	415.3
TOTAL (London Area)	43 026.6	6 731.8	7 120.1	1 679.2	2 075.0	8 805.0	11 864.5	208.1	35.6	795.7	2 535.4	330.1	846.1
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+Leeds/Bradford	77.4	15.4	19.0	0.9	1.9	9.8	11.6	—	—	—	—	12.8	6.0
+Liverpool	1 145.9	117.3	588.0	1.9	0.3	109.1	33.2	—	26.7	3.1	6.9	48.7	210.7
+Manchester	3 247.6	652.9	508.2	32.0	3.8	832.2	1 071.2	—	—	—	142.1	—	5.2
+Birmingham	228.1	48.9	51.0	11.8	1.6	53.5	58.6	—	—	2.7	—	—	—
+Coventry	0.3	—	—	—	0.3	—	—	—	—	—	—	—	—
+East Midlands	662.0	0.1	—	235.2	280.8	—	—	—	—	—	—	55.1	36.9
+Newcastle	88.7	13.1	35.7	17.6	22.3	—	—	—	—	—	—	—	—
+Tees-side	18.6	—	—	8.9	9.7	—	—	—	—	—	—	—	—
+Bristol	58.3	5.5	4.6	1.2	0.4	27.9	15.5	0.6	—	2.6	—	—	—
+Glamorgan	14.4	2.4	8.9	1.7	0.6	—	0.2	0.1	0.5	—	—	—	—
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+Ashford	236.1	—	—	85.9	150.2	—	—	—	—	—	—	—	—
+Blackpool	82.2	—	—	9.7	72.1	—	—	—	—	0.4	—	—	—
+Bournemouth	336.9	—	—	165.1	168.7	—	—	—	—	0.2	2.9	—	—
+Cambridge	27.4	—	—	—	0.2	—	—	—	—	—	—	11.3	15.9
+Exeter	20.4	—	—	5.2	15.2	—	—	—	—	—	—	—	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	10.6	10.2	0.4	—	—	—	—	—	—	—	—	—	—
+Lydd	—	—	—	—	—	—	—	—	—	—	—	—	—
+Manston	277.2	—	—	—	—	—	—	—	—	128.0	105.2	25.3	18.7
+Norwich	22.2	—	—	7.1	11.1	—	—	—	—	1.0	3.0	—	—
Penzance Heliport	10.6	0.4	10.2	—	—	—	—	—	—	—	—	—	—
+Southampton	107.7	1.6	2.3	13.4	48.1	—	—	—	—	—	0.3	38.0	4.0
+Edinburgh	369.9	184.2	33.3	82.2	51.6	4.4	3.3	—	—	—	—	10.9	—
+Glasgow	1 844.5	506.7	602.1	76.0	72.0	207.6	283.7	—	—	24.8	1.0	18.2	52.4
+Prestwick	1 205.1	403.7	214.4	—	—	284.6	197.9	0.2	—	22.0	—	—	82.3
Aberdeen	249.0	41.3	62.2	11.3	12.5	—	—	9.7	22.1	28.7	61.0	—	0.2
Benbecula	30.0	19.4	10.6	—	—	—	—	—	—	—	—	—	—
Inverness	20.3	4.7	15.6	—	—	—	—	—	—	—	—	—	—
Islay	9.8	6.2	3.6	—	—	—	—	—	—	—	—	—	—
+Kirkwall	42.3	25.3	13.3	—	—	—	—	0.1	—	0.1	3.5	—	—
Stornoway	38.7	28.3	10.4	—	—	—	—	—	—	—	—	—	—
+Sumburgh	175.1	24.5	7.5	—	—	—	—	9.6	114.1	9.6	8.6	1.1	0.1
Tiree	2.1	1.2	0.9	—	—	—	—	—	—	—	—	—	—
Wick	11.9	3.1	1.1	—	—	—	—	—	—	—	2.4	—	5.3
+Belfast	1 219.7	733.9	308.5	84.9	45.7	33.5	12.7	—	—	—	—	—	0.5
+Isle of Man	340.2	170.9	90.6	67.7	11.0	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	55 257.8	9 753.0	9 722.5	2 598.9	3 055.1	10 367.6	13 552.4	228.4	199.0	1 018.9	2 927.4	533.3	1 301.3
Channel Islands Airports													
Alderney	22.2	—	—	16.2	1.7	—	—	—	—	2.4	1.9	—	—
Guernsey	710.2	71.0	32.2	318.9	273.4	—	—	—	—	12.1	2.6	—	—
Jersey	973.3	138.5	102.7	505.2	207.3	2.3	0.4	—	—	6.6	6.3	2.9	1.1
TOTAL (Channel Islands Airports)	1 705.7	209.5	134.9	840.3	482.4	2.3	0.4	—	—	21.1	10.8	2.9	1.1

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	June 1974 —August 1974 (tonnes)	June 1973 —August 1973 (tonnes)	Percentage change
London Area Airports			
+Gatwick	4 359.2	3 113.2	40.0
+Heathrow	38 505.9	37 778.7	1.9
+Luton	238.4	174.3	36.8
+Southend	1 843.0	2 362.7	-22.0
+Stansted	1 472.0	1 226.3	20.0
TOTAL (London Area)	46 418.5	44 655.1	3.9
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+Leeds/Bradford	74.1	62.9	17.8
+Liverpool	1 193.9	1 269.6	-6.0
+Manchester	3 613.7	3 279.1	10.2
+Birmingham	265.6	272.8	-2.6
+Coventry	3.5	83.6	-95.8
+East Midlands	679.4	584.6	16.2
+Newcastle	107.7	138.7	-22.4
+Tees-side	18.4	30.6	-39.9
+Bristol	64.3	73.0	-11.9
+Glamorgan	20.2	21.6	-6.5
Swansea	2.0	0.4	—
+Ashford	368.8	340.3	8.4
+Blackpool	72.6	69.0	5.2
+Bournemouth	352.1	227.9	54.5
+Cambridge	55.0	75.2	-26.9
+Exeter	95.9	17.9	—
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	7.9	9.3	-15.1
+Lydd	18.8	—	—
+Manston	316.6	368.9	-14.2
+Norwich	20.2	57.9	-65.1
Penzance Heliport	7.9	9.3	-15.1
+Southampton	94.1	100.1	-6.0
+Edinburgh	332.6	254.2	30.8
+Glasgow	1 881.0	1 872.4	0.5
+Prestwick	1 146.5	1 053.2	8.9
Aberdeen	240.6	97.0	—
Benbecula	31.2	17.5	78.3
Inverness	22.1	36.9	-40.1
Islay	8.7	4.5	93.3
+Kirkwall	39.3	35.6	10.4
Stornoway	41.8	39.0	7.2
+Sumburgh	111.4	39.9	—
Tiree	1.9	1.9	—
Wick	8.5	8.0	6.3
+Belfast	1 288.8	1 343.9	-4.1
+Isle of Man	331.6	385.6	-14.0
TOTAL (Incl. London Area)	59 357.0	56 944.6	4.2
Channel Islands Airports			
Alderney	22.4	28.3	-20.8
Guernsey	775.0	841.0	-7.8
Jersey	961.4	1 312.4	-26.7
TOTAL (Channel Islands Airports)	1 758.8	2 181.7	-19.4

Portsmouth Airport closed with effect from 31 December 1973.

All Scheduled Services August 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			As percentage of available
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways Overseas Division	11 946	3 488	15 955	268 063	2 643 792	1 732 559	65.5	5 870	341 739	197 777	7 350	36 552	153 875	57.9
British Airways European Division	7 931	10 969	15 248	737 388	894 574	565 327	63.2	3 145	90 361	51 361	867	1 699	48 795	56.8
British Airways Helicopters	31	514	164	12 480	878	761	86.7	12	65	58	—	1	57	89.1
British Airways Regional Division—														
Channel Islands Airways	810	2 112	2 397	105 674	58 930	39 524	67.1	213	5 315	3 349	20	67	3 262	63.0
Scottish Airways	523	2 043	1 721	61 609	34 131	21 495	63.0	254	3 050	1 882	15	56	1 810	61.7
Cambrian Airways	541	2 059	1 691	94 723	38 837	27 348	70.4	802	3 671	2 379	5	186	2 188	64.8
Northeast Airlines	419	1 015	1 153	59 930	38 277	26 264	68.6	104	3 411	2 221	—	42	2 179	65.1
British Caledonian Airways	3 129	3 031	5 199	138 516	363 854	217 970	59.9	1 297	41 594	23 822	330	4 099	19 393	57.3
Air Anglia	213	579	692	11 264	9 370	4 936	52.7	27	958	505	—	12	494	52.7
Aurigny Air Services	169	2 747	946	26 444	2 206	1 720	78.0	45	206	140	—	2	138	68.0
British Air Ferries	150	767	668	20 946	6 663	3 744	56.2	1 658	1 023	680	—	339	341	66.5
British Island Airways	440	2 289	1 720	80 670	22 006	15 908	72.3	175	2 040	1 389	—	29	1 360	68.1
British Midland Airways	718	2 054	2 358	73 795	49 762	28 311	56.9	121	4 245	2 260	—	51	2 209	53.2
Brymon Airways	77	443	321	3 522	1 112	700	62.9	—	95	57	—	—	57	60.2
Dan-Air Services	427	1 615	1 471	37 571	24 617	11 866	48.2	—	1 986	968	—	—	968	48.7
Intra Airways	58	360	299	7 340	1 856	1 213	65.4	—	149	91	—	—	91	61.2
Loganair	43	612	240	2 431	451	156	34.6	—	41	14	—	—	14	34.6
TOTAL Passenger Services	27 626	36 697	52 245	1 742 366	4 191 317	2 699 802	64.4	13 721	499 949	288 953	8 587	43 134	237 231	57.8
Cargo Services														
British Airways Overseas Division	773	238	1 002	—	—	40	—	2 095	24 127	13 809	174	13 638	—	57.3
British Airways European Division	682	1 027	1 320	—	—	—	—	5 988	9 908	4 007	90	3 917	—	40.4
British Caledonian Airways	94	65	141	—	—	—	—	216	1 952	1 451	117	1 334	—	74.3
Air Freight	28	113	122	—	—	—	—	236	97	60	—	60	—	61.4
Air-Bridge Carriers	24	67	87	—	—	—	—	388	237	155	—	155	—	65.6
British Island Airways	136	455	500	—	—	—	—	848	624	263	35	227	—	42.1
Intra Airways	5	27	24	—	—	—	—	49	16	9	—	9	—	54.4
TOTAL Cargo Services	1 742	1 992	3 194	—	—	—	—	9 820	36 960	19 753	416	19 339	—	53.5
GRAND TOTAL	29 368	38 689	55 439	1 742 366	4 191 317	2 699 802	64.4	23 542	536 909	308 706	9 003	62 473	237 231	57.5

International Scheduled Services August 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			Passengers (000)	Percentage of available
											Mail (000)	Cargo (000)			
Passenger Services															
British Airways Overseas Division	11 946	3 488	15 955	268 063	2 643 792	1 732 559	65.5	5 870	341 739	197 777	7 350	36 552	153 875	57.9	
British Airways European Division	6 831	8 573	12 775	560 135	765 132	482 194	63.0	2 717	77 628	44 032	825	1 549	41 658	56.7	
British Airways Regional Division—															
Channel Islands Airways	229	411	537	16 511	17 778	9 138	51.4	80	1 666	810	1	39	771	48.6	
Cambrian Airways	168	417	437	19 840	13 883	9 320	67.1	24	1 216	758	—	12	746	62.3	
Northeast Airlines	112	210	257	12 229	11 675	7 340	62.9	27	1 016	622	—	14	608	61.2	
British Caledonian Airways	2 586	1 987	4 020	84 287	316 867	191 773	60.5	1 009	37 036	21 479	328	3 944	17 207	58.0	
Air Anglia	127	278	383	5 739	5 596	2 355	42.1	27	572	247	—	12	236	43.2	
Aurigny Air Services	106	2 334	636	21 243	1 252	919	73.4	41	117	75	—	1	74	64.4	
British Air Ferries	150	767	668	20 946	6 663	3 744	56.2	1 658	1 023	680	—	339	341	66.5	
British Island Airways	135	500	506	15 637	6 738	4 168	61.9	26	620	361	—	7	354	58.2	
British Midland Airways	170	431	563	9 501	11 908	4 306	36.2	43	1 233	359	—	23	336	29.1	
Brymon Airways	22	102	85	627	352	198	56.2	—	29	16	—	—	16	56.7	
Dan-Air Services	198	569	613	15 789	10 998	6 179	56.2	—	897	504	—	—	504	56.2	
Intra Airways	37	289	199	5 660	1 115	692	62.1	—	89	50	—	—	50	56.6	
TOTAL Passenger Services	22 818	20 356	37 633	1 056 207	3 813 750	2 454 884	64.4	11 522	464 879	267 769	8 504	42 491	216 774	57.6	
Cargo Services															
British Airways Overseas Division	773	238	1 002					2 095	24 127	13 809	174	13 638		57.3	
British Airways European Division	573	753	1 038					4 232	7 924	3 203	77	3 126		40.4	
British Caledonian Airways	69	22	90					216	1 780	1 340	6	1 334		75.3	
Air Freight	28	113	122					236	97	60	—	60		61.4	
British Island Airways	61	104	210					177	280	100	8	91		35.6	
TOTAL Cargo Services	1 504	1 230	2 461					6 955	34 208	18 511	265	18 248		54.1	
GRAND TOTAL	24 322	21 586	40 094	1 056 207	3 813 750	2 454 884	64.4	18 478	499 087	286 280	8 769	60 739	216 774	57.4	

Domestic Scheduled Services August 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		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
Passenger Services														
British Airways European Division	1 100	2 396	2 473	177 253	129 442	83 133	64.2	428	12 734	7 330	42	151	7 138	57.6
British Airways Helicopters	31	514	164	12 480	878	761	86.7	12	65	58	—	1	57	89.1
British Airways Regional Division—														
Channel Islands Airways	580	1 701	1 860	89 163	41 153	30 385	73.8	133	3 649	2 539	19	28	2 491	69.6
Scottish Airways	523	2 043	1 721	61 609	34 131	21 495	63.0	254	3 050	1 882	15	56	1 810	61.7
Cambrian Airways	373	1 642	1 255	74 883	24 954	18 028	72.2	777	2 456	1 622	5	174	1 442	66.0
Northeast Airlines	307	805	896	47 701	26 602	18 924	71.1	77	2 395	1 599	—	28	1 571	66.7
British Caledonian Airways	543	1 044	1 179	54 229	46 987	26 197	55.8	288	4 558	2 343	2	155	2 186	51.4
Air Anglia	86	301	309	5 525	3 774	2 581	68.4	—	386	258	—	—	258	66.9
Aurigny Air Services	64	413	310	5 201	954	801	84.0	4	89	65	—	1	64	72.6
British Island Airways	306	1 789	1 215	65 033	15 268	11 740	76.9	149	1 420	1 028	—	22	1 006	72.4
British Midland Airways	547	1 623	1 795	64 294	37 854	24 005	63.4	78	3 012	1 901	—	28	1 873	63.1
Brymon Airways	55	341	237	2 895	760	502	66.0	—	67	41	—	—	41	71.7
Dan-Air Services	230	1 046	858	21 782	13 619	5 687	41.8	—	1 089	464	—	—	464	42.6
Intra Airways	21	71	100	1 680	740	521	70.4	—	60	41	—	—	41	67.8
Loganair	43	612	240	2 431	451	156	34.6	—	41	14	—	—	14	34.6
TOTAL Passenger Services	4 808	16 341	14 611	686 159	377 566	244 917	64.9	2 199	35 070	21 183	83	643	20 457	60.4
Cargo Services														
British Airways European Division	110	274	282	—	—	—	—	1 756	1 984	804	13	791	—	40.5
British Caledonian Airways	25	43	51	—	—	—	—	—	173	111	111	—	—	64.6
Air-Bridge Carriers	24	67	87	—	—	—	—	388	237	155	—	155	—	65.6
British Island Airways	75	351	289	—	—	—	—	671	344	163	27	136	—	47.4
Intra Airways	5	27	24	—	—	—	—	49	16	9	—	9	—	54.4
TOTAL Cargo Services	238	762	733	—	—	—	—	2 865	2 752	1 242	151	1 091	—	45.1
GRAND TOTAL	5 046	17 103	15 345	686 159	377 566	244 917	64.9	5 064	37 822	22 425	234	1 734	20 457	59.3

All Non-scheduled Services August 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		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	948	227	1 240	23 178	167 813	146 235	87.1	18	18 801	13 254	135	13 120	70.5
British Airways European Division	943	845	1 814	43 334	73 639	58 207	79.0	2 395	11 997	7 188	2 253	4 935	59.9
British Airtours	1 315	723	1 839	112 522	247 023	210 599	85.3	—	22 462	17 963	—	17 963	80.0
British Airways Helicopters	160	1 278	692	7 941	3 572	1 493	41.8	64	325	127	15	113	39.1
British Airways Regional Division—													
Channel Islands Airways	1	2	3	63	68	30	44.4	—	6	3	—	3	45.1
Scottish Airways	2	11	6	—	—	—	—	26	12	5	5	—	38.5
Cambrian Airways	387	551	763	23 836	31 745	25 839	81.4	33	2 779	2 075	7	2 067	74.6
Northeast Airlines	428	322	681	35 375	52 035	47 781	91.8	—	4 438	3 966	—	3 966	89.4
British Caledonian Airways	2 053	1 021	3 052	76 046	241 100	201 785	83.7	1 064	41 172	26 401	8 553	17 848	64.1
Air Anglia	72	215	212	2 328	1 313	802	61.1	—	139	80	—	80	57.6
Air Freight	10	7	47	—	—	—	—	15	31	22	22	—	70.2
Air-Bridge Carriers	14	21	36	—	—	—	—	78	129	31	31	—	24.0
Alidair	76	152	220	3 823	5 853	2 253	38.5	165	525	280	94	187	53.4
Beecham Imperial	34	54	74	169	276	140	50.8	—	24	12	—	12	50.0
Bristow Helicopters	325	2 526	2 229	17 475	5 559	3 166	57.0	309	522	281	56	224	53.8
Britannia Airways	2 991	2 096	4 846	246 101	388 907	353 034	90.8	—	33 063	30 008	—	30 008	90.8
British Air Ferries	36	35	143	126	21	16	73.2	59	247	141	140	1	57.3
British Executive Air Services	140	125	40	633	1 657	672	40.6	—	319	69	2	67	21.8
British Island Airways	114	349	435	6 894	4 672	2 214	47.4	8	517	246	58	188	47.5
British Midland Airways	457	206	683	21 418	79 385	65 690	82.7	—	6 488	5 167	79	5 088	79.6
Brymon Airways	—	3	2	8	4	1	30.4	—	—	—	—	—	25.0
Cabair	18	78	62	167	111	45	40.5	—	18	8	—	8	44.4
Court Line Aviation*	926	647	1 594	85 109	151 250	129 354	85.5	—	12 943	11 034	—	11 034	85.2
Dan-Air Services	4 118	2 760	6 765	271 251	522 379	460 230	88.1	—	41 777	36 807	—	36 807	88.1
Donaldson International Airways*	4	2	8	—	—	—	—	31	142	118	118	—	83.1
Eagle Flying Services	2	6	5	19	11	6	51.8	—	1	—	—	—	51.8
Fairflight Charters °	71	137	265	632	411	297	72.4	17	46	33	10	22	71.8
Galliford Aviation	5	15	15	39	36	15	40.4	—	4	1	—	1	33.3
Green Shield Stamp	20	35	36	153	198	108	54.6	—	20	11	—	11	54.6
Haywards Aviation	11	46	60	358	114	85	74.3	—	11	6	—	6	56.3
Humber Airways	6	15	25	36	9	3	33.3	—	4	1	—	1	38.9
I D S Aircraft	48	179	149	816	274	108	39.5	—	22	9	—	9	39.1
International Aviation Service	262	114	549	—	—	—	—	568	4 417	2 679	2 679	—	60.7
Intra Airways	4	54	29	1 743	155	143	92.5	—	12	10	—	10	82.1
Invicta International Airlines	350	282	719	16 314	20 396	14 768	72.4	873	5 960	3 891	2 432	1 459	65.3
Laker Airways	2 082	949	3 011	110 931	385 049	331 456	86.1	—	38 314	32 520	—	32 520	84.9
Loganair	76	647	281	3 398	651	357	54.8	3	59	31	—	31	52.5
Macedonian Aviation	15	46	73	661	483	232	48.1	7	50	20	2	18	39.7
MAM Aviation	39	41	77	106	350	103	29.4	—	31	11	—	11	34.7
McAlpine Aviation	204	499	419	1 115	1 608	517	32.1	—	122	42	—	42	34.4
Merlot International Airlines	42	44	63	86	315	82	26.0	—	32	8	—	8	25.0
Monarch Airlines	867	580	1 534	70 298	131 793	108 471	82.3	21	13 830	10 298	455	9 844	74.5
Moseley Aviation	4	13	16	65	28	24	84.2	—	3	2	—	2	81.5
Northern Air Taxis	48	95	180	320	301	172	57.1	1	24	14	—	14	56.7
Northern Executive Aviation	11	55	48	335	84	61	72.8	4	9	7	1	6	74.7
Peters Aviation	27	88	106	444	328	140	42.8	3	33	12	2	11	37.7
Thurston Aviation	25	100	97	162	113	38	33.6	6	15	6	2	4	35.0
Tradewinds Airways	485	95	518	—	—	—	—	556	11 311	8 671	8 671	—	76.7
Trans-Meridian Air Cargo	600	226	1 200	—	—	—	—	2 070	16 199	8 232	8 232	—	50.8
Vernair Transport	6	31	25	72	45	22	48.4	—	4	2	—	2	50.3
TOTAL	20 884	18 648	36 981	1 185 900	2 521 134	2 166 797	85.9	8 407	289 406	221 803	34 054	187 750	76.6
Class 5A Licence TOTAL	473	599	889	36 976	72 498	53 985	74.5	..	7 000	4 821	20	4 801	68.9
TOTAL Excludes 5A Licence	20 412	18 049	36 092	1 148 924	2 448 636	2 112 812	86.3	8 407	282 406	216 982	34 034	182 949	76.8

*Does not include cargo carried under Class 5 licences.

†Estimated.

International Non-scheduled Services August 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		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	948	227	1 240	23 178	167 813	146 235	87.1	18	18 801	13 254	135	13 120	70.5
British Airways European Division	943	845	1 814	43 334	73 639	58 207	79.0	2 395	11 997	7 188	2 253	4 935	59.9
British Airtours	1 315	723	1 839	112 522	247 023	210 599	85.3	—	22 462	17 963	—	17 963	80.0
British Airways Helicopters	160	1 278	692	7 941	3 572	1 493	41.8	64	325	127	15	113	39.1
British Airways Regional Division—													
Channel Islands Airways	1	2	3	63	68	30	44.4	—	6	3	—	3	45.1
Cambrian Airways	363	362	663	18 942	30 376	25 121	82.7	33	2 675	2 017	7	2 010	75.4
Northeast Airlines	427	320	679	35 333	51 987	47 767	91.9	—	4 434	3 965	—	3 965	89.4
British Caledonian Airways	2 052	1 019	3 050	76 046	241 100	201 785	83.7	1 057	41 164	26 397	8 549	17 848	64.1
Air Anglia	18	48	54	1 167	715	445	62.2	—	74	45	—	45	60.4
Air Freight	10	7	47	—	—	—	—	15	31	22	22	—	70.2
Air-Bridge Carriers:	12	10	27	—	—	—	—	20	105	18	18	—	17.0
Alidair	39	56	105	1 617	2 982	1 522	51.0	25	268	160	35	126	60.0
Beecham Imperial	28	40	59	122	222	115	51.6	—	19	10	—	10	50.1
Bristow Helicopters	325	2 526	2 229	17 475	5 559	3 166	57.0	309	522	281	56	224	53.8
Britannia Airways	2 991	2 096	4 846	246 101	388 907	353 034	90.8	—	33 063	30 008	—	30 008	90.8
British Air Ferries	36	35	143	126	21	16	73.2	59	247	141	140	1	57.3
British Executive Air Services	140	125	40	633	1 657	672	40.6	—	319	69	2	67	21.8
British Island Airways	77	220	279	3 134	2 872	1 162	40.5	4	350	151	53	98	43.2
British Midland Airways	449	174	651	20 130	78 802	65 443	83.0	—	6 450	5 147	79	5 068	79.8
Cabair	7	22	24	67	43	22	51.2	—	7	4	—	4	57.1
Court Line Aviation*	925	643	1 591	84 766	151 107	129 256	85.5	—	12 930	11 025	—	11 025	85.3
Dan-Air Services	4 118	2 760	6 765	271 251	522 379	460 230	88.1	—	41 777	36 807	—	36 807	88.1
Donaldson International Airways*	4	2	8	—	—	—	—	31	142	118	118	—	83.1
Eagle Flying Services	2	6	5	19	11	6	51.8	—	1	—	—	—	51.8
Fairflight Charters	53	101	199	401	260	188	72.2	16	33	24	10	14	71.9
Galliford Aviation	4	10	11	34	28	13	46.4	—	3	1	—	1	37.5
Green Shield Stamp	18	32	34	144	183	104	56.5	—	18	10	—	10	56.5
Haywards Aviation	1	6	7	60	16	15	90.7	—	2	1	—	1	76.9
Humber Airways	1	3	5	5	6	2	28.3	—	1	—	—	—	33.3
International Aviation Service	262	114	549	—	—	—	—	568	4 417	2 679	2 679	—	60.7
Intra Airways	3	13	14	374	94	87	92.4	—	8	6	—	6	80.7
Invicta International Airlines	347	276	713	15 644	20 073	14 557	72.5	873	5 932	3 874	2 432	1 442	65.3
Laker Airways	2 082	949	3 011	110 931	385 049	331 456	86.1	—	38 314	32 520	—	32 520	84.9
Macedonian Aviation	1	2	7	49	46	35	76.6	—	5	3	—	3	56.1
MAM Aviation	36	36	71	95	325	97	29.9	—	29	10	—	10	35.5
McAlpine Aviation	132	184	233	417	1 047	327	31.2	—	79	27	—	27	34.1
Merlot International Airlines	42	44	63	86	315	82	26.0	—	32	8	—	8	25.0
Monarch Airlines	867	580	1 534	70 298	131 793	108 471	82.3	21	13 830	10 298	455	9 844	74.5
Moseley Aviation	3	5	11	25	19	16	84.2	—	2	2	—	2	79.0
Northern Air Taxis	8	10	27	—	55	13	24.3	1	5	1	—	1	26.7
Northern Executive Aviation	2	9	11	35	21	9	43.0	—	2	1	—	1	42.9
Peters Aviation	3	5	10	17	30	13	42.0	—	3	2	—	1	51.5
Thurston Aviation	15	58	57	86	76	22	29.0	4	9	3	—	2	29.1
Tradewinds Airways	485	95	518	—	—	—	—	556	11 311	8 671	8 671	—	76.7
Trans-Meridian Air Cargo	600	226	1 200	—	—	—	—	2 070	16 199	8 232	8 232	—	50.8
TOTAL	20 357	16 304	35 133	1 162 668	2 510 296	2 161 835	86.1	8 148	288 400	221 294	33 962	187 332	76.7
Class 5A Licence TOTAL	408	278	624	28 339	69 095	52 130	75.4	..	6 706	4 664	16	4 648	69.5
TOTAL Excludes 5A Licence	19 949	16 026	34 509	1 134 329	2 441 201	2 109 705	86.4	8 148	281 694	216 630	33 946	182 684	76.9

*Estimated.

†Does not include cargo carried under Class 5 licences.

Domestic Non-scheduled Services August 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 Regional Division—													
Scottish Airways	2	11	6	—	—	—	—	26	12	5	5	—	38.5
Cambrian Airways	25	189	100	4 894	1 368	718	52.5	—	104	58	—	58	55.4
Northeast Airlines	1	2	2	42	47	14	28.8	—	4	1	—	1	27.0
British Caledonian Airways	1	2	3	—	94	—	—	6	8	4	4	—	49.3
Air Anglia	54	167	158	1 161	598	358	59.8	—	66	36	—	36	54.4
Air-Bridge Carriers	2	11	9	—	—	—	—	58	24	13	13	—	55.0
Alidair	38	96	115	2 206	2 871	732	25.5	139	257	120	59	61	46.6
Beecham Imperial	7	14	15	47	54	26	47.8	—	5	2	—	2	49.5
British Island Airways	37	129	157	3 760	1 800	1 052	58.5	4	167	95	5	89	56.6
British Midland Airways	8	32	32	1 288	582	247	42.4	—	38	20	—	20	51.3
Brymon Airways	—	3	2	8	4	1	30.4	—	—	—	—	—	25.0
Cabair	11	56	38	100	68	23	33.8	—	11	4	—	4	36.4
Court Line Aviation*	1	4	3	343	143	98	68.8	—	13	8	—	8	66.8
Fairflight Charters	18	36	66	231	151	110	72.8	1	12	9	1	8	71.5
Galliford Aviation	1	5	4	5	8	2	20.2	—	1	—	—	—	20.0
Green Shield Stamp	1	3	3	9	15	4	30.0	—	2	—	—	—	30.0
Haywards Aviation	9	40	53	298	98	70	71.5	—	9	5	—	5	53.0
Humber Airways	5	12	21	31	3	1	43.3	—	3	1	—	1	40.0
I D S Aircraft	48	179	149	816	274	108	39.5	—	22	9	—	9	39.1
Intra Airways	1	41	15	1 369	60	56	92.7	—	4	4	—	4	84.7
Invicta International Airlines	2	6	6	670	323	211	65.4	—	28	17	—	17	61.3
Loganair	76	647	288	3 398	651	357	54.8	3	59	31	—	31	52.5
Macedonian Aviation	14	44	66	612	437	197	45.1	7	45	17	2	15	38.0
MAM Aviation	3	5	6	11	25	6	23.4	—	2	1	—	1	23.9
McAlpine Aviation	72	315	186	698	560	189	33.8	—	43	15	—	15	35.1
Moseley Aviation	1	8	5	40	9	8	84.3	—	1	1	—	1	87.5
Northern Air Taxis	40	85	153	320	246	159	64.3	—	20	13	—	13	63.6
Northern Executive Aviation	8	46	37	300	62	52	83.0	4	7	6	1	5	83.9
Peters Aviation	25	83	96	427	298	128	42.8	2	30	11	1	9	36.3
Thurston Aviation	10	42	40	76	37	16	43.2	3	6	3	1	2	43.2
Vernair Transport	6	31	25	—	45	22	48.4	—	4	2	—	2	50.3
TOTAL	527	2 344	1 848	23 232	10 932	4 963	45.4	259	1 007	509	93	416	50.6
Class 5A Licence TOTAL	65	321	264	8 637	3 403	1 855	54.5	..	294	157	4	153	53.4
TOTAL Excludes 5A Licence	462	2 023	1 584	14 595	7 529	3 108	41.3	259	713	352	89	263	49.4

†Does not include cargo carried under Class 5 licences.

*Estimated.

Class 2 Licence Operations August 1974

Table 24

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Available (000)	Tonne-km Used (000)	Percentage of available
				ABC	Other	Available (000)	Used (000)	Percentage of available			
International Services											
British Airways Overseas Division	659	158	867	17 333	—	112 633	96 672	85.8	12 425	8 586	69.1
British Airtours	65	16	82	1 241	—	12 229	11 318	92.5	1 113	1 011	90.8
British Caledonian Airways	461	110	603	11 823	—	86 714	72 800	84.0	11 900	6 550	55.0
British Midland Airways	262	50	343	7 390	—	49 568	45 056	90.9	3 934	3 524	89.6
Dan-Air Services	299	84	398	8 382	—	56 555	53 704	95.0	4 521	4 292	94.9
Laker Airways	693	141	892	32 324	—	212 127	181 889	85.7	21 588	18 191	84.3
Monarch Airlines	116	43	156	2 181	—	19 743	13 891	70.4	1 916	1 261	65.8
TOTAL	2 556	602	3 340	80 674	—	549 570	475 330	86.5	57 397	43 414	75.6

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

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers August 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 European Division	488	359	874	35 245	52 773	47 590	90.2	4 690	4 042	86.2	—	—
British Airtours	892	521	1 270	84 175	167 781	142 353	84.8	15 285	12 090	79.1	—	—
British Airways Regional Division—												
Cambrian Airways	339	316	595	17 104	28 838	23 913	82.9	2 529	1 913	75.6	—	1 609
Northeast Airlines	427	319	676	35 271	51 933	47 721	91.9	4 430	3 961	89.4	—	—
British Caledonian Airways	686	580	1 208	44 409	74 416	56 685	76.2	6 671	4 874	73.1	—	—
Alidair	12	8	31	544	953	829	87.0	86	70	81.6	—	—
Britannia Airways	2 706	1 787	4 301	212 446	351 785	321 564	91.4	29 906	27 335	91.4	—	—
British Midland Airways	14	12	36	761	1 022	901	88.1	84	70	83.2	—	—
Court Line Aviation*	906	616	1 549	82 398	148 561	127 388	85.7	12 716	10 867	85.5	—	—
Dan-Air Services	2 708	1 896	4 500	197 714	329 950	293 940	89.1	26 392	23 513	89.1	—	—
Invicta International Airlines	105	102	233	10 099	15 385	11 002	71.5	1 539	1 100	71.5	—	24
Laker Airways	854	476	1 230	48 523	98 745	86 521	87.6	9 500	8 221	86.5	—	1 832
Monarch Airlines	503	362	940	53 764	84 464	76 165	90.2	8 199	6 905	84.2	—	—
TOTAL International Services	10 640	7 354	17 443	822 453	1 406 609	1 236 573	87.9	122 025	104 961	86.0	—	3 465
Domestic Services												
Court Line Aviation	1	3	2	290	86	72	83.5	8	6	82.7	—	—
TOTAL Domestic Services	1	3	2	290	86	72	83.5	8	6	82.7	—	—
GRAND TOTAL	10 641	7 357	17 446	822 743	1 406 695	1 236 645	87.9	122 033	104 967	86.0	—	3 465

*Estimated.

All Class 4 Licence Operations August 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	244	60	326	—	4 255	43 593	40 288	92.4	4 994	3 697	74.0
British Airtours	284	146	378	—	20 426	53 202	45 549	85.6	4 838	3 924	81.1
British Airways Regional Division—											
Channel Islands Airways	1	2	3	—	63	68	30	44.4	6	3	45.1
Cambrian Airways	17	28	48	1 609	—	1 247	1 076	86.3	106	86	81.3
Northeast Airlines	1	1	2	—	62	54	46	84.9	4	4	87.9
British Caledonian Airways	287	161	431	—	15 749	43 740	40 967	93.7	5 934	3 652	61.5
Alidair	3	8	11	—	614	265	261	98.4	24	22	92.5
Britannia Airways	182	147	306	—	16 733	23 678	20 757	87.7	2 014	1 764	87.6
British Island Airways	1	4	3	—	196	40	39	98.1	4	3	90.3
British Midland Airways	18	24	49	—	1 306	1 332	1 058	79.5	109	83	75.9
Court Line Aviation*	19	27	41	—	2 421	2 482	1 774	71.5	209	151	72.0
Dan-Air Services	1 082	764	1 855	—	63 625	131 456	108 720	82.7	10 511	8 695	82.7
Intra Airways	4	52	27	—	1 687	147	137	93.4	12	10	82.1
Invicta International Airlines	26	52	64	24	5 558	3 769	3 038	80.6	357	284	79.7
Laker Airways	302	244	572	1 832	14 482	26 868	20 312	75.6	2 415	1 845	76.4
Loganair	28	423	64	—	2 526	230	168	72.8	21	15	72.8
Monarch Airlines	16	16	30	—	1 437	2 502	1 813	72.5	242	165	68.2
TOTAL	2 514	2 159	4 211	3 465	151 140	334 673	286 032	85.5	31 797	24 401	76.7

*Estimated.

International Class 4 Licence Operations August 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	244	60	326	—	4 255	43 593	40 288	92.4	4 994	3 697	74.0
British Airtours	284	146	378	—	20 426	53 202	45 549	85.6	4 838	3 924	81.1
British Regional Airways Division—											
Channel Islands Airways	1	2	3	—	63	68	30	44.4	6	3	45.1
Cambrian Airways	17	28	48	1 609	—	1 247	1 076	86.3	106	86	81.3
Northeast Airlines	1	1	2	—	62	54	46	84.9	4	4	87.9
British Caledonian Airways	287	161	431	—	15 749	43 740	40 967	93.7	5 934	3 652	61.5
Alidair	3	8	11	—	614	265	261	98.4	24	22	92.5
Britannia Airways	182	147	306	—	16 733	23 678	20 757	87.7	2 014	1 764	87.6
British Midland Airways	18	22	47	—	1 160	1 280	1 007	78.6	104	79	75.2
Court Line Aviation*	18	26	40	—	2 368	2 425	1 747	72.0	205	148	72.7
Dan-Air Services	1 082	764	1 855	—	63 625	131 456	108 720	82.7	10 511	8 695	82.7
Intra Airways	3	13	14	—	374	94	87	92.4	8	6	80.7
Invicta International Airlines	24	46	58	24	4 888	3 446	2 827	82.0	329	267	81.2
Laker Airways	302	244	572	1 832	14 482	26 868	20 312	75.6	2 415	1 845	76.4
Monarch Airlines	16	16	30	—	1 437	2 502	1 813	72.5	242	165	68.2
TOTAL	2 480	1 684	4 122	3 465	146 236	333 919	285 486	85.5	31 732	24 356	76.8

*Estimated.

Domestic Class 4 Licence Operations August 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 Island Airways	1	4	3	—	196	40	39	98.1	4	3	90.3
British Midland Airways	1	2	2	—	146	52	52	100.0	4	4	95.0
Court Line Aviation*	—	1	1	—	53	57	26	46.5	5	2	42.4
Intra Airways	1	39	13	—	1 313	52	50	95.4	4	4	84.7
Invicta International Airlines	2	6	6	—	670	323	211	65.4	28	17	61.3
Loganair	28	423	64	—	2 526	230	168	72.8	21	15	72.8
TOTAL	33	475	89	—	4 904	754	546	72.4	66	45	68.8

*Estimated.

All Class 6 Licence Operations August 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	17	20	100	111	51	45.4
British Airways Cambrian Airways	2	10	8	33	16	7	47.3
British Caledonian Airways	397	97	520	1 061	11 428	8 269	72.4
Air Freight	10	7	47	16	31	22	70.2
Air-Bridge Carriers	14	21	36	79	129	31	24.0
British Air Ferries	—	2	2	7	2	1	51.5
British Island Airways	1	2	4	5	5	2	43.9
International Aviation Service	40	15	86	101	667	654	98.1
Invicta International Airlines	19	12	39	89	342	251	73.5
Tradewinds Airways	218	52	461	557	5 557	3 229	58.1
Trans-Meridian Air Cargo	185	59	366	591	5 009	3 113	62.1
TOTAL	894	294	1 588	2 638	23 296	15 629	67.1

International Class 6 Licence Operations August 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	17	20	100	111	51	45.4
British Airways Cambrian Airways	2	10	8	33	16	7	47.3
British Caledonian Airways	396	95	517	1 054	11 419	8 264	72.4
Air-Freight	10	7	47	16	31	22	70.2
Air-Bridge Carriers	12	10	27	20	105	18	17.0
British Air Ferries	—	2	2	7	2	1	51.5
British Island Airways	1	1	3	1	3	1	21.7
International Aviation Service	40	15	86	101	667	654	98.1
Invicta International Airlines	19	12	39	89	342	251	73.5
Tradewinds Airways	218	52	461	557	5 557	3 229	58.1
Trans-Meridian Air Cargo	185	59	366	591	5 009	3 113	62.1
TOTAL	890	280	1 575	2 568	23 263	15 611	67.1

Domestic Class 6 Licence Operations August 1974

Table 27.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Caledonian Airways	1	2	3	7	8	4	49.3
Air-Bridge Carriers	2	11	9	59	24	13	55.0
British Island Airways	—	1	1	4	1	1	93.3
TOTAL	4	14	12	70	33	18	55.2

All Class 7 Licence Operations August 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 uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	45	9	47	1 590	11 586	9 275	80.1	18	1 382	971	135	837	70.3
British Airways European Division	50	36	96	388	1 889	675	35.7	226	681	413	352	61	60.6
British Airways Helicopters	160	1 278	692	7 941	3 572	1 493	41.8	64	325	127	15	113	39.1
British Airways Regional Division—													
Cambrian Airways	5	10	13	401	335	176	52.4	—	29	14	—	14	49.2
Northeast Airlines	1	2	2	42	47	14	28.8	—	4	1	—	1	27.0
British Caledonian Airways	14	17	27	428	1 294	475	36.7	—	115	41	—	41	35.6
Air Anglia	72	215	212	2 328	1 313	802	61.1	—	139	80	—	80	57.6
Alidair	56	129	167	2 361	4 356	992	22.8	166	390	177	94	84	45.5
Beecham Imperial	34	54	74	169	276	140	50.8	—	24	12	—	12	50.0
Bristow Helicopters	325	2 526	2 229	17 475	5 559	3 166	57.0	309	522	281	56	224	53.8
British Air Ferries	36	33	142	126	21	16	73.2	52	245	140	139	1	57.4
British Executive Air Services	140	125	40	633	1 657	672	40.6	—	319	69	2	67	21.8
British Island Airways	—	1	1	—	18	15	84.0	4	2	1	—	1	78.3
British Midland Airways	7	20	23	535	508	220	43.2	—	28	17	—	17	61.4
Cabair	18	78	62	167	111	45	40.5	1	18	8	—	8	44.4
Court Line Aviation*	1	1	2	—	121	121	100.0	—	10	10	—	10	99.0
Dan-Air Services	2	4	7	180	95	88	92.6	—	8	7	—	7	93.3
Donaldson International Airways*	4	2	8	—	—	—	—	32	142	118	118	—	83.1
Eagle Flying Services	2	6	5	19	11	6	51.8	—	1	—	—	—	51.8
Fairflight Charters	71	137	265	632	411	297	72.4	17	46	33	10	22	71.8
Galliford Aviation	5	15	15	39	36	15	40.4	—	4	1	—	1	33.3
Green Shield Stamp	20	35	36	153	198	108	54.6	—	20	11	—	11	54.6
Haywards Aviation	11	46	60	358	114	85	74.3	—	11	6	—	6	56.3
Humber Airways	6	15	25	36	9	3	33.3	—	4	1	—	1	38.9
IDS Aircraft	48	179	149	816	274	108	39.5	—	22	9	—	9	39.1
International Aviation Service	222	99	463	—	—	—	—	467	3 750	2 025	2 025	—	54.0
Invicta International Airlines	181	102	346	—	—	—	—	785	3 409	2 076	2 076	—	60.9
Loganair	48	224	217	872	421	189	44.9	2	38	16	—	16	42.1
Macedonian Aviation	15	46	73	661	483	232	48.1	7	50	20	2	18	39.7
MAM Aviation	39	41	77	106	350	103	29.4	—	31	11	—	11	34.7
McAlpine Aviation	204	499	419	1 115	1 608	517	32.1	—	122	42	—	42	34.4
Merlot International Airlines	42	44	63	86	315	82	26.0	—	32	8	—	8	25.0
Monarch Airlines	5	2	10	164	697	400	57.3	—	66	36	—	36	54.8
Moseley Aviation	4	13	16	65	28	24	84.2	—	3	2	—	2	81.5
Northern Air Taxis	48	95	180	320	301	172	57.1	2	24	14	—	14	56.7
Northern Executive Aviation	11	55	48	335	84	61	72.8	4	9	7	1	6	74.7
Peters Aviation	27	88	106	444	328	140	42.8	3	33	12	2	11	37.7
Thurston Aviation	25	100	97	162	113	38	38.6	6	15	6	2	4	35.0
Trans-Meridian Air Cargo	410	166	825	—	—	—	—	1 480	11 051	4 991	4 991	—	45.2
Vernair Transport	6	31	25	72	45	22	48.4	—	4	2	—	2	50.3
TOTAL	2 421	6 578	7 363	41 219	38 585	20 987	54.4	3 646	23 127	11 819	10 019	1 800	51.1

*Estimated

International Class 7 Licence Operations August 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 Overseas Division	45	9	47	1 590	11 586	9 275	80.1	18	1 382	971	135	837	70.3
British Airways European Division	50	36	96	388	1 889	675	35.7	226	681	413	352	61	60.6
British Airways Helicopters	160	1 278	692	7 941	3 572	1 493	41.8	64	325	127	15	113	39.1
British Airways Regional Division— Cambrian Airways	4	8	12	229	291	132	45.1	—	25	11	—	11	42.7
British Caledonian Airways	14	17	27	428	1 294	475	36.7	—	115	41	—	41	35.6
Air Anglia	18	48	54	1 167	715	445	62.2	—	74	45	—	45	60.4
Alidair	22	39	61	386	1 718	389	22.6	26	154	68	35	33	43.9
Beecham Imperial	28	40	59	122	222	115	51.6	—	19	10	—	10	50.1
Bristow Helicopters	325	2 526	2 229	17 475	5 559	3 166	57.0	309	522	281	56	224	53.8
British Air Ferries	36	33	142	126	21	16	73.2	52	245	140	139	1	57.4
British Executive Air Services	140	125	40	633	1 657	672	40.6	—	319	69	2	67	21.8
British Island Airways	—	1	1	—	18	15	84.0	4	2	1	—	1	78.3
British Midland Airways	2	2	4	128	110	96	87.7	—	9	8	—	8	83.3
Cabair	7	22	24	67	43	22	51.2	—	7	4	—	4	57.1
Court Line Aviation*	1	1	2	—	121	121	100.0	—	10	10	—	10	99.0
Dan-Air Services	2	4	7	180	95	88	92.6	—	8	7	—	7	93.3
Donaldson International Airways*	4	2	8	—	—	—	—	32	142	118	118	—	83.1
Eagle Flying Services	2	6	5	19	11	6	51.8	—	1	—	—	—	51.8
Fairflight Charters	53	101	199	401	260	188	72.2	16	33	24	10	14	71.9
Galliford Aviation	4	10	11	34	28	13	46.4	—	3	1	—	1	37.5
Green Shield Stamp	18	32	34	144	183	104	56.5	—	18	10	—	10	56.5
Haywards Aviation	1	6	7	60	16	15	90.7	—	2	1	—	1	76.9
Humber Airways	1	3	5	5	6	2	28.3	—	1	—	—	—	33.3
International Aviation Service	222	99	463	—	—	—	—	467	3 750	2 025	2 025	—	54.0
Invicta International Airlines	181	102	346	—	—	—	—	785	3 409	2 076	2 076	—	60.9
Macedonian Aviation	1	2	7	49	46	35	76.6	—	5	3	—	3	56.1
MAM Aviation	36	36	71	95	325	97	29.9	—	29	10	—	10	35.5
McAlpine Aviation	132	184	233	417	1 047	327	31.2	—	79	27	—	27	34.1
Merlot International Airlines	42	44	63	86	315	82	26.0	—	32	8	—	8	25.0
Monarch Airlines	5	2	10	164	697	400	57.3	—	66	36	—	36	54.8
Moseley Aviation	3	5	11	25	19	16	84.2	—	2	2	—	2	79.0
Northern Air Taxis	8	10	27	—	55	13	24.3	2	5	1	—	1	26.7
Northern Executive Aviation	2	9	11	35	21	9	43.0	—	2	1	—	1	42.9
Peters Aviation	3	5	10	17	30	13	42.0	1	3	2	—	1	51.5
Thurston Aviation	15	58	77	86	76	22	29.0	4	9	3	1	2	29.1
Trans-Meridian Air Cargo	410	166	825	—	—	—	—	1 480	11 051	4 991	4 991	—	45.2
TOTAL	2 000	5 071	5 899	32 497	32 048	18 536	57.8	3 485	22 537	11 544	9 954	1 590	51.2

*Estimated

Domestic Class 7 Licence Operations August 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 Regional Division—													
Cambrian Airways	1	2	1	172	44	44	100.0	—	4	4	—	4	90.8
Northeast Airlines	1	2	2	42	47	14	28.8	—	4	1	—	1	27.0
Air Anglia	54	167	158	1 161	598	358	59.8	—	66	36	—	36	54.4
Alidair	34	90	106	1 975	2 638	604	22.9	140	236	110	59	51	46.5
Beecham Imperial	7	14	15	47	54	26	47.8	—	5	2	—	2	49.5
British Midland Airways	5	18	19	407	398	123	31.0	—	19	10	—	10	51.0
Cabair	11	56	38	100	68	23	33.8	1	11	4	—	4	36.4
Fairflight Charters	18	36	66	231	151	110	72.8	1	12	9	1	8	71.5
Galliford Aviation	1	5	4	5	8	2	20.2	—	1	—	—	—	20.0
Green Shield Stamp	1	3	3	9	15	4	30.0	—	2	—	—	—	30.0
Haywards Aviation	9	40	53	298	98	70	71.5	—	9	5	—	5	53.0
Humber Airways	5	12	21	31	3	1	43.3	—	3	1	—	1	40.0
IDS Aircraft	48	179	149	816	274	108	39.5	—	22	9	—	9	39.1
Loganair	48	224	217	872	421	189	44.9	2	38	16	—	16	42.1
Macedonian Aviation	14	44	66	612	437	197	45.1	7	45	17	2	15	38.0
MAM Aviation	3	5	6	11	25	6	23.4	—	2	1	—	1	23.9
McAlpine Aviation	72	315	186	698	560	189	33.8	—	43	15	—	15	35.1
Moseley Aviation	1	8	5	40	9	8	84.3	—	1	1	—	1	87.5
Northern Air Taxis	40	85	153	320	246	159	64.3	—	20	13	—	13	63.6
Northern Executive Aviation	8	46	37	300	62	52	83.0	4	7	6	1	5	83.9
Peters Aviation	25	83	96	427	298	128	42.8	3	30	11	1	9	36.3
Thurston Aviation	10	42	40	76	37	16	43.2	3	6	3	1	2	43.2
Vernair Transport	6	31	25	72	45	22	48.4	—	4	2	—	2	50.3
TOTAL	421	1 507	1 464	8 722	6 537	2 451	37.5	161	589	275	66	209	46.7

All Exempt Operations August 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 European Division	259	312	592	708	2 675	946	35.4	2 070	4 800	1 933	1 850	83	40.3
British Airways Regional Division— Scottish Airways	2	11	6	—	—	—	0.0	27	12	5	5	—	38.5
British Caledonian Airways	190	48	252	3 146	33 318	29 859	89.6	4	4 540	2 704	17	2 687	59.6
Britannia Airways	98	158	231	16 477	12 756	10 113	79.3	—	1 084	860	—	860	79.3
British Midland Airways	1	10	8	671	54	38	69.5	—	4	3	—	3	71.5
Brymon Airways	—	3	2	8	4	1	30.4	—	—	—	—	—	25.0
Laker Airways	138	36	181	2 966	24 627	21 811	88.6	—	2 556	2 181	—	2 181	85.3
Monarch Airlines	74	22	151	64	1 929	1 237	64.1	21	891	510	388	123	57.2
TOTAL	762	600	1 423	24 040	75 363	64 006	84.9	2 122	13 888	8 196	2 260	5 936	59.0

International Exempt Operations August 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 European Division	259	312	592	708	2 675	946	35.4	2 070	4 800	1 933	1 850	83	40.3
British Caledonian Airways	190	48	252	3 146	33 318	29 859	89.6	4	4 540	2 704	17	2 687	59.6
Britannia Airways	98	158	231	16 477	12 756	10 113	79.3	—	1 084	860	—	860	79.3
Laker Airways	138	36	181	2 966	24 627	21 811	88.6	—	2 556	2 181	—	2 181	85.3
Monarch Airlines	74	22	151	64	1 929	1 237	64.1	21	891	510	388	123	57.2
TOTAL	759	576	1 407	23 361	75 304	63 967	84.9	2 095	13 871	8 188	2 255	5 933	59.0

Domestic Exempt Operations August 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 Regional Division— Scottish Airways	2	11	6	—	—	—	0.0	27	12	5	5	—	38.5
British Midland Airways	1	10	8	671	54	38	69.5	—	4	3	—	3	71.5
Brymon Airways	—	3	2	8	4	1	30.4	—	—	—	—	—	25.0
TOTAL	3	24	16	679	58	39	66.8	27	17	8	5	3	46.3

Class 5 Operations for UK Airlines August 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	137	119	230	6 856	16 162	8 926	55.2	..	1 701	744	—	—	744	43.7	
British Airtours	74	40	109	6 680	13 811	11 380	82.4	..	1 226	939	—	—	939	76.6	
British Airways Regional Division— Cambrian Airways	24	187	98	4 722	1 324	674	50.9	..	100	54	—	—	54	54.0	
British Caledonian Airways	4	4	9	407	556	495	89.0	..	48	42	—	—	42	87.5	
Alidair	4	6	9	231	233	128	54.9	..	21	10	—	—	10	47.6	
Britannia Airways	5	4	8	445	688	600	87.2	..	59	49	—	—	49	83.1	
British Island Airways	36	124	153	3 564	1 760	1 013	57.6	..	162	90	—	4	86	55.6	
British Midland Airways	36	9	44	807	6 793	3 805	56.0	..	544	253	—	1	252	46.5	
Dan-Air Services	7	5	1	608	1 054	864	82.0	..	84	69	—	—	69	82.1	
Intra Airways	—	2	2	56	8	6	75.0	..	—	—	—	—	—	—	
Invicta International Airlines	8	9	18	633	1 242	728	58.6	..	124	74	—	—	74	59.7	
Laker Airways	96	52	136	10 804	22 682	20 924	92.2	..	2 255	2 082	—	—	2 082	92.3	
Monarch Airlines	42	38	73	1 163	6 185	4 442	71.8	..	676	415	—	15	400	61.4	
TOTAL	473	599	889	36 976	72 498	53 985	74.5	..	7 000	4 821	—	20	4 801	68.9	

Class 5 Operations for Non-UK Operators August 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 Airways European Division	1	2	3	137	140	69	49.3	..	14	6	—	—	6	42.9	
British Caledonian Airways	14	4	2	84	1 062	504	47.5	..	537	269	—	268	1	50.1	
Alidair	1	1	2	73	46	43	93.5	..	4	1	—	—	1	25.0	
British Island Airways	76	218	274	3 134	2 854	1 147	40.2	..	345	149	—	52	97	43.2	
British Midland Airways	119	81	180	9 948	20 107	14 612	72.7	..	1 785	1 217	—	78	1 139	68.2	
Dan-Air Services	20	7	3	742	3 269	2 914	89.1	..	262	232	—	—	232	88.5	
Invicta International Airlines	10	5	18	—	—	—	—	..	190	105	—	105	—	55.3	
Monarch Airlines	111	97	175	11 525	16 273	10 524	64.7	..	1 839	1 006	—	52	954	54.7	
Tradewinds Airways	267	43	57	—	—	—	—	..	5 754	5 442	—	5 442	—	94.6	
Trans-Meridian Air Cargo	5	1	10	—	—	—	—	..	139	129	—	129	—	92.8	
TOTAL	624	459	723	25 643	43 751	29 813	68.1	..	10 869	8 556	—	6 126	2 430	78.7	

Aircraft Type and Utilisation—All Airlines August 1974

Table 31.1

	Aircraft-km (000)	Stage Flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1974	Daily Utilisation per aircraft (hrs) Quarter ended June 1974
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	187	769	33	671	141	21 072	3 759	6	3.7
Aviation Traders Merchantman	838	—	1 226	—	1 726	—	—	10	5.0
AW650 Argosy	38	—	88	—	123	—	—	2	2.3
BAC 111-200	701	1 247	3	1 468	4	56 303	31 997	7	6.3
BAC 111-300/400	2 754	2 681	—	4 922	—	174 005	199 305	16	7.4
BAC 111-500	3 974	6 508	42	8 150	50	362 533	264 432	*30	*6.9
BAC Britannia-300	402	85	114	297	549	5 732	8 309	5	6.1
BAC Vanguard V951/953	—	—	—	—	—	—	—	2	1.7
BAC Vanguard 952	299	163	99	316	328	16 314	14 768	4	3.0
BAC VC10 Standard	1 498	513	—	1 963	—	22 312	112 787	10	6.4
BAC VC10 Super	3 659	1 091	11	5 108	—	49 998	347 836	15	9.0
BAC Viscount-700	24	187	—	98	—	4 722	674	2	0.9
BAC Viscount-700D/800/810	2 370	7 521	21	7 738	14	310 988	106 169	47	4.7
Beagle 206	48	95	—	180	—	320	172	4	1.5
Beechcraft 18/18H Super	—	11	—	10	—	2	—	1	0.1
Beechcraft B65/80 Queen Air	6	31	—	25	—	72	22	1	1.1
Beechcraft B90 King Air	7	21	—	20	—	58	21	3	0.2
Bell Twin 212	144	266	—	74	—	1 065	697	2	1.7
BN2A Trislander	150	1 993	—	797	—	21 689	1 639	7	3.0
BN Islander	212	2 373	35	956	40	12 640	931	16	1.7
Boeing 707-120/120B	518	190	—	673	—	23 544	70 211	*2	*7.3
Boeing 707-320/320B	4	—	2	—	8	—	—	..	..
Boeing 707-320C/336	6 356	1 313	347	6 744	1 610	104 565	603 266	23	9.3
Boeing 707-420	3 068	1 252	—	4 245	—	156 930	462 400	18	6.9
Boeing 720/720B	779	495	20	1 237	76	64 566	100 162	5	5.9
Boeing 727-100	873	556	—	1 316	—	67 317	111 500	4	8.2
Boeing 737-200	2 991	2 096	—	4 846	—	246 101	353 034	14	8.4
Boeing 747	4 481	1 080	—	5 663	—	147 668	1 010 509	15	13.8
Canadair CL 44	1 085	—	321	—	1 718	—	—	12	5.7
Cessna 340	—	—	—	—	—	—	—	1	0.7
DC10	642	164	—	837	—	43 743	192 496	3	9.0
DC3 Dakota/Pionair	123	456	147	407	192	10 468	1 822	14	1.8
DH 104 Dove	59	107	34	168	77	785	281	4	1.3
DH 106 Comet 4B/C	1 824	1 429	—	3 171	—	134 380	183 602	14	4.5
DH 114 Heron	31	96	—	121	—	524	176	6	1.1
DHC 6 Twin Otter	38	193	—	145	—	2 088	472	1	3.5
Fokker Friendship 100/600	228	617	—	732	—	12 301	5 353	4	6.9
HP Herald 100/200	689	2 570	519	2 071	580	87 421	18 095	16	5.4
HP Herald 700	115	367	—	422	—	11 472	3 762	..	..
HS 121 Trident 1E	568	608	—	958	—	57 812	59 186	4	5.8
HS 121 Trident 2E	2 077	1 255	—	3 171	—	77 033	136 320	15	7.6
HS 121 Trident 3B	3 083	3 804	—	5 846	—	334 797	281 076	26	6.8
HS 125	292	459	—	503	—	1 012	795	19	1.1
HS 161 Trident 1C	1 561	2 441	—	3 172	—	173 633	109 544	20	5.3
HS 748	384	1 523	—	1 388	—	35 706	10 419	7	5.9
Lockheed L1011 Tristar	134	72	—	219	—	23 369	47 521	..	..
PA23 Apache/Aztec	39	183	—	155	—	356	67	8	0.8
PA31 Navajo	158	524	9	461	21	1 918	476	*9	*1.5
Short SC7 Skyvan	47	342	—	243	—	4 055	518	2	3.4
Sikorsky 58T	9	40	—	44	—	198	44	—	—
Sikorsky S61N	432	2 421	—	2 543	—	29 062	4 897	20	2.7
Westland Wessex	71	1 716	—	464	—	8 204	454	7	1.9
TOTAL	50 071	53 924	3 071	84 757	7 257	2 920 853	4 861 974	*487	*5.4

*Excluding airlines for which details not available.

Aircraft Type and Utilisation—Individual Airlines Table 31.2

August 1974

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1974	Daily utilisation per aircraft (hrs) Quarter ended June 1974
British Airways Overseas Division									
BAC VC10 Standard	1 012	348	—	1 325	—	13 114	72 961	8	5.2
BAC VC10 Super	3 659	1 091	11	5 108	—	49 998	347 836	15	9.0
Boeing 707-320C/336	2 747	492	228	2 641	1 002	32 049	197 280	11	8.4
Boeing 707-420	1 746	533	—	2 370	—	43 997	249 588	9	7.0
Boeing 747	4 481	1 080	—	5 663	—	147 668	1 010 509	15	13.8
TOTAL	13 645	3 544	239	17 107	1 002	286 826	1 878 173	58	9.3
British Airways European Division									
BAC 111-500	1 771	3 931	—	4 017	—	190 078	86 235	18	7.2
HS 121 Trident 2E	2 078	1 255	—	3 171	—	77 033	136 319	15	7.6
Aviation Traders Merchantman	838	—	1 226	—	1 726	—	—	10	5.0
HS 161 Trident 1C	1 562	2 441	—	3 172	—	173 633	109 545	20	5.3
HS 121 Trident 3B	3 083	3 804	—	5 846	—	334 797	281 076	26	6.8
BAC Vanguard V951/953	—	—	—	—	—	—	—	2	1.7
TOTAL	9 332	11 431	1 226	16 206	1 726	775 541	613 175	91	6.4
British Airtours									
Boeing 707-420	1 321	719	—	1 875	—	112 933	212 812	9	6.6
British Airways Helicopters									
Sikorsky S61N	187	1 651	—	822	—	19 989	2 229	9	2.6
Bell Twin 212	5	141	—	34	—	432	25	1	1.4
TOTAL	192	1 792	—	856	—	20 421	2 254	10	2.4
British Airways Regional Division—									
Channel Islands Airways									
BAC Viscount-700D/800/810	606	1 737	—	1 985	—	87 619	30 122	12	4.5
BAC 111-300/400	399	586	—	788	—	32 191	22 779	2	8.6
TOTAL	1 005	2 323	—	2 773	—	119 810	52 901	14	5.1
Scottish Airways									
Short SC7 Skyvan	47	342	—	243	—	4 055	518	2	3.4
BAC Viscount-700D/800/810	374	1 540	11	1 253	6	47 350	14 365	7	6.4
TOTAL	421	1 882	11	1 496	6	51 405	14 883	9	5.7
Cambrian Airways									
BAC Viscount-700	24	187	—	98	—	4 722	674	2	0.9
BAC Viscount-700D/800/810	392	1 612	10	1 356	8	69 335	17 985	8	4.3
BAC 111-300/400	508	794	—	983	—	44 030	34 272	4	5.3
TOTAL	924	2 593	10	2 437	8	118 087	52 931	14	4.1
Northeast Airlines									
BAC Viscount-700D/800/810	276	725	—	870	—	37 201	14 643	6	3.8
HS 121 Trident 1E	568	608	—	958	—	57 812	59 187	4	5.8
TOTAL	844	1 333	—	1 828	—	95 013	73 830	10	4.6

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1974	Daily utilisation per aircraft (hrs) Quarter ended March 1974
British Caledonian Airways									
BAC 111-200	701	1 247	3	1 468	4	56 303	31 997	7	6.3
BAC 111-500	1 433	2 015	42	2 789	50	111 905	98 425	12	6.5
BAC VC10 Standard	487	165	—	638	—	9 198	39 827	2	10.8
Boeing 707-320C/336	2 656	526	119	2 835	608	37 156	249 506	8	11.3
TOTAL	5 276	3 953	164	7 730	662	214 562	419 755	29	8.1
Air Anglia									
DC3 Dakota/Pionair	12	40	—	49	—	929	271	2	1.5
Fokker Friendship 100/600	228	617	—	732	—	12 301	5 353	4	6.9
PA31 Navajo	45	137	—	122	—	362	115	3	1.6
TOTAL	285	794	—	903	—	13 592	5 738	9	3.5
Air Freight									
DC3 Dakota/Pionair	38	—	120	—	168	—	—	4	2.1
Air-Bridge Carriers									
AW650 Argosy	38	—	88	—	123	—	—	2	2.3
Alidair									
BAC Viscount-700D/800/810	76	152	—	220	—	3 823	2 253	2	4.9
Aurigny Air Services									
BN2A Trislander	121	1 821	—	672	—	20 578	1 423	4	4.0
BN Islander	48	926	—	274	—	5 866	296	3	1.9
TOTAL	169	2 747	—	946	—	26 444	1 720	7	3.1
Beecham Imperial									
HS 125	34	54	—	74	—	169	140	2	1.5
Cessna 340	—	—	—	—	—	—	—	1	0.7
TOTAL	34	54	—	74	—	169	140	3	1.2
Bristow Helicopters									
Sikorsky S61N	245	770	—	1 721	—	9 073	2 668	11	2.8
Westland Wessex	71	1 716	—	464	—	8 204	454	7	1.9
Sikorsky 58T	9	40	—	44	—	198	44	—	—
Bell Twin 212	—	—	—	—	—	—	—	1	2.0
TOTAL	325	2 526	—	2 229	—	17 475	3 166	19	2.4
Britannia Airways									
Boeing 737-200	2 991	2 096	—	4 846	—	246 101	353 034	14	8.4
British Air Ferries									
Aviation Traders Carvair	187	769	33	671	141	21 072	3 759	6	3.7
British Executive Air Services									
Bell Twin 212	140	125	—	40	—	—	672	..	..
British Island Airways									
HP Herald 100/200	689	2 570	519	2 071	580	87 421	18 095	13	5.5
DC Dakota/Pionair	—	—	—	—	—	—	—	—	2.0
TOTAL	689	2 570	519	2 071	580	87 421	18 095	13	5.3

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1974	Daily utilisation per aircraft (hrs) Quarter ended June 1974
British Midland Airways									
HP Herald 700	115	367	—	422	—	11 472	3 762	3	4.7
BAC Viscount-700D/800/810	644	1 755	—	2 054	—	65 660	26 801	12	4.6
Boeing 707-320C/336	416	138	—	564	—	18 081	63 439	2	7.6
TOTAL	1 175	2 260	—	3 040	—	95 213	94 002	17	5.0
Brymon Airways									
BN Islander	40	253	—	178	—	1 442	229	3	1.8
DHC 6 Twin Otter	38	193	—	145	—	2 088	472	1	3.5
TOTAL	78	446	—	323	—	3 530	701	4	2.0
Cabair									
PA31 Navajo	18	78	—	62	—	167	45	..	..
Court Line Aviation*									
BAC 111-500	770	562	—	1 344	—	60 550	79 772	..	..
Lockheed L1011 Tristar	134	72	—	219	—	23 369	47 521	..	..
TOTAL	904	634	—	1 563	—	83 919	127 292	..	..
Dan-Air Services									
HS 748	384	1 523	—	1 388	—	35 706	10 419	7	5.9
BAC 111-300/400	924	706	—	1 651	—	54 140	73 504	5	8.5
DH 106 Comet 4B/C	1 824	1 429	—	3 171	—	134 380	183 602	14	4.5
Boeing 727-100	873	556	—	1 316	—	67 317	111 500	4	8.2
Boeing 707-320C/336	537	157	—	704	—	17 279	93 041	2	7.9
TOTAL	4 544	4 371	—	8 230	—	308 822	472 065	32	6.1
Donaldson International Airways*									
Boeing 707-320/320B	4	—	2	—	8	—	—	..	..
Eagle Flying Services									
Beechcraft B90 King Air	2	6	—	5	—	19	6	2	—
Beechcraft B55, C55, Baron	—	—	—	—	—	—	—	3	0.1
TOTAL	2	6	—	5	—	19	6	5	0.1
Fairflight Charters									
DH 114 Heron	4	8	—	15	—	80	36	1	2.0
DH 104 Dove	48	61	34	108	77	427	196	3	1.6
PA31 Navajo	19	25	9	44	21	125	65	1	1.8
TOTAL	71	94	43	167	98	632	297	5	1.7
Galliford Aviation									
Beechcraft B90 King Air	5	5	—	15	—	39	15	1	0.6
Green Shield Stamp									
HS 125	20	35	—	36	—	153	108	1	0.4
Haywards Aviation									
DH 104 Dove	11	46	—	60	—	358	85	1	0.5
Humber Airways									
BN Islander	6	15	—	25	—	36	3	..	..

*Estimated.

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1974	Daily utilisation per aircraft (hrs) Quarter ended June 1974
I D S Aircraft									
PA23 Apache/Aztec	12	41	—	51	—	146	21	1	1.6
PA31 Navajo	36	138	—	99	—	670	87	1	2.8
Beechcraft B55, C55, Baron	—	—	—	—	—	—	—	1	1.6
TOTAL	48	179	—	150	—	816	108	3	2.0
International Aviation Service									
BAC Britannia-300	262	—	114	—	549	—	—	3	7.1
Intra Airways									
BN Islander	8	44	—	42	—	205	38	2	1.0
DC3 Dakota/Pionair	58	370	27	285	24	8 878	1 319	4	2.0
TOTAL	67	414	27	327	24	9 083	1 356	6	1.8
Invicta International Airlines									
BAC Vanguard 952	299	163	99	316	328	16 314	14 768	4	3.0
Boeing 720/720B	51	—	20	—	76	—	—	1	0.8
TOTAL	350	163	119	316	404	16 314	14 768	5	2.8
Laker Airways									
BAC 111-300/400	923	595	—	1 500	—	43 644	68 749	5	7.3
DC10	642	164	—	837	—	43 743	192 496	3	9.0
Boeing 707-120/120B	518	190	—	673	—	23 544	70 211	2	7.3
TOTAL	2 082	959	—	3 010	—	110 931	331 456	10	7.7
Loganair									
Beechcraft 18/18H Super	—	11	—	10	—	2	—	1	0.1
BN2A Trislander	29	172	—	125	—	1 111	215	3	1.5
BN Islander	90	1 076	—	387	—	4 716	297	6	1.7
TOTAL	119	1 259	—	521	—	5 829	513	10	1.5
Macedonian Aviation									
DC3 Dakota/Pionair	15	46	—	73	—	661	232	4	1.3
MAM Aviation									
HS 125	39	41	—	77	—	106	103	1	2.1
McAlpine Aviation									
HS 125	156	285	—	253	—	498	361	12	1.0
PA23 Apache/Aztec	19	99	—	71	—	124	27	4	0.9
PA31 Navajo	29	115	—	96	—	493	128	2	1.1
TOTAL	204	499	—	420	—	1 115	517	18	1.0
Merlot International Airlines									
HS 125	42	44	—	63	—	86	82	3	1.2
Monarch Airlines									
BAC Britannia-300	140	85	—	297	—	5 732	8 309	2	4.6
Boeing 720/720B	728	495	—	1 237	—	64 566	100 162	4	6.3
TOTAL	867	580	—	1 534	—	70 298	108 471	6	5.7

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1974	Daily utilisation per aircraft (hrs) Quarter ended June 1974
				Passenger	Cargo				
Moseley Aviation									
PA31 Navajo	4	13	—	16	—	65	24	1	1.2
Northern Air Taxis									
Beagle 206	48	95	—	180	—	320	172	4	1.5
Northern Executive Aviation									
BN Islander	11	49	6	42	6	335	61	1	1.7
Peters Aviation									
DH 114 Heron	27	88	—	106	—	444	140	5	0.8
Thurston Aviation									
BN Islander	10	10	29	8	34	40	7	1	1.2
PA23 Apache/Aztec	9	43	—	33	—	86	19	3	0.5
PA31 Navajo	6	18	—	22	—	36	12	1	0.6
TOTAL	25	71	29	63	34	162	38	5	0.7
Tradewinds Airways									
Canadair CL 44	485	—	95	—	518	—	—	5	6.8
Trans-Meridian Air Cargo									
Canadair CL 44	600	—	226	—	1 200	—	—	7	5.0
Vernair Transport									
Beechcraft B65/80 Queen Air	6	31	—	25	—	72	22	1	1.1
GRAND TOTAL	50 871	53 924	3 071	84 757	7 257	2 920 853	4 861 974	†487	†5.4

†Excluding airlines for which details not available.

Operations Subject to Variable Charge[†] by Type of Licence, and Non-chargeable Operations August 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	534 999	307 871	70 738	237 135	57.5
Class 2	57 397	43 414	—	43 414	75.6
Class 3	121 706	104 716	—	104 716	86.0
Class 4	31 748	24 357	—	24 357	76.7
Class 5	17 869	13 377	6 146	7 231	74.9
Class 6	23 296	15 629	15 629	—	67.1
Class 7	23 127	11 819	10 019	1 800	51.1
TOTAL	810 142	521 183	102 532	418 652	64.3
Non-chargeable Operations					
Aircraft hired from Foreign Operators	1 776	780	738	42	43.9
Exempt Services	13 888	8 196	2 260	5 936	59.0
TOTAL	15 664	8 976	2 998	5 978	57.3
GRAND TOTAL	825 806	530 159	105 530	424 630	64.2

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

Output by Type of Licence and Aircraft Ownership August 1974

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Hired from UK Airline (000)	Available Hired Otherwise (000)	Total (000)
Class 1	534 999	135	1 776	536 909
Class 2	57 397	—	—	57 397
Class 3	121 706	327	—	122 033
Class 4	31 748	49	—	31 797
Class 6	23 296	—	—	23 296
Class 7	23 127	—	—	23 127
Exempt Services	13 888	—	—	13 888
TOTAL	806 161	511	1 776	808 447
Class 5 hired to UK Airlines	7 000			
Non UK Airlines	10 869			
TOTAL	17 869			
GRAND TOTAL	824 030			

Passenger Analysis by Type of Licence and Fare Category August 1974

Table 34

Type of Licence or Service	First Class	Fare Categories					ABC	IT	Other	Total Passengers
		Total	Individually Booked Economy	Booked ITX	Other Fares	Other				
SCHEDULED										
Class 1 All	28 540	1 667 136	1 605 170	57 156	4 810	—	—	46 690	1 742 366	
International	27 940	981 587	953 779	22 998	4 810	—	—	46 680	1 056 207	
Domestic	600	685 549	651 391	34 158	—	—	—	10	686 159	
NON-SCHEDULED										
Class 2 All	—	—	—	—	—	80 674	—	—	80 674	
International	—	—	—	—	—	80 674	—	—	80 674	
Domestic	—	—	—	—	—	—	—	—	—	
Class 3 All	—	—	—	—	—	—	821 684	1 059	822 743	
International	—	—	—	—	—	—	821 394	1 059	822 453	
Domestic	—	—	—	—	—	—	290	—	290	
Class 4 All	—	—	—	—	—	—	3 465	151 140	154 605	
International	—	—	—	—	—	—	3 465	146 236	149 701	
Domestic	—	—	—	—	—	—	—	4 904	4 904	
Class 7 All	—	—	—	—	—	—	—	41 219	41 219	
International	—	—	—	—	—	—	—	32 497	32 497	
Domestic	—	—	—	—	—	—	—	8 722	8 722	
Exempt All	—	—	—	—	—	—	—	24 040	24 040	
International	—	—	—	—	—	—	—	23 361	23 361	
Domestic	—	—	—	—	—	—	—	679	679	
TOTAL All	28 540	1 667 136	1 605 170	57 156	4 810	80 674	825 149	264 148	2 865 647	
International	27 940	981 587	953 779	22 998	4 810	80 674	824 859	249 833	2 164 893	
Domestic	600	685 549	651 391	34 158	—	—	290	14 315	700 754	

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.