

Civil Aviation Authority



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

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

3 ENQUIRIES

- 3.1 **Statistics** Enquiries concerning the information in *CAA Monthly Statistics* should be addressed, according to the subject, as follows:
- Airport and Air Passenger Statistics: Civil Aviation Authority
Room 209
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London WC2R 0DP
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Aviation House
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London WC2B 6NN
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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—July 1974

Activity at UK Airports

UK air transport movements during July 1974 reached a total of almost 74 000, 2.5 per cent less than in July 1973. Over the three month period May to July almost 69 000 movements were recorded, and this represents a 1.5 per cent decline against the corresponding period of 1973. Whilst the London area airports again reported an aggregate decline between these two periods (5.2 per cent) the rest of the UK airports reported a combined growth of 2.6 per cent. Each of the London area airports recorded a decline in actual movements, that at Luton being the largest (881 less movements per month; 27.4 per cent decline) followed by Heathrow (493 movements; 2.0 per cent decline), Southend (394 movements; 24.7 per cent decline), Gatwick (114 movements; 1.6 per cent decline) and Stansted (51 movements; 15.8 per cent decline). Aberdeen recorded the greatest growth in actual movements (1 066 additional movements per month; 144.8 per cent growth) and Sumburgh followed with 763 additional movements, a growth rate of nearly 200 per cent. Inverness reported the third greatest increase in actual movements (181 additional movements; 42.7 per cent growth) and Manchester the heaviest actual decline (377 movements less, 8.1 per cent decline). The 1.5 per cent decline in ATMs in the period May–July 1974 compared with 1973 comprised a marginal growth in scheduled movements against a 9.2 per cent decline in charter movements. The UK operators' share of scheduled traffic dropped marginally to 74.7 per cent whilst their share of charter traffic increased 2.4 percentage points to 86.2 per cent.

Almost 4.5 million terminal passengers used UK airports during July 1974 and a monthly average of just over 3.9 million over the three month period May–July. Both of these figures represent a decline on 1973, the former by 10 per cent and the latter by 8.9 per cent. Passengers handled both within the London area and over the rest of the UK declined by 10.0 per cent between July 1973 and July 1974. During the May–July period 1974 compared with a year earlier passengers at London area airports declined overall by 9.1 per cent, and with the exception of Stansted (11.3 per cent growth) each individual airport recorded a decline. Luton reported the greatest drop in actual passengers (122 205 less per month; 35.3 per cent decline) followed by Heathrow (75 800 less passengers; 3.9 per cent decline), Gatwick (56 656 less passengers; 9.8 per cent decline) and Southend (15 822 less passengers; 36.3 per cent decline). The aggregate decline over the rest of the UK was 8.3 per cent over the same period. Aberdeen reported the greatest actual increase in passengers (15 810 additional passengers per month; 64.2 per cent growth) and Sumburgh the greatest percentage growth (7 444 passengers; 102.3 per cent growth). The decline of 86.8 per cent at Coventry was the largest recorded during this period.

Over the May–July 1974 period scheduled service passengers declined by 3.6 per cent and charter passengers by 21.3 per cent compared with the same period in 1973. The UK operators' share of scheduled service passengers declined 1.6 percentage points to 66.4 per cent and their share of charter passengers increased marginally to 82.4 per cent.

Of the monthly average of 3.9 million passengers who travelled by air during the period May–July 1974 2.8 million flew on international routes (10.6 per cent less than over the corresponding period 1973) and 1.1 million on domestic routes (6.5 per cent less). Of the international passengers 1.8 million flew by scheduled services (3.6 per cent less than over the corresponding period 1973) and 1.0 million by charter services (22.2 per cent less). The most important routes, in terms of scheduled passengers carried, continued to be those to the USA with 14.0 per cent of total (12.5 per cent decline) followed by those to France with 13.0 per cent (10.0 per cent decline), those to the Irish Republic with 8.2 per cent (3.4 per cent decline). Routes to Spain again carried the highest proportion of charter passengers (41.4 per cent) but their number declined 21.8 per cent against the corresponding period of 1973. Services to Italy carried 11.1 per cent (25.0 per cent decline) followed by those to Canada with 6.6 per cent of total charter passengers (15.4 per cent decline). Between May and July a monthly average of just under 650 000 travelled on domestic routes – 3.9 per cent less than 1973. With the exception of Channel Island services (1.7 per cent growth) each of the main route groupings again experienced a decline in passengers; London routes by 4.1 per cent, Belfast routes by 7.5 per cent, Edinburgh routes by 2.2 per cent, Glasgow routes by 6.4 per cent, and Isle of Man routes by 13.7 per cent.

The volume of air cargo handled at UK airports during July 1974 was over 59 000 tonnes, 1.6 per cent more than in July 1973. Over the May–July period the monthly average number of tonnes handled was 62 000; a 6.9 per cent growth on 1973. London area airports reported a combined growth of 7.4 per cent over this period. Heathrow reported the greatest actual increase in tonnes handled (1972 additional tonnes per month; 5.1 per cent growth) followed by Gatwick (1 166 tonnes; 37.0 per cent growth) and Stansted (501 tonnes; 46.4 per cent growth). Southend was alone in recording a decline in tonnage handled of 16.1 per cent. Over the rest of the UK an aggregate growth of 5.1 per cent was achieved. Manchester handled the greatest increase in actual tonnage (412 additional tonnes per month; 11.9 per cent growth) followed by Bournemouth (165 tonnes; 75.8 per cent growth) and Aberdeen (150 tonnes; 162.9 per cent growth). The 6.9 per cent growth in freight at UK airports comprised a 3.0 per cent growth in carryings by scheduled operators and

46.8 per cent growth in carryings by charter operators. The UK operators' share of scheduled tonnage declined by 3.6 percentage points to 47.6 per cent and their share of charter tonnage by 16.2 per cent to 61.1 per cent.

Output of UK Airlines

The output of UK airlines for all services in July 1974 was 832 million available tonne-kilometres, a decline of nearly 4.5 per cent on July 1973.

The scheduled service output of 540 million available tonne-kilometres was 0.1 per cent less than a year earlier. The overall load factor of 54.7 was slightly less than the 54.9 per cent achieved in July 1973. Seat kilometres used were 60.1 per cent of those available compared with 61.7 per cent a year earlier. Seat factors on domestic and international scheduled services were

63.9 and 59.8 per cent respectively compared with 68.4 and 61.0 in July 1973.

The non-scheduled output in July 1974 was nearly 292 million available tonne-kilometres, a decline of nearly 12 per cent on July 1973. Advance Booking charters and Inclusive Tour charters accounted for 54.2 and 125.4 million available tonne-kilometres respectively, compared with 44.3 and 156.0 million in July 1973.

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 is not strictly comparable. There are small differences in timing and more significant differences arise because airlines are not asked to report non-revenue passengers and cargo.

Size Structure of UK

Table 1

Airports and Airlines Year ended 30 June 1974

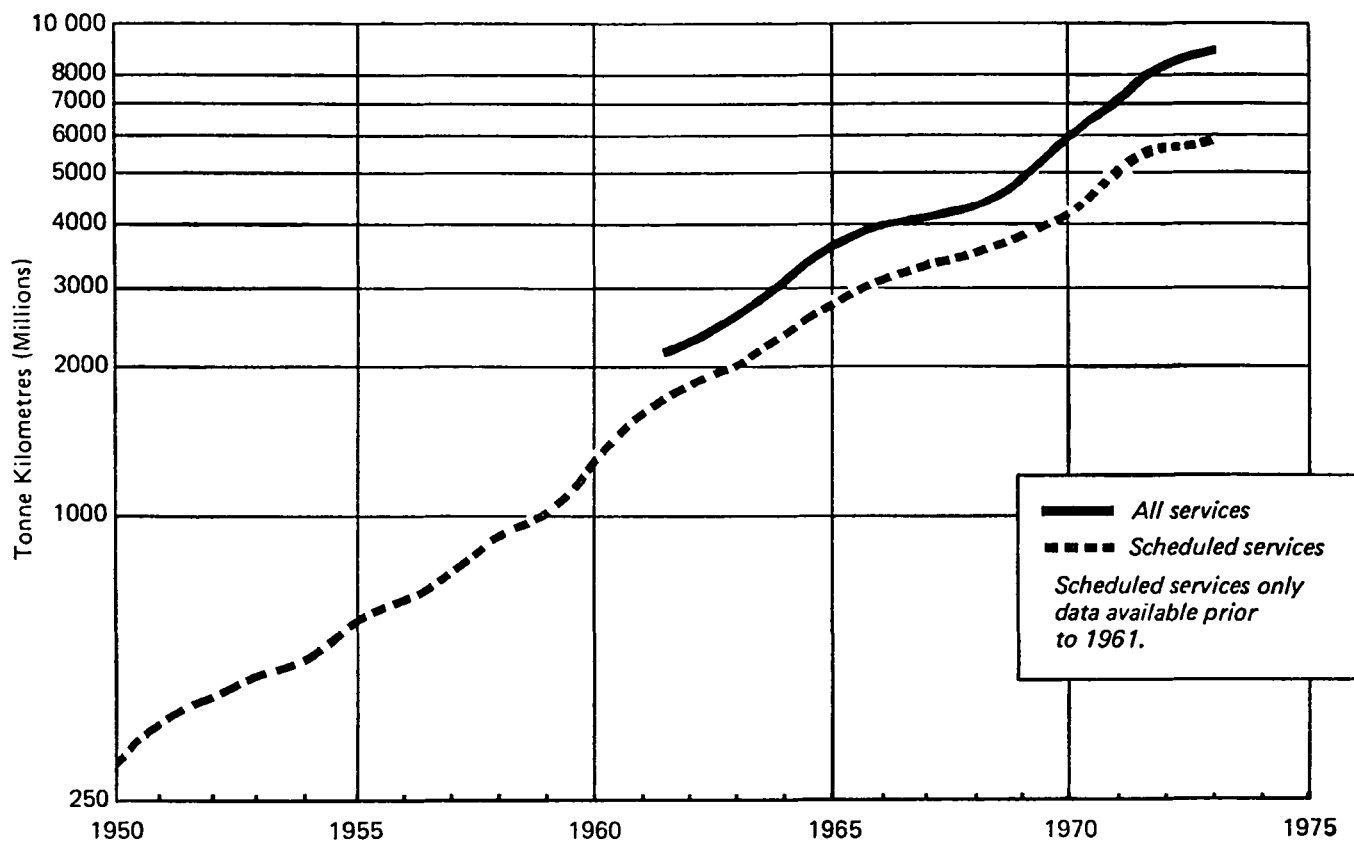
Airports	Terminal passengers (000)	Percentage of passengers at all UK airports	Percentage of airports this size and smaller	Percentage of passengers at all UK airports this size and smaller
Heathrow	20 274	48.10	100	100.00
Gatwick	5 537	13.14	98	51.90
Luton	2 831	6.72	95	38.76
Manchester	2 487	5.90	93	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

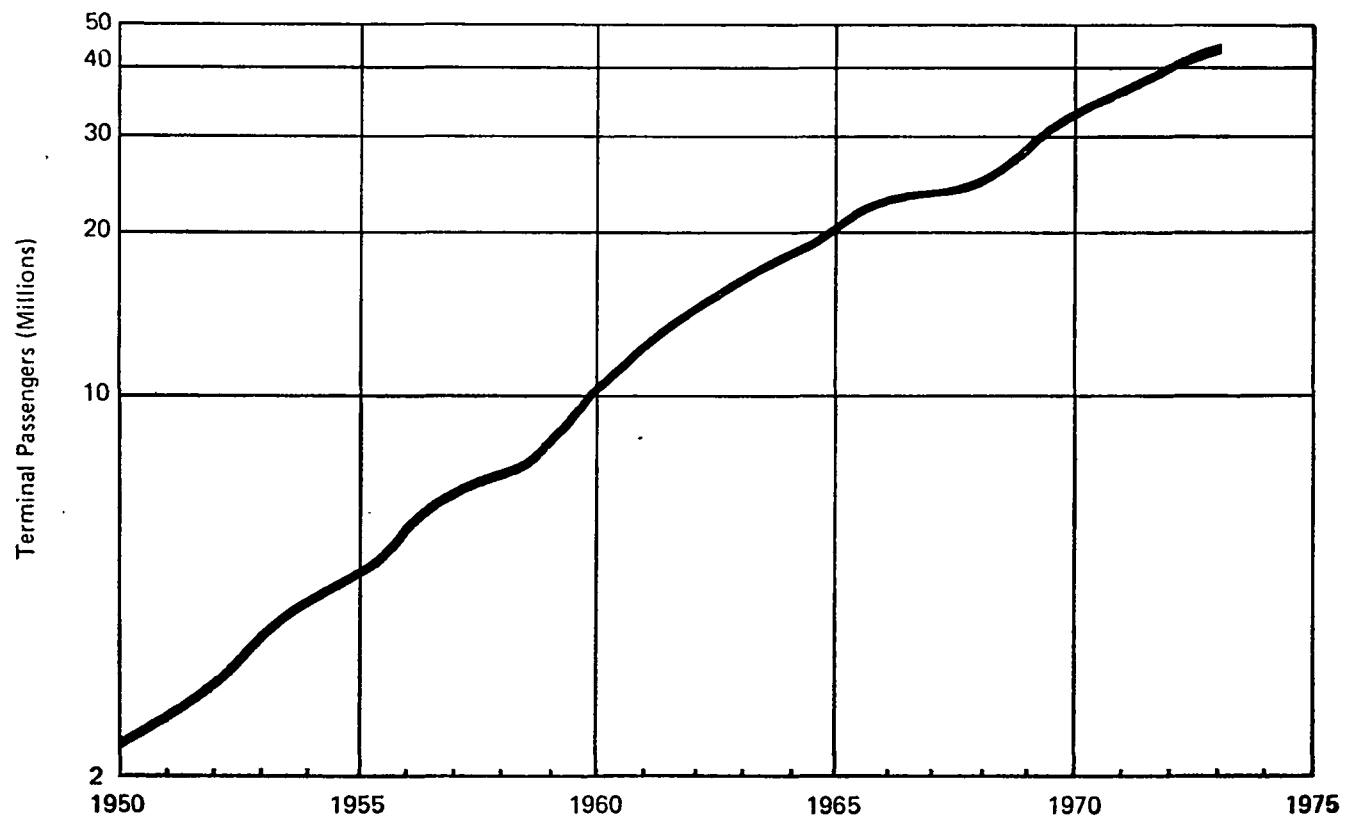
Output of UK Airlines

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	29 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
.						
Year ended						
July 1973	1 869	703	41 746	8 775	5 747	3 028
July 1974	1 842	715	41 664	8 538	5 746	2 792
Mean rates of growth (percentages) to 1973						
20 years	6.4	5.4	13.2		14.3	
10 years	8.6	4.0	10.2	13.4	10.7	21.4
5 years	8.0	5.0	11.4	16.9	12.7	27.7
Latest year's growth (percentages)						
	-1.4	1.7	-0.2	-2.7	—	-7.8

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
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	887	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	1 088	3.3	334
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

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total	Commercial			Non-commercial			
	(000)	Total	Air transport	Other	Total	Aero club and private	Test and training	Other
	(000)	(000)	(000)	(000)	(000)	(000)	(000)	(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
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

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
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	3 439	1 823	1 547	5 535	7 133	5 283	4 166	10 565

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
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

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	288	1 798	2 258
	July	45 979	4 635	970	170	96	1 404	3 028	271	1 689	2 249
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

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966	249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973	496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1972 1st quarter	383.2	172.2	7.4	50.2	114.6	44.9	2 800.1	1 292.2	46.1
2nd quarter	465.3	229.0	8.3	53.5	167.2	49.2	3 545.8	1 903.3	53.7
3rd quarter	505.9	276.7	8.2	59.5	209.0	54.7	3 896.5	2 407.4	61.8
4th quarter	445.3	232.1	10.1	63.6	158.3	52.1	3 310.8	1 786.9	54.0
1973 1st quarter	420.9	217.9	9.0	62.3	146.7	51.7	3 138.5	1 667.8	53.1
2nd quarter	520.6	271.2	8.7	63.8	198.7	52.1	4 040.6	2 240.9	55.5
3rd quarter	565.7	316.7	8.8	67.3	240.6	60.0	4 403.0	2 767.5	62.9
4th quarter	477.1	264.3	10.6	71.8	181.9	55.4	3 601.7	2 052.9	57.0
1974 1st quarter	417.4	228.2	9.0	65.4	153.8	54.7	3 116.4	1 718.1	55.1
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
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

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
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

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	239.8	10.1	71.7	158.0	53.1	3 315.9	1 787.0	53.9
April	425.2	225.4	7.4	56.3	161.7	53.0	3 253.8	1 834.2	56.4
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
1974 January	367.5	199.0	7.3	50.0	141.6	54.1	2 747.3	1 581.9	57.6
February	353.7	187.7	8.2	60.7	118.8	53.1	2 593.1	1 310.9	50.6
March	458.3	253.4	10.8	79.9	162.7	55.3	3 324.1	1 804.6	54.3
April	430.2	226.8	8.2	62.0	156.6	52.7	3 299.8	1 759.4	53.3
May	272.7	143.2	5.0	34.4	103.8	52.5	2 163.4	1 164.9	53.9
June	558.8	286.8	10.6	74.9	201.3	51.3	4 257.5	2 248.9	52.8
July	501.4	272.8	8.7	61.4	202.7	54.4	3 833.9	2 290.8	59.8

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
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

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	4.309	4 814	7 205	1 497	1 586
February	863.9	726.1	84.0	4.591	4 674	6 975	1 492	1 582
March	1 114.5	920.3	82.6	5.785	6 007	9 051	1 507	1 591
April	1 270.0	1 001.6	78.9	7.231	7 452	10 367	1 391	1 385
May	1 315.8	932.4	70.9	6.582	7 153	9 795	1 369	1 417
June	1 647.3	1 263.1	76.7	8.753	8 757	12 252	1 399	1 433
July	1 818.1	1 517.0	83.4	1 045.6	9 629	13 549	1 407	1 451
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

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
1974 January	249.7	201.1	80.5	49.6	1 023	1 525	1 491	4 054
February	131.9	103.5	78.5	26.3	750	859	1 145	3 435
March	196.0	144.0	73.5	55.3	1 103	1 277	1 158	2 605
April	350.6	253.7	72.4	94.1	1 427	1 936	1 357	2 696
May	348.0	265.4	76.3	84.1	1 396	2 015	1 443	3 156
June	608.0	483.6	79.5	129.3	1 788	3 352	1 875	3 740
July	874.5	713.7	81.6	219.7	2 786	4 996	1 793	3 249

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	18	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
May-July 1973	2 256	90	48	299	227	82	227	66	172	35	51	44	596	32	119	55	113
May-July 1974	1 919	63	49	248	198	69	185	71	147	30	38	42	493	31	95	44	114
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	62.8						
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	483.4	19.5	18.1	70.9	11.3	23.6	9.6	16.9	227.1	9.8	76.7						
1974 1st quarter	384.2	18.4	17.9	47.1	11.5	21.0	8.5	17.9	157.2	8.8	75.9						
2nd quarter	537.0	19.6	19.2	109.9	9.0	18.4	10.0	16.7	258.9	8.8	66.7						
May-July 1973	687.5	16.6	21.8	158.5	12.6	16.9	10.5	14.4	358.7	9.6	67.9						
May-July 1974	649.6	19.9	22.1	156.9	11.1	19.8	9.9	19.7	306.6	11.5	72.2						

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 July 1974

Table 11

	Total	Commercial Movements					Other flights by air transport operators	Non-commercial Movements			
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training		Aero club	Private	Official	Military
London Area Airports											
+Gatwick	11 525	8 247	—	537	6	313	116	—	2 240	1	65
+Heathrow	27 534	25 655	—	105	—	125	240	—	1 310	11	88
+Luton	5 424	2 618	184	545	73	84	41	966	908	—	5
+Southend	6 857	1 189	8	—	—	152	—	3 446	2 042	20	—
+Stansted	3 130	267	—	61	—	1 962	28	57	652	98	5
TOTAL (London Area)	54 470	37 976	192	1 248	79	2 636	425	4 469	7 152	130	163
Westland Heliport (Battersea)	1 533	411	18	410	4	—	—	—	534	—	156
Other UK Airports											
+Leeds/Bradford	4 575	980	10	79	29	36	53	2 893	461	4	30
+Liverpool	7 285	1 448	—	79	36	42	55	4 560	991	18	56
+Manchester	6 700	4 583	132	321	47	51	80	449	993	9	35
+Birmingham	6 606	2 308	—	85	6	244	48	2 502	1 377	—	36
+Coventry	4 597	21	8	6	422	1 000	106	1 335	1 691	4	4
+East Midlands	5 552	1 160	2	129	64	515	46	2 604	944	16	72
+Newcastle	2 901	1 298	1	24	586	78	—	558	294	2	60
+Tees-side	3 104	525	496	25	4	72	—	1 035	526	4	417
+Bristol	2 588	740	—	4	—	10	30	748	1 046	—	10
+Glamorgan	5 090	774	—	97	68	253	—	3 584	312	—	2
Swansea	1 190	33	—	9	53	6	—	896	183	—	10
+Ashford	4 325	419	646	8	127	16	27	1 139	1 878	—	65
+Blackpool	7 393	702	550	42	9	560	—	4 553	961	—	16
+Bournemouth	7 380	559	—	61	—	1 305	—	2 995	2 287	97	76
+Cambridge	3 251	72	—	24	20	1 222	4	1 346	495	—	68
+Exeter	3 753	401	96	16	172	522	62	1 346	748	30	360
Gloucester/Cheltenham	5 153	131	158	—	14	1 877	—	2 029	914	—	30
Hawarden	1 476	—	—	—	—	52	—	1 068	340	—	16
Isles of Scilly	610	556	—	—	12	—	—	—	32	—	10
+Lydd	878	34	—	—	—	28	—	666	140	—	10
+Manston	548	137	—	28	97	110	—	—	176	—	—
+Norwich	2 075	413	—	219	79	134	8	29	1 173	12	8
Penzance Heliport	468	454	—	—	—	—	14	—	—	—	—
+Southampton	4 875	1 246	2	19	16	2 767	14	97	702	—	12
+Edinburgh	5 610	1 619	—	12	—	341	5	2 641	743	22	227
+Glasgow	8 106	4 373	—	113	—	73	1	2 630	854	8	54
+Prestwick	3 115	1 141	—	48	—	874	30	344	257	—	421
Aberdeen	6 924	1 907	—	—	1 433	467	—	3 042	54	4	17
Benbecula	223	161	—	1	7	—	14	20	—	—	20
Inverness	988	643	—	1	212	42	—	68	19	—	3
Islay	215	148	—	3	3	14	—	14	33	—	—
+Kirkwall	1 237	730	—	9	118	2	—	330	20	4	24
Stornoway	437	162	—	20	30	—	—	199	12	—	14
+Sumburgh	1 767	1 198	4	94	256	185	—	—	10	2	18
Tiree	120	92	—	—	16	—	—	8	2	—	2
Wick	329	242	—	17	26	—	—	22	6	—	16
+Belfast	7 413	2 551	—	28	88	—	—	1 691	303	2	2 750
+Isle of Man	2 883	1 615	8	143	3	328	—	557	217	—	12
TOTAL (Incl. London Area)	187 743	73 963	2 323	3 422	4 136	15 862	1 022	52 467	28 880	368	5 300
Channel Islands Airports											
Alderney	1 063	1 063	..	..	..	..	..	..	..	..	..
Guernsey	3 427	3 427	..	..	..	..	..	..	..	..	..
Jersey	6 075	6 075	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	10 565	10 565	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator July 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	8 247	78	3 460	381	612	2 906	810
+Heathrow	25 655	12 430	422	11 947	523	9	324
+Luton	2 618	—	161	—	—	2 350	107
+Southend	1 189	—	940	—	—	229	20
+Stansted	267	—	—	—	—	67	200
TOTAL (London Area)	37 976	12 508	4 983	12 328	1 135	5 561	1 461
Westland Heliport (Battersea)	411	—	—	—	12	399	—
Other UK Airports							
+Leeds/Bradford	980	498	300	44	1	131	6
+Liverpool	1 448	927	120	64	142	157	38
+Manchester	4 583	1 812	427	890	125	1 104	225
+Birmingham	2 308	1 049	442	180	50	532	55
+Coventry	21	—	14	—	—	5	2
+East Midlands	1 160	5	867	—	15	264	9
+Newcastle	1 298	422	633	—	51	181	11
+Tees-side	525	—	456	—	8	50	11
+Bristol	740	363	74	62	137	91	13
+Glamorgan	774	329	187	6	132	106	14
Swansea	33	—	16	—	—	15	2
+Ashford	419	—	419	—	—	—	—
+Blackpool	702	—	689	—	—	13	—
+Bournemouth	559	—	493	—	—	54	12
+Cambridge	72	—	22	—	—	18	32
+Exeter	401	—	377	—	—	17	7
Gloucester/Cheltenham	131	—	32	—	—	99	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	556	454	102	—	—	—	—
+Lydd	34	—	14	—	—	20	—
+Manston	137	—	—	—	—	122	15
+Norwich	413	—	292	—	—	110	11
Penzance Heliport	454	454	—	—	—	—	—
+Southampton	1 246	136	1 075	—	—	20	15
+Edinburgh	1 619	1 011	500	64	3	20	21
+Glasgow	4 373	2 243	1 070	407	—	490	163
+Prestwick	1 141	611	29	256	23	103	119
Aberdeen	1 907	758	273	—	91	753	32
Benbecula	161	161	—	—	—	—	—
Inverness	643	422	48	—	—	173	—
Islay	148	104	—	—	2	42	—
+Kirkwall	730	227	—	14	21	464	4
Stornoway	162	162	—	—	—	—	—
+Sumburgh	1 198	236	121	—	287	544	10
Tiree	92	73	—	—	1	18	—
Wick	242	218	—	—	—	24	—
+Belfast	2 551	1 883	518	57	—	4	89
+Isle of Man	1 615	694	921	—	—	—	—
TOTAL (Incl. London Area)	73 963	27 760	15 514	14 372	2 236	11 704	2 377
Channel Islands Airports							
Alderney	1 063	—	1 013	—	—	50	—
Guernsey	3 427	406	2 749	—	—	272	—
Jersey	6 075	1 331	3 887	388	1	418	50
TOTAL (Channel Islands Airports)	10 565	1 737	7 649	388	1	740	50

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages

	May 1974 —July 1974	May 1973 —July 1973	Percentage Change
London Area Airports			
+ Gatwick	7 181	7 295	-1.6
+ Heathrow	24 512	25 005	-2.0
+ Luton	2 330	3 211	-27.4
+ Southend	1 204	1 598	-24.7
+ Stansted	272	323	-15.8
TOTAL (London Area)	35 500	37 432	-5.2
Westland Heliport (Battersea)	412	379	8.7
Other UK Airports			
+ Leeds/Bradford	959	874	9.7
+ Liverpool	1 399	1 380	1.4
+ Manchester	4 301	4 678	-8.1
+ Birmingham	2 070	2 112	-2.0
+ Coventry	10	76	-86.8
+ East Midlands	1 111	1 160	-4.2
+ Newcastle	1 207	1 193	1.2
+ Tees-side	492	502	-2.0
+ Bristol	698	804	-13.2
+ Glamorgan	698	751	-7.1
Swansea	57	33	72.7
+ Ashford	478	615	-22.3
+ Blackpool	621	552	12.5
+ Bournemouth	598	491	21.8
+ Cambridge	61	90	-32.2
+ Exeter	394	315	25.1
Gloucester/Cheltenham	133	146	-8.9
Hawarden	—	—	—
Isles of Scilly	502	494	1.6
+ Lydd	23	18	27.8
+ Manston	115	101	13.9
+ Norwich	424	577	-26.5
Penzance Heliport	397	391	1.5
+ Portsmouth	—	333	—
+ Southampton	1 115	1 122	-0.6
+ Edinburgh	1 533	1 508	1.7
+ Glasgow	4 110	4 073	0.9
+ Prestwick	924	1 232	-25.0
Aberdeen	1 802	736	144.8
Benbecula	158	99	59.6
Inverness	605	424	42.7
Islay	137	131	4.6
+ Kirkwall	647	547	18.3
Stornoway	165	189	-12.7
+ Sumburgh	1 160	397	192.2
Tiree	71	63	12.7
Wick	224	225	-0.4
+ Belfast	2 270	2 340	-3.0
+ Isle of Man	1 418	1 489	-4.8
TOTAL (Incl. London Area)	68 998	70 074	-1.5
Channel Islands Airports			
Alderney	920	1 140	-19.3
Guernsey	3 154	3 455	-8.7
Jersey	5 661	6 681	-15.3
TOTAL (Channel Islands Airports)	9 735	11 276	-13.7

Portsmouth Airport closed with effect from 31 December 1973.

Air Transport Landings Diverted to UK Reporting Airports July 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	4							1Lu	1He 1Lu	1Lu																						
Heathrow	2							1Ga																1Ma								
Leeds	5		3Em																													2Em
Liverpool	1																													1Lu		
Manchester	1										1Lu																					
Birmingham	2									1Lu											1Ga											
East Midlands	1							1Bi																								
Tees-side	1												1Em																			
Bristol	4				2Gm						1Gm																					
Swansea	1																					1Gm 1Gm										
Southampton	1																															1Bo
Edinburgh	11	1GI	1GI			3GI	1GI				1GI					1GI	1GI					1GI	1GI									
Glasgow	5		1BI				1Lu						1Lu		1Pr					1Ga												
Aberdeen	1																				1GI											
Sumburgh	3									1Ki	1Ki										1Ki											
Belfast	1	1GI																														
Isle of Man	1												1BI																			
Other UK	13		1Bo		1Ex							1Sh				1Ex				1Ex	1Ex	1Ma 1He 1Pr 1He	1TI 2Ex	1Wi							1Ex	
Overseas	10			1He							1He			1He				1Lu	1GI	1He	1Ga									1Li		
TOTAL	68	2	6	1	3	3	2	3	2	3	5	1	3	1	1	2	1	1	2	3	4	7	4	2	—	—	—	—	—	2	—	4

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 July 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					
				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit		
London Area Airports															
+ Gatwick	648 716	641 443	7 273	3 864	—	150 680	64	4 090	—	90 405	202	284 223	1 426	108 181	5 581
+ Heathrow	2 114 746	2 073 398	41 348	992 571	—	14 610	—	984 403	35 848	54 154	127	604	—	27 056	5 373
+ Luton	266 685	265 677	1 008	—	—	5 260	202	—	—	—	—	255 710	746	4 707	60
+ Southend	29 457	29 457	—	—	—	28 323	—	—	—	—	—	734	—	400	—
+ Stansted	21 379	21 199	180	—	—	—	—	—	—	—	—	224	—	20 975	180
TOTAL (London Area)	3 080 983	3 031 174	49 809	996 435	—	198 873	266	988 493	35 848	144 559	329	541 495	2 172	161 319	11 194
Westland Heliport (Battersea)	1 108	1 108	—	—	—	—	—	—	—	33	—	1 075	—	—	—
Other UK Airports															
+ Leeds/Bradford	33 251	31 776	1 475	23 945	24	4 840	1 442	2 220	—	72	—	579	9	120	—
+ Liverpool	56 234	55 414	820	36 216	43	1 367	729	3 031	46	8 308	—	6 184	2	308	—
+ Manchester	273 999	260 947	13 052	99 008	1 108	8 224	1 449	25 025	4 902	13 057	16	94 649	2 198	20 984	3 379
+ Birmingham	128 229	124 379	3 850	44 145	1 341	10 808	1 851	9 512	471	3 412	—	51 669	187	4 833	—
+ Coventry	756	688	68	—	—	450	68	—	—	—	—	154	—	84	—
+ East Midlands	50 887	50 651	236	159	—	29 975	236	—	—	574	—	19 943	—	—	—
+ Newcastle	71 874	68 015	3 859	30 993	—	13 755	3 859	—	—	4 286	—	18 050	—	931	—
+ Tees-side	22 469	21 045	1 424	—	—	14 668	941	—	—	835	—	4 775	18	767	465
+ Bristol	30 984	25 118	5 866	8 247	3 513	1 056	328	3 094	56	3 522	1 969	8 268	—	931	—
+ Glamorgan	30 383	27 088	3 295	9 731	1 076	1 840	1 312	122	103	4 672	784	9 599	—	1 124	20
Swansea	439	439	—	—	—	389	—	—	—	—	—	36	—	14	—
+ Ashford	8 787	8 787	—	—	—	8 787	—	—	—	—	—	—	—	—	—
+ Blackpool	21 015	21 009	6	—	—	20 939	6	—	—	—	—	70	—	—	—
+ Bournemouth	12 622	12 622	—	—	—	9 380	—	—	—	—	—	2 351	—	891	—
+ Cambridge	756	756	—	—	—	423	—	—	—	—	—	116	—	217	—
+ Exeter	10 995	9 787	1 208	—	—	8 144	1 208	—	—	—	—	1 247	—	396	—
Gloucester/Cheltenham	1 292	1 292	—	—	—	796	—	—	—	—	—	496	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	11 342	11 342	—	10 719	—	623	—	—	—	—	—	—	—	—	—
+ Lydd	394	394	—	—	—	372	—	—	—	—	—	22	—	—	—
+ Manston	586	586	—	—	—	—	—	—	—	—	—	556	—	30	—
+ Norwich	9 760	9 760	—	—	—	8 325	—	—	—	—	—	926	—	509	—
Penzance Heliport	10 719	10 719	—	10 719	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	36 214	36 135	79	6 395	—	29 667	67	—	—	—	—	52	8	21	4
+ Edinburgh	88 182	85 924	2 258	59 647	1 339	19 205	877	4 300	23	25	—	1 319	—	1 428	19
+ Glasgow	215 178	211 113	4 065	102 095	938	33 764	—	17 989	2 851	—	—	42 010	—	15 255	276
+ Prestwick	90 762	59 586	31 176	27 888	12 587	1 097	40	7 370	9 527	1 817	483	10 877	3 031	10 537	5 508
Aberdeen	48 157	46 623	1 534	28 987	1 534	4 693	—	—	—	1 379	—	10 397	—	1 167	—
Benbecula	4 374	2 448	1 926	2 448	1 926	—	—	—	—	—	—	—	—	—	—
Inverness	14 512	12 610	1 902	12 157	1 902	114	—	—	—	—	—	339	—	—	—
Islay	1 557	1 557	—	1 459	—	—	—	—	—	4	—	94	—	—	—
+ Kirkwall	12 066	10 431	1 635	7 837	1 416	—	—	176	111	188	71	2 195	32	35	5
Stornoway	5 015	4 635	380	4 635	380	—	—	—	—	—	—	—	—	—	—
+ Sumburgh	18 760	17 224	1 536	8 547	—	407	—	—	—	3 357	—	4 625	1 536	288	—
Tiree	634	595	39	536	38	—	—	—	—	9	—	50	1	—	—
Wick	7 426	3 523	3 903	3 467	3 901	—	—	—	—	—	—	56	2	—	—
+ Belfast	148 027	147 640	387	111 082	—	22 699	3	2 822	53	—	—	239	—	10 798	331
+ Isle of Man	65 388	63 976	1 412	31 955	679	32 021	733	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	4 626 116	4 488 916	137 200	1 679 452	33 745	487 701	15 415	1 064 154	53 991	190 109	3 652	834 513	9 196	232 987	21 201
Channel Islands Airports															
Alderney	8 223	8 223	—	—	—	8 090	—	—	—	—	—	133	—	—	—
Guernsey	66 352	63 632	2 720	19 358	—	41 897	2 720	—	—	—	—	2 377	—	—	—
Jersey	180 777	179 269	1 508	70 139	347	94 302	1 124	7 985	8	68	—	3 068	—	3 707	29
TOTAL (Channel Is. Airports)	255 352	251 124	4 228	89 497	347	144 289	3 844	7 985	8	68	—	5 578	—	3 707	29

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	May 1974 —July 1974	May 1973 —July 1973	Percentage Change
London Area Airports			
+ Gatwick	522 459	579 115	-9.8
+ Heathrow	1 872 926	1 948 726	-3.9
+ Luton	224 319	346 524	-35.3
+ Southend	27 760	43 582	-36.3
+ Stansted	20 278	18 214	11.3
TOTAL (London Area)	2 667 741	2 936 161	-9.1
Westland Heliport (Battersea)	1 176	1 047	12.3
Other UK Airports			
+ Leeds/Bradford	29 975	29 421	1.9
+ Liverpool	49 331	55 071	-10.4
+ Manchester	230 325	264 198	-12.8
+ Birmingham	102 892	112 386	-8.4
+ Coventry	230	1 334	-82.8
+ East Midlands	46 632	54 720	-14.8
+ Newcastle	59 816	62 846	-4.8
+ Tees-side	18 455	20 836	-11.4
+ Bristol	20 429	27 691	-26.2
+ Glamorgan	22 527	28 597	-21.2
Swansea	609	355	71.5
+ Ashford	8 415	13 151	-36.0
+ Blackpool	17 388	18 859	-7.8
+ Bournemouth	12 794	11 389	12.3
+ Cambridge	733	944	-22.4
+ Exeter	8 848	9 369	-5.6
Gloucester/Cheltenham	1 277	1 232	3.7
Hawarden	—	—	—
Isles of Scilly	9 780	9 806	-0.3
+ Lydd	204	224	-8.9
+ Manston	489	401	21.9
+ Norwich	9 158	7 679	19.3
Penzance Heliport	9 199	9 244	-0.5
+ Portsmouth	—	2 240	—
+ Southampton	32 121	31 771	1.1
+ Edinburgh	79 179	86 552	-8.5
+ Glasgow	183 207	206 466	-11.3
+ Prestwick	40 904	47 738	-14.3
Aberdeen	40 448	24 638	64.2
Benbecula	2 440	1 965	24.2
Inverness	11 535	12 167	-5.2
Islay	1 464	1 546	-5.3
+ Kirkwall	8 065	7 551	6.8
Stornoway	3 916	4 396	-10.9
+ Sumburgh	14 724	7 280	102.3
Tiree	411	438	-6.2
Wick	2 950	2 869	2.8
+ Belfast	112 805	121 995	-7.5
+ Isle of Man	53 897	62 049	-13.1
TOTAL (Incl. London Area)	3 916 489	4 298 620	-8.9
Channel Islands Airports			
Alderney	6 765	7 567	-10.6
Guernsey	55 789	55 911	-0.2
Jersey	164 338	168 963	-2.7
TOTAL (Channel Islands Airports)	226 892	232 441	-2.4

Portsmouth Airport closed with effect from 31 December 1973

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
		May-July 1974	May-July 1973	Per- centage change	May-July 1974	May-July 1973	Per- centage change
London Area Airports							
+ Gatwick	522 459	455 946	512 414	-11	66 512	66 701	—
+ Heathrow	1 872 926	1 588 038	1 648 789	-4	284 887	299 937	-5
+ Luton	224 319	218 192	339 519	-36	6 126	7 005	-13
+ Southend	27 760	27 288(a)	43 226(a)	-37	472	356	33
+ Stansted	20 278	19 931	17 816	12	347	398	-13
TOTAL (London Area)	2 667 741	2 309 396	2 561 764	-10	358 345	374 397	-4
Westland Heliport (Battersea)	1 176	1	—	—	1 175	1 047	12
Other UK Airports							
+ Leeds/Bradford	29 975	4 129	4 560	-9	25 846	24 861	4
+ Liverpool	49 331	16 554	18 697	-11	32 777	36 374	-10
+ Manchester	230 325	159 006	190 910	-17	71 319	73 288	-3
+ Birmingham	102 892	70 611	76 802	-8	32 281	35 584	-9
+ Coventry	230	29	407	-93	201	927	-78
+ East Midlands	46 632	23 082	29 826	-23	23 550	24 894	-5
+ Newcastle	59 816	24 795	27 473	-10	35 021	35 373	-1
+ Tees-side	18 455	4 941	8 543	-42	13 514	12 293	10
+ Bristol	20 429	14 763	21 135	-30	5 666	6 556	-14
+ Glamorgan	22 527	14 685	20 300	-28	7 842	8 297	-5
Swansea	609	239	13	1 738	370	342	8
+ Ashford	8 415	7 843	12 880	-39	572	271	—
+ Blackpool	17 388	700	560	25	16 688	18 299	-9
+ Bournemouth	12 794	2 997	2 962	1	9 797	8 427	16
+ Cambridge	733	242	386	-37	491	558	-12
+ Exeter	8 348	2 245	1 967	14	6 603	7 402	-11
Gloucester/Cheltenham	1 277	—	—	—	1 277	1 232	4
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	9 780	—	—	—	9 780	9 806	—
+ Lydd	204	184	200	-8	21	24	-12
+ Manston	489	489	401	22	—	—	—
+ Norwich	9 158	4 745	4 444	7	4 413	3 235	36
Penzance	9 199	—	—	—	9 199	9 244	—
+ Portsmouth	—	—	—	—	—	2 240	—
+ Southampton	32 121	702	1 273	-45	31 419	30 498	3
+ Edinburgh	79 179	6 720	8 694	-23	72 460	77 858	-7
+ Glasgow	183 207	55 296	64 871	-15	127 911	141 595	-10
+ Prestwick	40 904	36 241	42 496	-15	4 663	5 242	-11
Aberdeen	40 448	10 319	780	1 223	30 129	23 858	26
Benbecula	2 440	—	—	—	2 440	1 965	24
Inverness	11 535	57	28	104	11 478	12 139	-5
Islay	1 464	—	—	—	1 464	1 546	-5
+ Kirkwall	8 065	217	237	-8	7 849	7 314	7
Stornoway	3 916	—	—	—	3 916	4 396	-11
+ Sumburgh	14 724	4 231	146	2 798	10 493	7 134	47
Tiree	411	—	—	—	411	438	-6
Wick	2 950	—	—	—	2 950	2 869	3
+ Belfast	112 805	8 184	9 701	-16	104 621	112 294	-7
+ Isle of Man	53 897	1 624	1 804	-10	52 273	60 245	-13
TOTAL (Incl. London Area)	3 916 489	2 785 267	3 114 260	-11	1 131 222	1 184 362	-4

(a) Includes Channel Islands Traffic.

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

Portsmouth Airport closed with effect from 31 December 1973.

International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	May— July 1974			May— July 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	15.2	10.4	4.8	16.6	12.3	4.3	-8
London – Vienna	12.2	9.3	2.9	12.6	10.4	2.2	-4
Other Routes	3.1	1.1	2.0	4.0	1.9	2.1	-23
Belgium	75.8	73.7	2.1	90.1	83.5	6.6	-16
London – Brussels	50.7	50.5	0.2	47.5	47.1	0.4	7
Other S.E. England – Belgium	18.6	18.3	0.3	34.3	31.9	2.4	-46
Other Routes	6.4	4.8	1.6	8.4	4.5	3.9	-23
Denmark	48.9	35.7	13.2	48.0	37.4	10.6	2
London – Copenhagen	37.6	28.7	9.0	37.5	30.4	7.1	—
Other Routes	11.2	7.1	4.2	10.5	7.0	3.6	7
Finland	10.5	7.0	3.5	10.0	5.8	4.2	6
France	257.6	232.4	25.3	299.1	258.3	40.8	-14
London – Nice	16.7	15.3	1.4	18.3	17.3	1.0	-9
– Paris	166.5	159.5	6.9	188.5	177.3	11.2	-12
– N. France (a)	11.6	11.3	0.3	10.7	10.0	0.7	8
– Other France	26.1	20.0	6.1	24.8	16.9	8.0	5
Manchester – Paris	6.8	6.7	0.1	7.5	7.1	0.4	-9
Other UK – Paris	11.0	9.6	1.4	15.1	10.4	4.7	-27
Luton – Other France	1.8	—	1.8	5.6	—	5.6	-68
Other S.E. England – France	9.4	9.3	0.1	18.6	18.5	—	-50
Other Routes	7.7	0.6	7.1	10.0	0.8	9.2	-23
Germany Fed. Republic	183.8	139.4	44.4	216.4	147.3	69.1	-15
London – Dusseldorf	26.9	23.7	3.1	26.5	25.3	1.2	1
– Frankfurt	46.6	41.2	5.4	47.8	44.8	3.0	-2
– Hamburg	19.4	19.2	0.2	22.1	21.7	0.4	-12
– Munich	24.5	14.5	10.0	28.5	15.1	13.4	-14
– Other Germany	33.2	31.2	2.0	36.9	29.9	7.1	-10
Luton – Germany	16.3	—	16.3	28.2	—	28.2	-42
Manchester – Germany	8.8	6.3	2.5	10.5	6.1	4.4	-16
Other Routes	8.1	3.2	4.9	15.8	4.4	11.4	-49
Gibraltar	7.7	7.6	0.2	7.2	6.9	0.3	8
Greece	68.9	23.9	45.0	82.1	30.3	51.7	-16
Iceland	5.7	5.6	0.1	4.7	4.6	0.1	22
London – Reykjavik	3.8	3.7	0.1	3.1	3.1	—	23
Glasgow – Reykjavik	1.9	1.9	0.1	1.6	1.5	0.1	20
Other Routes	—	—	—	—	—	—	—

Table 18 cont.

	May— July 1974			May— July 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	148.8	146.6	2.2	155.6	151.8	3.8	-4
London – Cork	12.3	12.1	0.1	11.7	11.6	0.1	5
– Dublin	70.3	69.0	1.3	73.4	73.1	0.4	-4
– Shannon	10.2	10.1	0.1	10.6	10.0	0.5	-3
Manchester – Dublin	11.9	11.9	—	12.3	12.1	0.2	-3
Birmingham – Dublin	10.2	10.2	—	10.5	10.5	—	-3
Glasgow – Dublin	8.8	8.8	—	9.3	9.3	—	-5
Liverpool – Dublin	5.7	5.7	—	6.4	6.3	0.1	-11
Leeds/Bradford – Dublin	2.8	2.8	—	3.0	3.0	—	-8
Edinburgh – Dublin	3.0	3.0	—	3.2	3.2	—	-7
Bristol – Dublin	2.5	2.5	—	2.5	2.5	—	-1
Other Routes	11.1	10.5	0.6	12.5	10.1	2.4	-11
Italy	184.9	77.3	107.6	227.2	83.8	143.4	-19
London – Genoa (g)	1.4	—	1.4	2.3	—	2.3	-39
– Milan	40.2	26.2	14.0	40.4	27.7	12.7	—
– Rimini (g)	6.2	—	6.2	7.8	—	7.8	-20
– Rome	34.7	27.0	7.7	37.9	30.0	7.8	-8
– Venice	9.3	5.4	3.9	12.9	6.2	6.7	-28
– Other Italy	31.1	16.7	14.4	34.8	18.3	16.5	-11
Luton – Rimini	8.6	—	8.6	15.0	—	15.0	-43
– Other Italy	29.6	—	29.6	44.4	—	44.4	-33
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	11.2	—	11.2	15.0	—	15.0	-25
Other Routes	12.6	2.0	10.5	16.7	1.5	15.2	-25
Luxembourg	5.4	5.4	—	4.6	4.5	0.1	18
London – Luxembourg	5.4	5.4	—	4.6	4.5	0.1	18
Other Routes	—	—	—	—	—	—	—
Netherlands	150.7	141.9	8.6	171.7	154.8	17.0	-12
London – Amsterdam	96.1	93.1	3.0	107.3	102.2	5.1	-10
– Rotterdam	21.1	20.1	1.1	24.0	21.6	2.3	-12
Other S.E. England – Netherlands	5.3	3.4	1.9	10.2	6.9	3.3	-48
Manchester – Amsterdam	8.2	8.2	—	8.6	8.5	0.1	-5
Other Routes	20.0	17.2	2.8	21.7	15.6	6.1	-8
Norway	30.5	21.8	8.7	35.2	22.4	12.8	-13
London – Oslo	17.5	13.3	4.2	16.6	12.6	4.1	5
Other Routes	13.0	8.5	4.5	18.6	10.0	8.7	-30
Portugal	38.0	19.7	18.3	50.8	24.0	26.8	-25
London – Lisbon	14.7	11.7	3.0	20.7	15.3	5.4	-29
Other Routes	23.3	8.0	15.3	30.1	8.7	21.4	-23
Soviet Union and Eastern Europe (b)	35.9	20.5	15.4	36.7	19.3	17.3	-2
London – Moscow	5.5	4.8	0.8	4.0	3.8	0.3	37
– Prague	2.9	2.8	—	3.0	3.0	—	-5
Other Routes	27.5	12.9	14.6	29.6	12.5	17.1	-7

Table 18 cont.

	May— July 1974			May— July 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	493.3	92.4	400.9	596.3	83.6	512.7	-17
London – Barcelona	18.9	14.7	4.2	18.3	13.0	5.4	3
– Ibiza	13.2	2.2	11.1	18.5	2.2	16.3	-29
– Madrid	29.6	25.7	4.0	28.5	24.7	3.8	4
– Malaga	23.9	13.7	10.2	20.1	10.8	9.3	19
– Palma	60.9	15.6	45.3	69.0	13.2	55.8	-12
– Other Spain	67.0	18.9	48.1	72.3	17.9	54.4	-7
Luton – Alicante	12.5	—	12.5	23.4	—	23.4	-46
– Barcelona	12.2	—	12.2	13.9	—	13.9	-12
– Gerona	12.6	—	12.6	20.6	—	20.6	-39
– Ibiza	14.9	—	14.9	25.4	—	25.4	-41
– Palma	27.4	—	27.4	43.0	—	43.0	-36
– Other Spain	15.2	—	15.2	23.8	—	23.8	-36
Other S.E. England – Spain	—	—	—	0.1	—	0.1	—
Manchester – Barcelona	5.0	—	5.0	3.9	0.2	3.7	27
– Palma	23.5	—	23.5	28.7	0.2	28.5	-18
Other N. England – Spain	59.2	1.0	58.3	71.7	0.8	70.9	-17
Scotland – Spain	23.9	—	23.8	31.6	—	31.6	-25
Other Routes	73.3	0.6	72.8	83.3	0.5	82.7	-12
Sweden	31.3	17.6	13.7	31.8	18.5	13.3	-2
London – Stockholm	18.7	12.2	6.5	18.1	12.1	6.0	3
Other Routes	12.6	5.4	7.1	13.7	6.4	7.3	-8
Switzerland	94.9	72.9	22.0	118.9	77.3	41.6	-20
London – Basle	8.5	7.1	1.3	11.8	6.6	5.2	-28
– Geneva	31.6	28.2	3.4	34.1	29.8	4.2	-7
– Zurich	40.8	33.7	7.1	46.3	35.7	10.6	-12
Luton – Switzerland	9.0	—	9.0	15.1	—	15.1	-41
Other Routes	5.0	3.8	1.2	11.5	5.1	6.4	-57
Yugoslavia	44.2	13.4	30.8	54.7	10.3	44.4	-19
London – Dubrovnic	7.0	2.0	5.0	7.8	1.0	6.8	-10
– Ljubljana	3.4	3.2	0.2	1.9	1.6	0.3	79
Luton – Yugoslavia	7.7	—	7.7	13.6	—	13.6	-43
Other Routes	26.1	8.1	18.0	31.4	7.6	23.7	-17
Other Europe	73.8	49.9	24.0	64.1	48.1	16.1	15
WESTERN HEMISPHERE							
Canada	156.9	93.0	63.9	158.5	83.0	75.5	-1
London – Montreal	20.1	19.3	0.8	18.1	16.2	2.0	11
– Toronto	59.2	31.4	27.8	64.8	29.2	35.6	-9
– Other Canada	40.5	22.0	18.5	36.9	18.5	18.5	10
Other UK – Montreal	1.7	1.6	0.1	2.5	1.7	0.9	-32
– Toronto	29.3	15.4	13.9	30.9	14.7	16.2	-5
Other Routes	6.2	3.4	2.8	5.3	2.9	2.3	17

Table 18 cont.

	May— July 1974			May— July 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	306.8	250.2	56.5	359.1	285.9	73.2	-15
London – New York	118.2	96.3	22.0	139.4	113.1	26.4	-15
– Other East Coast USA	79.7	73.9	5.8	89.2	80.0	9.2	-11
– Chicago and Detroit	32.4	28.2	4.2	38.6	33.1	5.5	-16
– West Coast USA	53.9	41.2	12.7	58.1	43.4	14.7	-7
– Other USA	5.2	1.8	3.4	10.3	2.9	7.4	-49
Other UK – New York	14.5	8.9	5.6	19.0	13.1	5.8	-24
Other Routes	2.9	—	2.9	4.5	0.3	4.2	-36
West Atlantic and Caribbean Islands	22.1	18.6	3.5	21.8	18.5	3.3	1
Central and South America	7.7	7.2	0.5	9.2	8.8	0.3	-16
REST OF THE WORLD							
Canary Islands	17.8	4.1	13.7	17.3	3.1	14.2	3
North Africa (c)	16.5	8.4	8.1	24.4	5.2	19.2	-33
East Africa (d)	11.1	8.5	2.6	12.6	9.6	3.0	-12
Central Africa (e)	6.4	6.4	—	5.7	5.7	0.1	11
West Africa (d)	11.5	10.0	1.5	9.5	8.5	1.0	21
South Africa	19.7	19.5	0.2	14.4	13.9	0.6	36
Middle East (f)	71.2	69.3	1.9	65.8	62.7	3.1	8
India	12.6	12.4	0.1	11.1	10.7	0.4	13
Pakistan	4.4	4.4	—	3.6	3.6	—	22
Far East	42.7	33.0	9.7	41.2	28.8	12.4	4
Australia and New Zealand	19.9	19.9	—	16.6	16.2	0.3	20
Other Routes n.e.i.	21.6	7.7	14.0	6.9	5.3	1.6	216
ALL ROUTES	2 754.6	1 787.3	969.3	3 099.4	1 854.3	1 245.2	-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		May 1974 —July 1974 (000)	May 1973 —July 1973 (000)	Percentage change
London (a)	Aberdeen	12.5	10.8	15
	Belfast	49.3	52.8	-7
	Birmingham	2.7	3.4	-21
	Channel Islands	56.5	57.4	-2
	Edinburgh	57.1	62.3	-8
	Glasgow (b)	71.1	80.2	-11
	Isle of Man	3.4	3.9	-12
	Leeds/Bradford	11.5	10.8	6
	Liverpool	10.4	10.9	-4
	Manchester	35.9	35.3	2
	Newcastle	24.2	24.9	-3
	Tees-side	10.3	9.0	14
	Other airports	6.9	5.3	30
	Birmingham	6.8	7.2	-5
Belfast	East Midlands	3.0	3.1	-2
	Edinburgh	2.0	1.9	6
	Glasgow (b)	9.8	10.7	-8
	Isle of Man	6.5	7.7	-15
	Leeds/Bradford	3.5	3.8	-6
	Liverpool	3.2	3.5	-9
	Manchester	9.6	10.7	-10
	Newcastle	2.3	2.2	5
	Other airports	8.5	8.9	-4
Channel Islands	Bournemouth	7.6	6.5	17
	Birmingham	12.4	12.9	-4
	Bristol/Glamorgan	7.9	7.9	-1
	East Midlands	14.4	14.3	1
	Glasgow (b)	3.2	2.5	25
	Leeds/Bradford	5.4	5.3	2
	Liverpool	5.2	5.1	—
	Manchester	7.5	7.9	-5
	Newcastle	2.4	2.3	1
	Southampton	27.6	26.4	5
	Other airports	16.3	17.0	-4
Edinburgh	Birmingham	3.1	2.9	5
	Glasgow (b)	0.5	0.8	-39
	Manchester	3.4	3.8	-11
	Other airports	6.4	6.2	3
Glasgow (b)	Birmingham	5.4	7.0	-22
	East Midlands	4.1	4.2	-2
	Isle of Man	3.3	3.4	-4
	Leeds/Bradford	2.1	2.0	3
	Liverpool	1.8	3.2	-44
	Manchester	5.3	5.6	-5
	Southampton	2.9	2.9	-3
	Other Scottish airports	17.4	17.1	1
	Other airports	4.4	4.5	-2
Isle of Man	Blackpool	12.1	15.2	-20
	Liverpool	11.7	13.0	-10
	Manchester	6.1	6.9	-12
	Newcastle	1.2	1.3	-5
Penzance	Other airports	8.0	8.9	-10
	Isles of Scilly	9.2	9.8	-6
Other Routes		23.7	21.5	10
TOTAL		648.7	675.0	-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 July 1974

Table 20

	Total	Scheduled Services						Charter Flights				Tonnes	
		UK operators				Overseas operators		UK operators				Overseas operators	
		British Airways		Others		Set down	Picked up	British Airways		Others		Set down	Picked up
		Set down	Picked up	Set down	Picked up			Set down	Picked up	Set down	Picked up		
London Area Airports													
+ Gatwick	4 426·9	—	—	766·5	1 271·5	11·1	3·3	—	15·8	686·3	1 560·8	38·7	72·9
+ Heathrow	38 502·2	6 803·0	7 620·2	10·3	89·5	9 796·9	12 644·0	93·1	56·5	58·8	3·3	212·0	1 114·6
+ Luton	244·7	—	—	0·3	0·1	—	—	—	—	29·6	29·1	85·6	100·0
+ Southend	1 831·0	—	—	993·0	813·0	—	—	—	—	3·0	7·0	7·0	8·0
+ Stansted	1 363·4	—	—	—	—	—	—	—	—	303·2	763·7	0·6	295·9
TOTAL (London Area)	46 368·2	6 803·0	7 620·2	1 770·1	2 174·1	9 808·0	12 647·3	93·1	72·3	1 080·9	2 363·9	343·9	1 591·4
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+ Leeds/Bradford	71·7	18·1	16·2	1·8	5·2	16·2	14·1	—	—	0·1	—	—	—
+ Liverpool	1 219·1	117·1	600·7	2·0	0·1	126·0	48·3	—	18·1	45·7	0·4	75·4	185·3
+ Manchester	3 739·3	768·3	655·1	13·5	3·0	1 013·1	1 033·9	17·2	0·8	8·6	185·1	—	40·7
+ Birmingham	295·6	71·0	75·2	13·1	1·7	54·6	75·8	—	—	—	0·2	—	4·0
+ Coventry	3·6	—	—	—	—	—	—	—	—	—	3·6	—	—
+ East Midlands	651·9	—	0·2	188·9	275·3	—	—	—	—	22·9	36·2	24·7	103·7
+ Newcastle	122·3	16·6	55·7	16·0	16·7	—	—	—	—	7·5	—	—	9·8
+ Tees-side	18·5	—	—	7·8	10·7	—	—	—	—	—	—	—	—
+ Bristol	77·5	7·0	7·5	1·2	0·4	27·7	23·8	—	—	—	3·9	6·0	—
+ Glamorgan	23·7	3·5	14·9	1·3	1·1	—	—	—	0·1	—	2·8	—	—
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+ Ashford	345·2	—	—	139·8	205·4	—	—	—	—	—	—	—	—
+ Blackpool	71·3	—	—	4·9	66·4	—	—	—	—	—	—	—	—
+ Bournemouth	371·0	—	—	211·5	159·2	—	—	—	—	0·3	—	—	—
+ Cambridge	110·8	—	—	—	0·2	—	—	—	—	—	—	47·9	62·7
+ Exeter	22·9	—	—	6·1	16·8	—	—	—	—	—	—	—	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	4·0	3·3	0·7	—	—	—	—	—	—	—	—	—	—
+ Lydd	19·9	—	—	—	—	—	—	—	—	13·1	6·8	—	—
+ Manston	365·3	—	—	—	—	—	—	—	—	187·4	136·0	22·7	19·2
+ Norwich	17·5	—	—	7·5	9·4	—	—	—	—	0·5	0·1	—	—
Penzance Heliport	4·0	0·7	3·3	—	—	—	—	—	—	—	—	—	—
+ Southampton	92·0	0·3	4·0	12·7	40·3	—	—	—	—	—	0·7	20·0	14·0
+ Edinburgh	334·1	202·3	32·4	46·1	47·7	3·1	2·5	—	—	—	—	—	—
+ Glasgow	1 833·8	621·9	550·6	73·6	67·8	177·4	248·1	—	—	2·1	0·5	20·5	71·3
+ Prestwick	915·3	368·5	172·9	—	—	223·9	95·9	0·7	0·9	17·5	0·6	0·1	34·3
Aberdeen	251·9	45·7	65·7	10·7	10·2	—	—	5·0	7·7	32·9	73·3	—	0·7
Benbecula	32·5	18·0	14·5	—	—	—	—	—	—	—	—	—	—
Inverness	22·0	6·1	15·9	—	—	—	—	—	—	—	—	—	—
Islay	7·9	5·6	2·3	—	—	—	—	—	—	—	—	—	—
+ Kirkwall	40·2	29·5	8·6	—	—	—	—	—	—	0·3	1·8	—	—
Stornoway	41·5	29·5	12·0	—	—	—	—	—	—	—	—	—	—
+ Sumburgh	80·1	25·1	12·7	—	—	—	—	11·8	13·5	9·2	7·6	0·1	0·1
Tiree	1·7	1·1	0·3	—	—	—	—	—	—	0·3	—	—	—
Wick	8·6	4·3	1·5	—	—	—	—	—	—	0·4	2·4	—	—
+ Belfast	1 250·5	735·6	360·6	80·8	41·6	22·9	4·4	—	—	—	—	—	4·6
+ Isle of Man	348·6	196·8	78·8	67·4	5·6	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	59 184·0	10 098·9	10 382·5	2 676·8	3 158·9	11 472·9	14 194·1	127·8	113·4	1 429·7	2 825·9	561·3	2 141·8
Channel Islands Airports													
Alderney	22·7	—	—	15·4	2·9	—	—	—	—	2·8	1·6	—	—
Guernsey	811·2	88·9	34·2	205·5	216·0	—	—	—	—	126·8	139·8	—	—
Jersey	1 027·2	180·2	82·9	540·2	188·1	3·6	0·3	—	—	19·6	11·4	—	0·9
TOTAL (Channel Islands Airports)	1 861·1	269·1	117·1	761·1	407·0	3·6	0·3	—	—	149·2	152·8	—	0·9

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	May 1974 —July 1974 (tonnes)	May 1973 —July 1973 (tonnes)	Percentage change
London Area Airports			
+ Gatwick	4 315.9	3 149.8	37.0
+ Heathrow	40 444.7	38 472.1	5.1
+ Luton	234.7	174.1	34.8
+ Southend	1 912.3	2 278.3	-16.1
+ Stansted	1 580.6	1 079.3	46.4
TOTAL (London Area)	48 488.2	45 153.6	7.4
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+ Leeds/Bradford	75.2	74.6	0.8
+ Liverpool	1 239.0	1 339.2	-7.5
+ Manchester	3 881.1	3 468.9	11.9
+ Birmingham	297.9	277.7	7.3
+ Coventry	5.3	153.0	-96.5
+ East Midlands	699.5	583.2	19.9
+ Newcastle	124.2	153.0	-18.8
+ Tees-side	25.9	23.7	9.3
+ Bristol	71.9	70.9	1.4
+ Glamorgan	23.2	22.7	2.2
Swansea	3.1	—	—
+ Ashford	456.8	389.0	17.4
+ Blackpool	68.9	64.5	6.8
+ Bournemouth	382.8	217.8	75.8
+ Cambridge	54.3	101.5	-46.5
+ Exeter	121.6	19.8	—
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	8.3	10.7	-22.4
+ Lydd	18.8	9.4	—
+ Manston	344.9	358.3	-3.7
+ Norwich	20.7	35.8	-42.2
Penzance Heliport	8.3	10.7	-22.4
+ Portsmouth	—	6.8	—
+ Southampton	84.9	108.4	-21.7
+ Edinburgh	326.4	263.3	24.0
+ Glasgow	2 040.3	1 900.8	7.3
+ Prestwick	1 051.7	1 134.3	-7.3
Aberdeen	241.9	92.0	—
Benbecula	31.2	19.2	62.5
Inverness	22.9	36.4	-37.1
Islay	7.1	3.3	—
+ Kirkwall	40.3	35.4	13.8
Stornoway	44.5	41.4	7.5
+ Sumburgh	81.6	40.3	—
Tiree	1.6	2.1	-23.8
Wick	6.6	8.5	-22.4
+ Belfast	1 351.3	1 478.8	-8.6
+ Isle of Man	335.5	381.4	-12.0
TOTAL (Incl. London Area)	62 087.7	58 090.4	6.9
Channel Islands Airports			
Alderney	21.2	25.6	-17.2
Guernsey	826.0	905.4	-8.8
Jersey	979.7	1 454.0	-32.6
TOTAL (Channel Islands Airports)	1 826.9	2 385.0	-23.4

Portsmouth Airport closed with effect from 31 December 1973.

All Scheduled Services July 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	11 806	3 448	15 690	247 339	2 649 593	1 581 437	59.7	5 838	343 120	184 556	7 221	36 713	140 622	53.8
British Airways European Division	8 162	11 254	15 591	756 086	918 380	568 898	61.9	3 546	92 837	52 349	952	2 019	49 378	56.4
British Airways Helicopters	28	454	148	10 387	775	634	81.7	10	56	49	—	1	48	86.4
British Airways Regional Division—														
Channel Island Airways	834	2 164	2 439	104 124	61 724	39 614	64.2	252	5 644	3 429	21	83	3 325	60.8
Scottish Airways	530	2 062	1 771	62 658	34 875	21 955	63.0	270	3 120	1 920	16	62	1 842	61.5
Cambrian Airways	543	2 067	1 680	84 753	39 140	25 215	64.4	862	3 690	2 222	5	200	2 017	60.2
Northeast Airlines	420	1 016	1 113	61 677	39 731	26 389	66.4	127	3 560	2 243	—	53	2 190	63.0
British Caledonian Airways	3 128	3 133	5 297	139 695	355 320	207 819	58.5	1 409	40 651	22 431	310	3 652	18 470	55.2
Air Anglia	212	578	689	10 707	9 341	4 543	48.6	27	955	466	—	12	454	48.8
Aurigny Air Services	141	2 219	779	19 990	1 827	1 331	72.8	49	171	109	—	2	107	63.8
British Air Ferries	158	792	719	20 121	6 511	3 614	55.5	1 841	1 072	723	—	394	329	67.5
British Island Airways	416	2 163	1 634	69 572	20 803	13 798	66.3	175	1 914	1 203	—	30	1 173	62.9
British Midland Airways	716	2 023	2 349	70 195	49 138	27 415	55.8	164	3 885	2 191	—	53	2 139	56.4
Brymon Airways	71	403	300	2 580	1 001	533	53.2	—	80	44	—	—	44	54.1
Dan-Air Services	479	1 640	1 500	32 205	35 205	30 829	45.9	—	2 515	1 155	—	1	1 153	45.9
Intra Airways	55	343	282	5 428	1 729	905	52.3	—	139	69	—	—	69	49.4
Loganair	41	595	242	2 619	426	148	34.7	—	39	14	—	—	16	34.7
TOTAL Passenger Services	27 742	36 354	52 223	1 703 136	4 221 144	2 538 392	60.1	14 569	503 449	275 172	8 524	43 274	223 373	54.7
Cargo Services														
British Airways Overseas Division	708	220	905	—	—	—	—	2 044	23 192	13 501	160	13 341	—	58.2
British Airways European Division	697	1 054	1 192	—	—	—	—	6 909	10 297	4 698	136	4 563	—	45.6
British Caledonian Airways	87	30	115	—	—	—	—	269	2 323	1 682	23	1 659	—	72.4
Air Freight	36	142	180	—	—	—	—	345	122	88	—	88	—	71.7
Air-Bridge Carriers	32	86	117	—	—	—	—	488	312	195	—	195	—	62.4
British Island Airways	138	467	507	—	—	—	—	896	628	275	38	237	—	43.9
Intra Airways	6	32	29	—	—	—	—	56	19	10	—	10	—	52.4
TOTAL Cargo Services	1 703	2 031	3 045	—	—	—	—	11 007	36 893	20 449	357	20 092	—	55.4
GRAND TOTAL	29 445	38 385	55 268	1 703 136	4 221 144	2 538 392	60.1	25 576	540 342	295 621	8 881	63 366	223 374	54.7

International Scheduled Services July 1974

Table 22.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used			As percentage of available
Passenger Services														
British Airways Overseas Division	11 806	3 448	15 690	247 339	2 649 593	1 581 437	59.7	5 838	343 120	184 556	7 221	36 713	140 622	53.8
British Airways European Division	7 001	8 733	12 921	564 954	781 776	478 955	61.3	2 991	79 383	44 431	904	1 821	41 706	56.0
British Airways Regional Division—														
Channel Islands Airways	246	453	556	18 462	19 145	9 858	51.1	99	1 832	889	1	50	838	48.5
Cambrian Airways	179	424	445	18 015	14 787	9 107	61.6	47	1 290	749	—	21	729	58.1
Northeast Airlines	117	219	262	12 014	12 528	7 583	60.5	36	1 092	649	—	19	629	59.4
British Caledonian Airways	2 550	2 031	4 039	83 659	305 878	179 876	58.8	1 000	35 746	19 879	260	3 480	16 138	55.6
Air Anglia	129	278	386	5 662	5 660	2 248	39.7	24	579	235	—	10	225	40.6
Aurigny Air Services	86	1 862	511	15 841	1 012	692	68.4	45	95	57	—	2	55	60.5
British Air Ferries	158	792	719	20 121	6 511	3 614	55.5	1 841	1 072	723	—	394	329	67.5
British Island Airways	127	459	470	13 724	6 344	3 774	59.5	31	584	330	—	9	321	56.3
British Midland Airways	179	452	588	9 191	12 271	4 304	35.1	81	908	358	—	23	335	39.4
Brymon Airways	21	97	80	436	330	144	43.6	—	29	12	—	—	12	40.3
Dan-Air Services	252	605	665	14 893	16 981	8 688	51.2	—	1 386	708	—	—	708	51.1
Intra Airways	36	278	194	4 154	1 048	504	48.0	—	84	37	—	—	37	44.6
TOTAL Passenger Services	22 887	20 131	37 527	1 028 465	3 833 864	2 290 782	59.8	12 032	467 198	253 613	8 387	42 541	202 684	54.3
Cargo Services														
British Airways Overseas Division	708	220	905	—	—	—	—	2 044	23 192	13 501	160	13 341	—	58.2
British Airways European Division	584	769	966	—	—	—	—	4 862	8 241	3 783	74	3 710	—	45.9
British Caledonian Airways	87	30	115	—	—	—	—	269	2 323	1 682	23	1 659	—	72.4
Air Freight	36	142	180	—	—	—	—	345	122	88	—	88	—	71.7
British Island Airways	61	105	210	—	—	—	—	175	277	100	8	91	—	35.9
TOTAL Cargo Services	1 475	1 266	2 377	—	—	—	—	7 696	34 156	19 152	265	18 888	—	56.1
GRAND TOTAL	24 362	21 397	39 904	1 028 465	3 833 864	2 290 782	59.8	19 727	501 354	272 765	8 652	61 430	202 684	54.4

Domestic Scheduled Services July 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			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways European Division	1 161	2 521	2 670	191 132	136 604	89 943	65.8	554	13 454	7 918	48	198	7 673	58.9
British Airways Helicopters	28	454	148	10 387	775	634	81.7	10	56	49	—	1	48	86.4
British Airways Regional Division—														
Channel Islands Airways	589	1 711	1 882	85 662	42 579	29 755	69.9	154	3 812	2 540	20	33	2 487	66.6
Scottish Airways	530	2 062	1 771	62 658	34 875	21 955	63.0	270	3 120	1 920	16	62	1 842	61.5
Cambrian Airways	364	1 643	1 235	66 738	24 353	16 108	66.1	816	2 399	1 472	5	179	1 289	61.4
Northeast Airlines	303	797	851	49 663	27 203	18 807	69.1	90	2 469	1 594	—	33	1 561	64.6
British Caledonian Airways	578	1 102	1 258	56 036	49 442	27 944	56.5	409	4 906	2 553	50	172	2 331	52.0
Air Anglia	84	300	304	5 045	3 681	2 296	62.4	3	377	231	—	2	230	61.4
Aurigny Air Services	55	357	268	4 149	815	639	78.4	4	76	52	—	1	51	68.0
British Island Airways	289	1 704	1 164	55 848	14 459	10 023	69.3	144	1 330	874	—	21	852	65.7
British Midland Airways	537	1 571	1 762	61 004	36 868	23 111	62.7	83	2 977	1 834	—	30	1 804	61.6
Brymon Airways	50	306	221	2 144	671	389	57.9	—	51	32	—	—	32	62.1
Dan-Air Services	228	1 035	835	20 312	13 848	54 57	39.4	—	1 130	446	—	1	445	39.5
Intra Airways	19	65	88	1 274	681	401	59.0	—	55	31	—	—	31	56.6
Loganair	41	595	242	2 619	426	148	34.7	—	39	14	—	—	14	34.7
TOTAL Passenger Services	4 856	16 223	14 695	674 671	387 281	247 609	63.9	2 537	36 250	21 559	137	732	20 689	59.5
Cargo Services														
British Airways European Division	114	285	226	—	—	—	—	2 047	2 056	916	62	854	—	44.5
Air-Bridge Carriers	32	86	117	—	—	—	—	488	312	195	—	195	—	62.4
British Island Airways	77	362	297	—	—	—	—	720	350	176	30	146	—	50.2
Intra Airways	6	32	29	—	—	—	—	56	19	10	—	10	—	52.4
TOTAL Cargo Services	228	765	669	—	—	—	—	3 311	2 738	1 296	92	1 204	—	47.4
GRAND TOTAL	5 083	16 988	15 364	674 671	387 281	247 609	63.9	5 848	38 988	22 855	229	1 936	20 689	58.6

All Non-scheduled Services July 1974

Table 23.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo† uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	883	212	1 233	17 704	153 723	131 872	85.8	25	17 733	11 994	191	11 804	67.6
British Airways European Division	637	540	1 176	29 362	50 772	39 723	78.2	1 401	7 494	4 790	1 391	3 399	63.9
British Airtours	1 237	673	1 773	96 151	232 556	180 447	77.6	—	21 157	15 508	—	15 508	73.3
British Airways Helicopters	139	1 041	606	8 074	3 052	1 418	46.5	62	283	122	15	107	43.1
British Airways Regional Division—													
Channel Islands Airways	1	6	4	12	26	2	8.5	10	7	2	2	—	30.4
Scottish Airways	2	10	9	147	149	60	40.3	10	17	7	2	5	41.2
Cambrian Airways	349	517	688	19 754	28 715	22 131	77.1	18	2 533	1 777	4	1 773	70.1
Northeast Airlines	337	251	514	25 108	41 265	33 777	81.9	—	3 526	2 791	—	2 791	79.1
British Caledonian Airways	1 999	950	2 931	69 745	244 010	204 136	83.7	881	40 125	24 911	6 772	18 139	62.1
Air Anglia	92	305	299	2 707	1 538	896	58.3	1	166	90	1	90	54.3
Air Freight	10	15	44	—	—	—	—	26	32	21	21	—	66.3
Air-Bridge Carriers	15	22	50	—	—	—	—	61	153	47	47	—	30.9
Alidair	60	131	176	2 691	4 704	1 226	26.1	167	422	191	87	104	45.3
Beecham Imperial	36	61	82	197	290	146	50.3	—	25	13	—	13	52.1
Bristow Helicopters	333	2 354	1 778	18 013	5 705	3 242	56.8	304	539	307	57	250	56.9
Britannia Airways	2 943	2 045	4 749	225 575	382 652	324 138	84.7	—	32 515	27 551	—	27 551	84.7
British Air Ferries	11	20	45	65	17	17	100.0	61	72	33	31	2	45.2
British Executive Air Services	26	36	30	108	343	133	38.7	—	66	15	1	13	22.2
British Island Airways	120	353	445	8 021	4 776	2 585	54.1	—	549	279	60	219	50.8
British Midland Airways	383	227	680	20 426	63 910	52 125	81.6	5	5 413	4 149	53	4 096	76.7
Brymon Airways	—	1	1	6	1	1	66.7	—	—	—	—	—	62.5
Cabair	16	74	55	173	98	43	44.2	—	16	7	—	7	44.2
Court Line Aviation*	1 960	1 375	3 244	163 911	323 757	260 791	80.6	—	28 217	22 210	—	22 210	78.7
Dan-Air Services	3 835	2 554	6 334	236 460	485 130	404 353	83.3	—	38 804	32 339	—	32 339	83.3
Donaldson International Airways*	48	14	69	—	—	—	—	133	1 544	960	960	—	62.2
Eagle Flying Services	3	13	10	24	16	6	37.9	—	1	—	—	—	36.7
Fairflight Charters	86	171	327	877	575	408	70.9	22	65	43	12	31	66.4
Galliford Aviation	5	8	14	28	35	17	50.1	—	3	1	—	1	41.2
Green Shield Stamp	13	25	21	101	126	62	49.3	—	13	6	—	6	49.3
Haywards Aviation	8	37	49	261	93	58	61.9	—	9	4	1	4	51.1
I D S Aircraft	52	200	170	436	301	112	37.1	—	25	9	—	9	37.0
International Aviation Service	282	108	603	—	—	—	—	446	4 674	2 643	2 643	—	56.6
Intra Airways	4	45	26	1 400	134	126	94.1	—	12	10	1	9	84.1
Invicta International Airlines	232	196	479	9 766	11 590	7 865	67.9	616	3 922	2 258	1 490	768	57.6
Laker Airways	1 879	839	2 730	84 735	352 964	269 956	76.5	—	35 183	26 275	—	26 275	74.7
Loganair	93	866	359	3 540	837	443	52.8	—	76	41	—	40	53.2
Macedonian Aviation	32	45	154	620	1 023	432	42.2	3	106	35	3	32	33.3
MAM Aviation	44	61	90	177	399	136	34.1	—	35	13	—	13	37.0
McAlpine Aviation	268	630	520	1 597	2 089	787	37.7	6	158	63	—	63	39.9
Merlot International Airlines	52	61	79	151	395	130	32.9	—	31	13	—	13	41.9
Monarch Airlines	851	565	1 381	60 619	134 828	97 858	72.6	24	13 614	9 048	133	8 915	66.5
Moseley Aviation	12	28	40	173	70	59	83.4	—	7	6	—	6	87.7
Northern Air Taxis	56	101	210	397	348	222	63.6	—	28	18	—	18	63.4
Northern Executive Aviation	6	33	28	227	49	42	84.6	2	5	4	—	4	84.5
Peters Aviation	20	48	82	253	229	102	44.5	1	23	8	1	7	33.4
Thurston Aviation	30	129	116	320	194	68	35.2	2	18	6	1	6	35.4
Tradewinds Airways	547	109	1 197	—	—	—	—	788	13 306	10 392	10 392	—	78.1
Trans-Meridian Air Cargo	695	212	1 345	—	—	—	—	1 893	19 042	10 374	10 374	—	54.5
Vernair Transport	6	24	23	43	41	15	35.3	—	4	1	—	1	36.7
TOTAL	20 751	18 341	37 066	1 110 155	2 533 525	2 042 163	80.6	6 980	291 770	211 385	34 744	176 641	72.5
Class 5A Licence TOTAL	369	567	757	30 367	54 969	38 666	70.3	..	5 512	3 620	46	3 574	65.7
TOTAL Excludes 5A Licence	20 382	17 774	36 309	1 079 788	2 478 556	2 003 497	80.8	6 980	286 258	207 765	34 698	173 067	72.6

*Estimated.

†Does not include cargo carried under Class 5 Licences.

International Non-scheduled Services July 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	883	212	1 233	17 704	153 723	131 872	85.8	25	17 733	11 994	191	11 804	68.2
British Airways European Division	624	523	1 153	28 692	49 593	38 969	78.6	1 401	7 345	4 723	1 391	3 332	64.3
British Airtours	1 237	673	1 773	96 151	232 556	180 447	77.6	—	21 157	15 508	—	15 508	73.3
British Airways Helicopters	139	1 041	606	8 074	3 052	1 418	46.5	62	283	122	15	107	43.1
British Airways Regional Division—													
Scottish Airways	—	42	3	65	68	31	46.4	—	5	2	—	2	51.0
Cambrian Airways	324	327	586	15 421	27 335	21 517	78.7	18	2 405	1 728	4	1 724	71.9
Northeast Airlines	337	250	512	25 058	41 227	33 751	81.9	—	3 523	2 789	—	2 789	79.1
British Caledonian Airways	1 999	950	2 931	69 745	244 010	204 136	83.7	881	40 125	24 911	6 772	18 139	62.1
Air Anglia	13	33	40	659	454	273	60.1	—	47	27	—	27	58.6
Air Freight	9	10	39	—	—	—	—	21	29	19	19	—	63.4
Air-Bridge Carriers	14	18	46	—	—	—	—	61	145	47	47	—	32.7
Alidair	16	33	48	1 074	1 307	491	37.6	17	117	56	14	42	47.7
Beecham Imperial	27	42	59	122	213	101	47.5	—	19	9	—	9	50.0
Bristow Helicopters	333	2 354	1 778	18 013	5 705	3 242	56.8	304	539	307	57	250	56.9
Britannia Airways	2 943	2 045	4 749	225 575	382 652	324 138	84.7	—	32 515	27 551	—	27 551	84.7
British Air Ferries	11	20	45	65	17	17	100.0	61	72	33	31	2	45.2
British Executive Air Services	26	36	30	108	343	133	38.7	—	66	15	1	13	22.2
British Island Airways	83	222	282	3 892	2 925	1 421	48.6	—	379	176	55	121	46.5
British Midland Airways	374	204	651	19 874	63 514	51 912	81.7	—	5 376	4 130	50	4 080	76.8
Cabair	8	22	26	81	46	28	61.0	—	8	5	—	5	61.0
Court Line Aviation*	1 957	1 368	3 240	163 262	323 478	260 632	80.6	—	28 193	22 197	—	22 197	78.7
Dan-Air Services	3 835	2 554	6 334	236 460	485 130	404 353	83.3	—	38 804	32 339	—	32 339	83.3
Donaldson International Airways*	48	14	69	—	—	—	—	133	1 544	960	960	—	62.2
Eagle Flying Services	2	6	6	14	11	5	43.0	—	1	—	—	—	41.8
Fairflight Charters	71	141	273	679	444	312	70.5	22	55	36	12	23	65.3
Galliford Aviation	5	8	14	28	35	17	50.1	—	3	1	—	1	41.2
Green Shield Stamp	11	19	19	81	114	58	51.0	—	11	6	—	6	51.0
Haywards Aviation	1	3	7	16	16	7	41.9	—	2	1	1	1	72.7
International Aviation Service	282	108	603	—	—	—	—	446	4 674	2 643	2 643	—	56.6
Intra Airways	4	42	23	1 400	134	126	94.1	—	11	9	—	9	84.1
Invicta International Airlines	232	196	479	9 766	11 590	7 865	67.9	616	3 922	2 258	1 490	768	57.6
Laker Airways	1 879	839	2 730	84 735	352 964	269 956	76.5	—	35 183	26 275	—	26 275	74.7
Loganair	1	4	6	44	23	16	68.8	—	2	2	—	2	69.0
Macedonian Aviation	30	40	145	598	958	425	44.4	3	99	35	3	31	35.0
MAM Aviation	42	51	81	138	374	124	33.1	—	33	12	—	12	35.9
McAlpine Aviation	178	246	290	638	1 414	538	38.1	6	106	43	—	43	40.6
Merlot International Airlines	52	61	79	151	395	130	32.9	—	31	13	—	13	41.9
Monarch Airlines	851	565	1 381	60 619	134 828	97 858	72.6	24	13 614	9 048	133	8 915	66.5
Moseley Aviation	3	5	10	25	18	15	83.5	—	2	1	—	1	74.8
Northern Air Taxis	4	6	17	3	31	3	8.1	—	3	—	—	—	9.5
Northern Executive Aviation	1	2	3	16	5	5	89.0	—	1	—	—	—	89.0
Peters Aviation	8	12	30	77	85	47	55.3	—	9	3	—	3	38.8
Thurston Aviation	18	71	70	160	112	37	33.0	2	11	4	1	3	34.3
Tradewinds Airways	547	109	1 197	—	—	—	—	788	13 306	10 392	10 392	—	78.1
Trans-Meridian Air Cargo	695	212	1 345	—	—	—	—	1 893	19 042	10 374	10 374	—	54.5
Vernair Transport	3	5	10	16	18	4	21.7	—	2	—	—	—	23.9
TOTAL	20 161	15 704	35 049	1 089 299	2 520 918	2 036 429	80.8	6 792	290 549	210 802	34 654	176 149	72.6
Class 5A Licence TOTAL	287	215	450	20 757	50 062	35 888	71.7	..	5 020	3 379	40	3 339	67.3
TOTAL Excludes 5A Licences	19 874	15 489	34 599	1 068 542	2 470 856	2 000 541	81.0	6 792	285 529	207 423	34 614	172 810	72.7

*Estimated.

†Does not include cargo carried under Class 5 Licences.

Domestic Non-scheduled Services July 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)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	13	17	23	670	1 179	754	64.0	—	149	67	—	67	45.0
British Airways Regional Division—													
Channel Islands Airways	1	6	4	12	26	2	8.5	10	7	2	2	—	30.4
Scottish Airways	2	8	6	82	80	29	35.9	10	11	4	2	2	37.4
Cambrian Airways	25	190	103	4 333	1 380	615	44.5	—	129	49	—	49	38.1
Northeast Airlines	1	1	1	50	38	26	68.5	—	3	2	—	2	71.2
Air Anglia	79	272	260	2 048	1 084	623	57.5	1	119	63	1	62	52.7
Air Freight	1	5	6	—	—	—	—	5	3	3	3	—	93.2
Air-Bridge Carriers	1	4	4	—	—	—	—	—	8	—	—	—	—
Alidair	44	98	128	1 617	3 397	734	21.6	150	305	135	73	62	44.3
Beecham Imperial	10	19	23	75	76	44	58.4	—	7	4	—	4	58.0
British Island Airways	38	131	163	4 129	1 851	1 163	62.9	—	170	103	5	98	60.5
British Midland Airways	9	23	30	552	396	213	53.7	4	38	20	3	17	52.2
Brymon Airways	—	1	1	6	1	1	66.7	—	—	—	—	—	62.5
Cabair	9	52	29	92	52	15	29.1	—	9	3	—	3	29.1
Court Line Aviation*	2	7	5	649	279	159	56.8	—	25	13	—	13	52.8
Eagle Flying Services	1	7	4	10	6	2	28.0	—	—	—	—	—	26.8
Fairflight Charters	15	30	54	198	132	95	72.2	—	10	7	—	7	72.2
Green Shield Stamp	1	6	3	20	12	4	33.0	—	1	—	—	—	33.0
Haywards Aviation	7	34	43	245	77	51	66.1	—	7	3	—	3	46.7
I D S Aircraft	52	200	170	436	301	112	37.1	—	25	9	—	9	37.0
Intra Airways	—	3	2	—	—	—	—	—	1	1	1	—	90.0
Loganair	92	862	353	3 496	814	427	52.4	—	74	39	—	39	52.8
Macedonian Aviation	2	5	10	22	65	7	10.2	—	7	1	—	1	7.7
MAM Aviation	3	10	9	39	24	12	49.5	—	2	1	—	1	54.3
McAlpine Aviation	90	384	230	959	675	249	36.9	—	52	20	—	20	38.6
Moseley Aviation	9	23	30	148	53	44	83.3	—	5	5	—	5	92.5
Northern Air Taxis	51	95	193	394	317	219	69.1	—	25	18	—	18	69.1
Northern Executive Aviation	5	31	25	211	44	37	84.0	2	5	4	—	3	84.0
Peters Aviation	12	36	52	176	144	55	38.2	1	14	4	1	4	30.2
Thurston Aviation	12	58	47	160	82	31	38.2	1	7	3	—	3	37.1
Vernair Transport	3	19	13	27	23	11	46.0	—	2	1	—	1	46.7
TOTAL	589	2 637	2 018	20 856	12 607	5 733	45.5	187	1 221	583	90	494	47.8
Class 5A Licence TOTAL	82	352	307	9 610	4 907	2 778	56.6	..	492	241	6	235	49.0
TOTAL Excludes 5A Licence	507	2 285	1 711	11 246	7 700	2 955	38.4	187	729	342	84	259	46.9

*Estimated.

†Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations July 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	Available (000)	Percentage of available	
International Services											
British Airways Overseas Division	554	130	755	11 315	—	95 498	77 045	80.7	10 632	6 851	64.4
British Airways Airtours	78	19	99	1 140	—	14 720	10 272	69.8	1 340	908	67.8
British Caledonian Airways	440	106	568	11 036	—	82 633	67 595	81.8	11 340	6 087	53.7
British Midland Airways	237	52	309	6 634	—	44 872	39 577	88.2	3 561	3 117	87.5
Dan-Air Services	274	80	367	7 581	—	51 858	49 061	94.6	4 145	3 924	94.6
Laker Airways	663	141	837	27 873	—	205 489	156 436	76.1	20 906	15 644	74.8
Monarch Airlines	138	49	185	2 246	—	23 382	13 709	58.6	2 269	1 244	54.8
TOTAL	2 384	577	3 120	67 825	—	518 452	413 694	79.8	54 193	37 774	69.7

There were no US originating passengers in July 1974

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

Table 25

	Aircraft -km (000)	Stage Flights	Aircraft hours	Number of passengers uplifted	Seat-km			Available (000)	Tonne-km Used (000)	Percentage of available	Available (000)	Percentage of available	Number of IT passengers uplifted	
					Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available	Available (000)	Percentage of available	Class 2	Class 4
International Services														
British Airways European Division	396	298	699	26 593	42 491	34 872	82.1	3 748	2 980	79.5	—	—	—	—
British Airtours	809	472	1 176	70 362	152 182	118 135	77.6	13 845	10 086	72.8	—	—	—	—
British Airways Regional Division—														
Cambrian Airways	308	299	540	14 151	26 302	20 605	78.3	2 307	1 651	71.5	—	—	—	—
Northeast Airlines	333	245	502	24 782	40 947	33 533	81.9	3 501	2 770	79.1	—	—	—	—
British Caledonian Airways	596	495	1 041	37 683	64 747	49 566	76.6	5 787	4 263	73.7	—	—	—	—
Britannia Airways	2 646	1 724	4 180	191 138	343 974	292 310	85.0	29 226	24 846	85.0	—	—	—	—
British Air Ferries	—	1	1	65	17	17	100.0	2	2	86.8	—	—	—	—
British Midland Airways	9	8	22	441	656	503	76.7	53	40	75.7	—	—	—	—
Court Line Aviation*	1 893	1 309	3 134	158 660	309 229	248 670	80.4	26 944	21 193	78.7	—	—	—	—
Dan-Air Services	2 444	1 659	4 067	162 615	297 719	245 605	82.5	23 817	19 646	82.5	—	—	—	—
Invicta International Airlines	48	55	107	4 609	7 007	4 436	63.3	696	444	63.7	—	—	101	—
Laker Airways	652	376	955	32 957	73 634	56 584	76.8	7 072	5 374	76.0	—	—	1 549	—
Monarch Airlines	519	376	844	49 418	86 282	70 063	81.2	8 369	6 354	75.9	—	—	521	—
TOTAL International Services	10 651	7 317	17 268	773 474	1 445 186	1 174 900	81.3	125 368	99 648	79.5	—	—	2 171	—
Domestic Services														
Court Line Aviation	2	7	5	649	279	159	56.8	25	13	52.8	—	—	—	—
TOTAL Domestic Services	2	7	5	649	279	159	56.8	25	13	52.8	—	—	—	—
GRAND TOTAL	10 653	7 324	17 273	774 123	1 445 465	1 175 058	81.3	125 393	99 661	79.5	—	—	2 171	—

*Estimated

All Class 4 Licence Operations July 1974

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	287	71	387	—	5 255	50 616	47 712	94·3	5 748	4 336	75·4
British Airtours	267	139	381	—	18 280	50 300	41 927	83·4	4 577	3 638	79·5
British Airways Regional Division—											
Scottish Airways	—	2	3	—	65	68	31	46·4	5	2	51·0
Northeast Airlines	4	5	11	—	276	280	218	77·9	22	18	83·0
British Caledonian Airways	345	177	510	—	16 437	55 861	50 158	89·8	7 239	4 481	61·9
Britannia Airways	203	166	342	—	18 265	26 429	22 131	83·7	2 247	1 881	83·7
British Island Airways	1	5	5	—	220	65	55	84·0	6	5	78·1
British Midland Airways	10	12	25	—	715	697	566	81·2	57	45	77·8
Court Line Aviation*	64	59	106	—	4 602	14 249	11 962	84·0	1 249	1 004	80·5
Dan-Air Services	1 034	773	1 859	—	62 128	122 702	99 372	81·0	9 814	7 946	81·0
Intra Airways	4	42	23	—	1 400	134	126	94·1	11	9	84·1
Invicta International Airlines	19	39	47	101	3 813	2 738	2 102	76·8	254	192	75·6
Laker Airways	327	252	623	1 549	15 467	29 060	21 668	74·6	2 612	1 734	66·4
Loganair	30	454	78	—	2 012	241	135	55·9	22	12	55·8
Monarch Airlines	17	13	30	521	723	2 650	1 870	70·6	256	170	66·4
TOTAL	2 612	2 209	4 429	2 171	149 658	356 091	300 034	84·3	34 120	25 472	74·7

*Estimated

International Class 4 Licence Operations July 1974

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	287	71	387	—	5 255	50 616	47 712	94·3	5 748	4 336	75·4
British Airtours	267	139	381	—	18 280	50 300	41 927	83·4	4 577	3 638	79·5
British Airways Regional Division—											
Scottish Airways	—	2	3	—	65	68	31	46·4	5	2	51·0
Northeast Airlines	4	5	11	—	276	280	218	77·9	22	18	83·0
British Caledonian Airways	345	177	510	—	16 437	55 861	50 158	89·8	7 239	4 481	61·9
Britannia Airways	203	166	342	—	18 265	26 429	22 131	83·7	2 247	1 881	83·7
British Midland Airways	9	11	23	—	642	642	511	79·6	53	40	76·2
Court Line Aviation*	64	59	106	—	4 602	14 249	11 962	84·0	1 249	1 004	80·5
Dan-Air Services	1 034	773	1 859	—	62 128	122 702	99 372	81·0	9 814	7 946	81·0
Intra Airways	4	42	23	—	1 400	134	126	94·1	11	9	84·1
Invicta International Airlines	19	39	47	101	3 813	2 738	2 102	76·8	254	192	75·6
Laker Airways	327	252	623	1 549	15 467	29 060	21 668	74·6	2 612	1 734	66·4
Monarch Airlines	17	13	30	521	723	2 650	1 870	70·6	256	170	66·4
TOTAL	2 579	1 749	4 344	2 171	147 353	355 730	299 789	84·3	34 087	25 451	74·7

*Estimated

Domestic Class 4 Licence Operations July 1974

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Island Airways	1	5	5	—	220	65	55	84·0	6	5	78·1
British Midland Airways	1	1	2	—	73	55	55	100·0	5	4	96·7
Loganair	30	454	78	—	2 012	241	135	55·9	22	12	55·8
TOTAL	32	460	85	—	2 305	361	244	67·7	32	21	65·6

All Class 6 Licence Operations July 1974

Table 27.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways Overseas Division	11	4	17	14	389	121	31.1
British Airways European Division	7	15	18	78	95	40	42.1
British Airways Regional Division— Cambrian Airways	1	6	5	18	9	4	43.6
British Caledonian Airways	371	89	471	879	10 320	6 760	65.5
Air Freight	10	12	42	27	31	20	65.2
Air-Bridge Carriers	15	22	50	62	153	47	30.9
British Air Ferries	4	11	18	43	29	17	58.8
British Midland Airways	2	2	4	3	10	3	28.0
International Aviation Services	92	29	190	163	1 522	1 354	89.0
Invicta International Airlines	24	13	50	94	387	251	64.8
Tradewinds Airways	274	60	620	789	7 032	4 412	62.7
Trans-Meridian Air Cargo	162	57	319	565	4 387	2 993	68.2
TOTAL	973	320	1 802	2 735	24 364	16 022	65.8

International Class 6 Licence Operations July 1974

Table 27.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Airways Overseas Division	11	4	17	14	389	121	31.1
British Airways European Division	7	15	18	78	95	40	42.4
British Airways Regional Division— Cambrian Airways	1	6	5	18	9	4	43.6
British Caledonian Airways	371	89	471	879	10 320	6 760	65.5
Air Freight	9	10	39	21	29	19	63.4
Air-Bridge Carriers	14	18	46	62	145	47	32.7
British Air Ferries	4	11	18	43	29	17	58.8
International Aviation Services	92	29	190	163	1 522	1 354	89.0
Invicta International Airlines	24	13	50	94	387	251	64.8
Tradewinds Airways	274	60	620	789	7 032	4 412	62.7
Trans-Meridian Air Cargo	162	57	319	565	4 387	2 993	68.2
TOTAL	970	312	1 792	2 726	24 344	16 017	65.8

Domestic Class 6 Licence Operations July 1974

Table 27.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
Air Freight	1	2	3	5	2	2	90.0
Air-Bridge Carriers	1	4	4	—	8	—	—
British Midland Airways	2	2	4	3	10	3	28.0
TOTAL	3	8	10	9	20	5	23.0

All Class 7 Licence Operations July 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	31	7	74	1 134	7 609	7 115	93.5	11	965	686	70	617	71.1
British Airways European Division	40	29	80	262	770	412	53.4	222	584	393	358	35	67.3
British Airtours	11	7	13	631	1 788	1 145	64.0	—	161	109	—	109	67.9
British Airways Helicopters	139	1 041	606	8 074	3 052	1 418	46.5	63	283	122	15	107	43.1
British Airways Regional Division—													
Scottish Airways	1	2	2	69	55	26	48.6	—	5	2	—	2	45.8
Cambrian Airways	15	25	44	1 337	1 089	937	86.0	—	93	75	—	75	81.1
Northeast Airlines	1	1	1	50	38	26	68.5	—	3	2	—	2	71.2
British Caledonian Airways	48	34	75	1 277	5 504	3 963	72.0	—	632	354	—	354	56.0
Air Anglia	92	305	299	2 707	1 538	896	58.3	2	166	90	1	90	54.3
Alidair	50	110	147	1 706	3 921	775	19.8	167	352	152	87	65	43.2
Beecham Imperial	36	61	82	197	290	146	50.3	—	25	13	—	13	52.1
Bristow Helicopters	333	2 354	1 778	18 013	5 705	3 242	56.8	304	539	307	57	250	56.9
British Air Ferries	6	8	26	—	—	—	—	19	42	14	14	—	34.2
British Executive Air Services	26	36	30	108	343	133	38.7	—	66	15	1	13	22.2
British Island Airways	1	4	5	144	59	43	73.1	—	5	4	—	4	67.3
British Midland Airways	9	22	31	640	499	324	64.8	2	38	26	1	26	69.3
Cabair	16	74	55	173	98	43	44.2	—	16	7	—	7	44.2
Dan-Air Services	17	12	31	745	2 551	1 975	77.4	—	204	158	—	158	77.5
Donaldson International Airways*	48	14	69	—	—	—	—	133	1 544	960	960	—	62.2
Eagle Flying Services	3	13	10	24	16	6	37.9	—	1	—	—	—	36.7
Fairflight Charters	86	171	327	877	575	408	70.9	22	65	43	13	31	66.4
Galliford Aviation	5	8	14	28	35	17	50.1	—	3	1	—	1	41.2
Green Shield Stamp	13	25	21	101	126	62	49.3	—	13	6	—	6	49.3
Haywards Aviation	8	37	49	261	93	58	61.9	1	9	4	1	4	51.1
IDS Aircraft	52	200	170	436	301	112	37.1	—	25	9	—	9	37.0
International Aviation Services	191	79	413	—	—	—	—	283	3 152	1 289	1 289	—	40.9
Invicta International Airlines	126	73	240	—	—	—	—	522	2 341	1 209	1 209	—	51.7
Laker Airways	7	6	12	209	666	247	37.1	—	60	22	—	22	37.4
Loganair	42	267	180	1 226	513	262	51.0	—	46	24	—	24	51.6
Macedonian Aviation	32	45	154	620	1 023	432	42.2	4	106	35	3	32	33.3
MAM Aviation	44	61	90	177	399	136	34.1	—	35	13	—	13	37.0
McAlpine Aviation	268	630	520	1 597	2 089	787	37.7	6	158	63	—	63	39.9
Merlot International Airlines	52	61	79	151	395	130	32.9	—	31	13	—	13	41.9
Monarch Airlines	15	2	21	84	2 161	635	29.4	—	200	57	—	57	27.9
Moseley Aviation	12	28	40	173	70	59	83.4	—	7	6	—	6	87.7
Northern Air Taxis	56	101	210	397	348	222	63.6	—	28	18	—	18	63.4
Northern Executive Aviation	6	33	28	227	49	42	84.6	2	5	4	—	4	84.5
Peters Aviation	20	48	82	253	229	102	44.5	2	23	8	1	7	33.4
Thurston Aviation	30	129	116	320	194	68	35.2	2	18	6	1	6	35.4
Trans-Meridian Air Cargo	533	155	1 027	—	—	—	—	1 328	14 655	7 381	7 381	—	50.4
Vernair Transport	6	24	23	43	41	15	35.3	—	4	1	—	1	36.7
TOTAL	2 528	6 342	7 273	44 471	44 232	26 417	59.7	3 096	26 713	13 706	11 461	2 246	51.3

*Estimated

International Class 7 Licence Operations July 1974

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	31	7	74	1 134	7 609	7 115	93.5	11	965	686	70	617	71.1
British Airways European Division	40	29	80	262	770	412	53.4	222	584	393	358	35	67.3
British Airtours	11	7	13	631	1 788	1 145	64.0	—	161	109	—	109	67.9
British Airways Helicopters	139	1 041	606	8 074	3 052	1 418	46.5	63	283	122	15	107	43.1
British Airways Regional Division— Cambrian Airways	14	22	41	1 270	1 033	911	88.2	—	88	73	—	73	83.1
British Caledonian Airways	48	34	75	1 277	5 504	3 963	72.0	—	632	354	—	354	56.0
Air Anglia	13	33	40	659	454	273	60.1	—	47	27	—	27	58.6
Alidair	14	28	40	870	1 093	358	32.8	17	98	44	14	30	44.7
Beecham Imperial	27	42	59	122	213	101	47.5	—	19	9	—	9	50.0
Bristow Helicopters	333	2 354	1 778	18 013	5 705	3 242	56.8	304	539	307	57	250	56.9
British Air Ferries	6	8	26	—	—	—	0.0	19	42	14	14	—	34.2
British Executive Air Services	26	36	30	108	343	133	38.7	—	66	15	1	13	22.2
British Island Airways	1	2	3	79	33	26	79.3	—	3	2	—	2	73.2
British Midland Airways	3	4	10	215	237	195	82.0	1	20	16	—	16	80.0
Cabair	8	22	26	81	46	28	61.0	—	8	5	—	5	61.0
Dan-Air Services	17	12	31	745	2 551	1 975	77.4	—	204	158	—	158	77.5
Donaldson International Airways*	48	14	69	—	—	—	0.0	133	1 544	960	960	—	62.2
Eagle Flying Services	2	6	6	14	11	5	43.0	—	1	—	—	—	41.8
Fairflight Charters	71	141	273	679	444	313	70.5	22	55	36	13	23	65.3
Galliford Aviation	5	8	14	28	35	17	50.1	—	3	1	—	1	41.2
Green Shield Stamp	11	19	19	81	114	58	51.0	—	11	6	—	6	51.0
Haywards Aviation	1	3	7	16	16	7	41.9	1	2	1	1	1	72.7
International Aviation Service	191	79	413	—	—	—	0.0	283	3 152	1 289	1 289	—	40.9
Invicta International Airlines	126	73	240	—	—	—	0.0	522	2 341	1 209	1 209	—	51.7
Laker Airways	7	6	12	209	666	247	37.1	—	60	22	—	22	37.4
Loganair	1	4	6	44	23	16	68.8	—	2	2	—	2	69.0
Macedonian Aviation	30	40	145	598	958	425	44.4	4	99	35	3	31	35.0
MAM Aviation	42	51	81	138	374	124	33.1	—	33	12	—	12	35.9
McAlpine Aviation	178	246	290	638	1 414	538	38.1	6	106	43	—	43	40.6
Merlot International Airlines	52	61	79	151	395	130	32.9	—	31	13	—	13	41.9
Monarch Airlines	15	2	21	84	2 161	635	29.4	—	206	57	—	57	27.9
Moseley Aviation	3	5	10	25	18	15	83.5	—	2	1	—	1	74.8
Northern Air Taxis	4	6	17	3	31	3	8.1	—	3	—	—	—	9.5
Northern Executive Aviation	1	2	3	16	5	7	89.0	—	1	—	—	—	89.0
Peters Aviation	8	12	30	77	85	47	55.3	—	9	3	—	3	38.8
Thurston Aviation	18	71	70	160	112	37	33.0	2	11	4	1	3	34.3
Trans-Meridian Air Cargo	533	155	1 027	—	—	—	0.0	1 328	14 655	7 381	7 381	—	50.4
Vernair Transport	3	5	10	16	18	4	21.7	—	2	—	—	—	23.9
TOTAL	2 082	4 690	5 772	36 517	37 312	23 920	64.1	2 937	26 085	13 412	11 385	2 027	51.4

*Estimated

Domestic Class 7 Licence Operations July 1974

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Regional Division													
Scottish Airways	1	2	2	69	55	26	48.6	—	5	2	—	2	45.8
Cambrian Airways	1	3	3	67	56	26	45.7	—	5	2	—	2	43.3
Northeast Airlines	1	1	1	50	38	26	68.5	—	3	2	—	2	71.2
Air Anglia	79	272	260	2 048	1 084	623	57.5	2	119	63	1	62	52.7
Alidair	36	82	107	836	2 828	416	14.7	150	254	108	73	35	42.6
Beecham Imperial	10	19	23	75	76	44	58.4	—	7	4	—	4	58.0
British Island Airways	1	2	2	65	26	17	65.0	—	2	1	—	1	59.8
British Midland Airways	5	18	21	425	262	129	49.2	2	18	11	1	10	57.6
Cabair	9	52	29	92	52	15	29.1	—	9	3	—	3	29.1
Eagle Flying Services	1	7	4	10	6	2	28.0	—	—	—	—	—	26.8
Fairflight Charters	15	30	54	198	132	95	72.2	—	10	7	—	7	72.2
Green Shield Stamp	1	6	3	20	12	4	33.0	—	1	—	—	—	33.0
Haywards Aviation	7	34	43	245	77	51	66.1	—	7	3	—	3	46.7
IDS Aircraft	52	200	170	436	301	112	37.1	—	25	9	—	9	37.0
Loganair	41	263	174	1 182	490	246	50.2	—	44	22	—	22	50.8
Macedonian Aviation	2	5	10	22	65	7	10.2	—	7	1	—	1	7.7
MAM Aviation	3	10	9	39	24	12	49.5	—	2	1	—	1	54.3
McAlpine Aviation	90	384	230	959	675	249	36.9	—	52	20	—	20	38.6
Moseley Aviation	9	23	30	148	53	44	83.3	—	5	5	—	5	92.5
Northern Air Taxis	51	95	193	394	317	219	69.1	—	25	18	—	18	69.1
Northern Executive Aviation	5	31	25	211	44	37	84.0	2	5	4	—	3	84.0
Peters Aviation	12	36	52	176	144	55	38.2	2	14	4	1	4	30.2
Thurston Aviation	12	58	47	160	82	31	38.2	1	7	3	—	3	37.1
Vernair Transport	3	19	13	27	23	11	46.0	—	2	1	—	1	46.7
TOTAL	446	1 652	1 501	7 954	6 920	2 497	36.1	158	628	294	75	220	46.8

All Exempt Operations July 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		
British Airways European Division	177	177	348	1 531	5 772	3 292	57.0	1 102	2 862	1 276	Cargo (000)	Passengers (000)	As percentage of available
British Airways Regional Division—											992	284	44.6
Channel Islands Airways	1	6	4	12	26	2	8.5	10	7	2	2	—	30.4
Scottish Airways	1	6	4	13	26	2	9.2	10	7	2	2	—	31.5
British Caledonian Airways	199	49	266	3 312	35 265	32 853	93.2	2	4 806	2 967	12	2 955	61.7
Britannia Airways	90	151	220	15 863	11 687	9 362	80.1	—	994	796	—	796	80.1
Brymon Airways	—	1	1	6	1	1	66.7	—	—	—	—	—	62.5
Laker Airways	183	47	239	3 112	31 577	22 759	72.1	—	3 283	2 276	—	2 276	69.3
Loganair	21	145	101	302	84	46	55.3	—	8	4	—	4	55.7
Monarch Airlines	38	14	81	79	2 046	1 349	65.9	25	473	216	93	123	45.6
TOTAL	711	596	1 263	24 230	86 484	69 666	80.6	1 150	12 438	7 539	1 101	6 438	60.6

International Exempt Operations July 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		
British European Division	177	177	348	1 531	5 772	3 292	57.0	1 102	2 862	1 276	Cargo (000)	Passengers (000)	As percentage of available
British Caledonian Airways	199	49	266	3 312	35 265	32 853	93.2	2	4 806	2 967	12	2 955	61.7
Britannia Airways	90	151	220	15 863	11 687	9 362	80.1	—	994	796	—	796	80.1
Laker Airways	183	47	239	3 112	31 577	22 759	72.1	—	3 283	2 276	—	2 276	69.3
Monarch Airlines	38	14	81	79	2 046	1 349	65.9	25	473	216	93	123	45.6
TOTAL	688	438	1 153	23 897	86 348	69 614	80.6	1 129	12 417	7 530	1 097	6 433	60.6

Domestic Exempt Operations July 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		
British Airways Regional Division—											Cargo (000)	Passengers (000)	As percentage of available
Channel Islands Airways	1	6	4	12	26	2	8.5	10	7	2	2	—	30.4
Scottish Airways	1	6	4	13	26	2	9.2	10	7	2	2	—	31.5
Brymon Airways	—	1	1	6	1	1	66.7	—	—	—	—	—	62.5
Loganair	21	145	101	302	84	46	55.3	—	8	4	—	4	55.7
TOTAL	23	158	109	333	137	52	37.8	21	21	9	4	5	40.2

Class 5 Operations for UK Operators July 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			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	17	21	30	976	1 738	1 148	66.1	N/A	205	101	—	—	101	49.3
British Airtours	72	36	104	5 738	13 566	8 967	66.1	N/A	1 235	767	—	—	767	62.1
British Airways Regional Division—														
Cambrian Airways	24	187	100	4 266	1 324	589	44.5	N/A	124	47	—	—	47	37.9
Air Freight	—	3	3	—	—	—	—	N/A	1	1	—	1	—	100.0
Alidair	10	21	29	985	783	451	57.6	N/A	70	39	—	—	39	55.7
Britannia Airways	4	4	7	309	563	335	59.5	N/A	48	28	—	—	28	58.3
British Island Airways	36	124	156	3 844	1 760	1 092	62.0	N/A	162	97	—	5	92	59.9
British Midland Airways	7	14	17	371	517	186	36.0	N/A	38	14	—	—	14	36.8
Dan-Air Services	18	14	3	1 622	2 520	2 254	89.4	N/A	201	179	—	—	179	89.1
Intra Airways	—	3	2	—	—	—	—	N/A	1	1	—	1	—	90.0
Invicta International Airlines	12	14	29	1 243	1 845	1 328	72.0	N/A	184	132	—	—	132	71.7
Laker Airways	47	17	63	3 568	12 538	12 261	97.8	N/A	1 250	1 224	—	—	1 224	97.9
Monarch Airlines	122	109	214	7 445	17 815	10 055	56.4	N/A	1 994	991	—	40	951	49.7
TOTAL	369	567	757	30 367	54 969	38 666	70.3	N/A	5 513	3 621	—	47	3 574	65.7

Class 5 Operations for Non-UK Operators July 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			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
British Island Airways	82	220	280	3 813	2 892	1 395	48.2	N/A	376	174	—	55	119	46.3
British Midland Airways	110	117	273	11 625	16 665	10 966	65.8	N/A	1 656	905	—	50	855	54.6
Dan-Air Services	48	16	7	1 769	7 780	6 086	78.2	N/A	622	486	—	—	486	78.1
Invicta International Airlines	4	2	7	—	—	—	—	N/A	60	30	—	30	—	50.0
Monarch Airlines	3	2	8	103	492	177	36.0	N/A	47	16	—	—	16	34.0
Tradewinds Airways	273	49	577	—	—	—	—	N/A	6 274	5 980	—	5 980	—	95.3
TOTAL	520	406	1 150	17 310	27 829	18 624	66.9	N/A	9 035	7 591	—	6 115	1 476	84.0

Aircraft Type and Utilisation—All Airlines July 1974

Table 31.1

	Aircraft—km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended June 1974	Daily utilisation per aircraft (hrs) Quarter ended June 1974
Aviation Traders Carvair	168	793	19	720	44	20 186	3 631	6	3.7
Aviation Traders Merchantman	755	—	1 118	—	1 453	—	—	10	5.0
AW650 Argosy	47	—	108	—	167	—	—	2	2.3
BAC 111—200	643	1 134	—	1 353	—	51 648	30 172	7	6.3
BAC 111—300/400	2 491	2 393	—	4 528	—	144 022	166 016	16	7.4
BAC 111—500	4 858	7 358	—	9 750	—	419 475	336 811	*30	*6.9
BAC Britannia 300	420	93	112	283	612	7 290	10 418	5	6.1
BAC Vanguard 952	193	108	71	183	239	9 766	7 865	4	3.0
BAC Vanguard V951/953	50	125	—	145	—	8 950	3 483	2	1.7
BAC VC10 Standard	1 325	451	—	1 741	—	16 978	89 616	10	6.4
BAC VC10 Super	3 609	1 100	—	4 839	—	45 615	318 559	15	9.0
BAC Viscount 700	24	187	—	100	—	4 266	589	2	0.9
BAC Viscount 700D/800/810	2 279	7 383	16	7 461	13	287 808	97 049	47	4.7
Beagle 206	56	101	—	210	—	397	222	4	1.5
Beechcraft B55, C55, Baron	2	11	—	8	—	16	4	4	0.5
Beechcraft B65/80 Queen Air	6	24	—	23	—	43	15	1	1.1
Beechcraft B90 King Air	6	10	—	16	—	36	19	3	0.2
Beechcraft 18/18H Super	—	—	—	—	—	—	—	1	0.1
Bell Twin 212	41	208	—	125	—	1 283	236	2	1.7
BN2A Trislander	133	1 688	—	705	—	17 116	1 349	7	3.0
BN Islander	207	2 344	9	964	12	10 684	871	14	1.7
Boeing 707—120/120B	478	168	—	594	—	17 049	58 603	*2	*7.3
Boeing 707—320/320B	48	—	14	—	69	—	—	..	..
Boeing 707—320C/336	6 120	1 280	343	7 555	638	96 604	565 680	23	9.3
Boeing 707—420	2 929	1 198	—	4 093	—	135 766	422 467	18	6.9
Boeing 720/720B	753	468	17	1 089	57	53 329	87 440	5	5.9
Boeing 727—100	901	543	—	1 375	—	64 362	105 497	4	8.2
Boeing 737—200	2 943	2 045	—	4 749	—	225 575	324 138	14	8.4
Boeing 747	4 573	1 092	—	5 898	—	138 091	920 012	15	13.8
Canadair CL 44	1 242	—	321	—	2 542	—	—	12	5.7
Cessna 340	—	3	—	3	—	5	1	1	0.7
DC10	597	137	—	776	—	31 444	158 037	3	9.0
DC3 Dakota/Pionair	153	450	192	493	257	8 763	1 869	14	1.8
DH 104 Dove	60	103	37	166	84	723	270	4	1.3
DH 106 Comet 4B/C	1 647	1 290	—	2 785	—	111 381	153 354	14	4.5
DH 114 Heron	35	72	9	125	21	493	206	6	1.1
DHC 6 Twin Otter	34	171	—	124	—	1 426	328	1	3.5
Fokker Friendship 100/600	224	607	—	720	—	11 454	4 861	4	6.9
HP Herald 100/200	671	2 450	519	2 000	572	77 407	16 347	16	5.4
HP Herald 700	101	319	—	372	—	8 883	2 899	16	5.4
HS 121 Trident 1E	512	614	—	878	—	54 060	47 923	4	5.8
HS 121 Trident 2E	2 163	1 289	—	3 307	—	77 419	137 510	15	7.6
HS 121 Trident 3B	3 080	3 881	—	5 846	—	342 111	270 712	26	6.8
HS 125	359	584	—	605	—	1 473	1 078	19	1.1
HS 161 Trident 1C	1 605	2 603	—	3 285	—	179 755	109 850	20	5.3
HS 748	390	1 547	—	1 410	—	33 212	9 775	7	5.9
Lockheed L1011 Tristar	323	175	—	485	—	48 692	103 697	..	..
PA23 Apache/Aztec	49	209	4	183	7	328	84	8	0.8
PA31 Navajo	184	665	—	577	—	2 075	591	*9	*1.5
Short SC7 Skyvan	45	323	—	228	—	3 709	478	2	3.4
Sikorsky S61N	416	2 294	—	2 017	—	27 894	4 761	20	2.7
Westland Wessex	70	1 383	—	420	—	7 405	429	7	1.9
TOTAL	50 020	53 474	2 910	85 312	6 787	2 806 467	4 575 824	*487	*5.4

*Excluding airlines for which details not available.

Aircraft Type and Utilisation—Individual Airlines Table 31.2

July 1974

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	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	833	287	—	1 089	—	9 772	53 769	8	5.2
BAC VC10 Super	3 609	1 100	—	4 839	—	45 615	318 559	15	9.0
Boeing 707-320C/336	2 675	481	225	3 551	52	28 339	180 512	11	8.4
Boeing 707-420	1 686	529	—	2 316	—	39 210	239 897	9	7.0
Boeing 747	4 573	1 092	—	5 898	—	138 091	920 012	15	13.8
TOTAL	13 376	3 489	225	17 693	52	261 027	1 712 750	58	9.3
British Airways European Division									
BAC 111-500	1 776	3 959	—	4 071	—	190 660	86 623	18	7.2
HS 121 Trident 2E	2 163	1 289	—	3 307	—	77 419	137 510	15	7.6
BAC Vanguard V951/953	50	125	—	145	—	8 950	3 483	2	1.7
Aviation Traders Merchantman	755	—	1 118	—	1 453	—	—	10	5.0
HS 161 Trident 1C	1 605	2 603	—	3 285	—	179 755	109 851	20	5.3
HS 121 Trident 3B	3 080	3 881	—	5 846	—	342 111	270 712	26	6.8
TOTAL	9 429	11 857	1 118	16 654	1 453	798 895	608 179	91	6.4
British Airtours									
Boeing 707-420	1 243	669	—	1 777	—	96 556	182 569	9	6.6
British Airways Helicopters									
Sikorsky S61N	166	1 495	—	754	—	18 461	2 052	9	2.6
Bell Twin 212	—	—	—	—	—	—	—	1	1.4
TOTAL	166	1 495	—	754	—	18 461	2 052	10	2.4
British Airways Regional Division— Channel Islands Airways									
BAC Viscount-700D/800/810	576	1 657	4	1 878	2	79 679	27 812	12	4.5
BAC 111-300/400	297	406	—	562	—	19 871	15 116	2	8.6
TOTAL	873	2 063	4	2 440	2	99 550	42 928	14	5.1
Scottish Airways									
Short SC7 Skyvan	45	323	—	228	—	3 709	478	2	3.4
BAC Viscount-700D/800/810	376	1 572	4	1 282	2	48 060	14 386	7	6.4
TOTAL	421	1 895	4	1 510	2	51 769	14 864	9	5.7
Cambrian Airways									
BAC Viscount-700	24	187	—	100	—	4 266	589	2	0.9
BAC Viscount-700D/800/810	372	1 608	6	1 308	5	61 249	15 556	8	4.3
BAC 111-300/400	493	778	—	951	—	38 572	30 985	4	5.3
TOTAL	889	2 573	6	2 359	5	104 087	47 130	14	4.1
Northeast Airlines									
BAC Viscount-700D/800/810	242	651	—	744	—	32 593	11 968	6	3.8
HS 121 Trident 1E	512	614	—	878	—	54 060	47 923	4	5.8
TOTAL	754	1 265	—	1 622	—	86 653	59 891	10	4.6

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1974	Daily utilisation per aircraft (hrs) Quarter ended June 1974
British Caledonian Airways									
BAC 111-200	643	1 134	—	1 353	—	51 648	30 172	7	6.3
BAC 111-500	1 455	2 201	—	2 934	—	113 830	94 501	12	6.5
BAC VC10 Standard	493	164	—	652	—	7 206	35 848	2	10.8
Boeing 707-320C/336	2 622	495	119	2 818	586	36 756	251 434	8	11.3
TOTAL	5 213	3 994	119	7 757	586	209 440	411 955	29	8.1
Air Anglia									
DC3 Dakota/Pionair	21	68	—	84	—	1 415	426	2	1.5
Fokker Friendship 100/600	224	607	—	720	—	11 454	4 861	4	6.9
PA31 Navajo	60	208	—	185	—	545	152	3	1.6
TOTAL	305	883	—	989	—	13 414	5 440	9	3.5
Air Freight									
DC3 Dakota/Pionair	46	—	157	—	225	—	—	4	2.1
Air-Bridge Carriers									
AW650 Argosy	47	—	108	—	167	—	—	2	2.3
Alidair									
BAC Viscount-700D/800/810	60	131	—	176	—	2 691	1 226	2	4.9
Aurigny Air Services									
BN2A Trislander	99	1 473	—	546	—	15 611	1 091	4	4.0
BN Islander	42	746	—	233	—	4 379	240	3	1.9
TOTAL	141	2 219	—	779	—	19 990	1 331	7	3.1
Beecham Imperial									
HS 125	36	58	—	80	—	192	145	2	1.5
Cessna 340	—	3	—	3	—	5	1	1	0.7
TOTAL	36	61	—	83	—	197	146	3	1.2
Bristow Helicopters									
Sikorsky S61N	250	799	—	1 263	—	9 433	2 709	11	2.8
Westland Wessex	70	1 383	—	420	—	7 405	429	7	1.9
Bell Twin 212	14	172	—	95	—	1 175	104	1	2.0
TOTAL	333	2 354	—	1 778	—	18 013	3 242	19	2.4
Britannia Airways									
Boeing 737-200	2 943	2 045	—	4 749	—	225 575	324 138	14	8.4
British Air Ferries									
Aviation Traders Carvair	168	793	19	720	44	20 186	3 631	6	3.7
British Executive Air Services									
Bell Twin 212	26	36	—	30	—	108	133	..	..

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1974	Daily utilisation per aircraft (hrs) Quarter ended June 1974
British Island Airways									
HP Herald 100/200	671	2 450	519	2 000	572	77 407	16 347	13	5.5
DC3 Dakota/Pionair	—	—	—	—	—	—	—	—	2.0
TOTAL	671	2 450	519	2 000	572	77 407	16 347	13	5.3
British Midland Airways									
HP Herald 700	101	319	—	372	—	8 883	2 899	3	4.7
BAC Viscount-700D/800/810	651	1 760	2	2 072	4	63 484	26 098	12	4.6
Boeing 707-320C/336	347	169	—	582	—	18 259	50 543	2	7.6
TOTAL	1 100	2 248	2	3 026	4	90 626	79 540	17	5.0
Brymon Airways									
BN Islander	38	233	—	177	—	1 160	205	3	1.8
DHC 6 Twin Otter	34	171	—	124	—	1 426	328	1	3.5
TOTAL	72	404	—	301	—	2 586	533	4	2.0
Cabair									
PA31 Navajo	16	74	—	55	—	173	43	..	..
Court Line Aviation*									
BAC 111-500	1 627	1 198	—	2 745	—	114 985	155 687	..	..
Lockheed L1011 Tristar	323	175	—	485	—	48 692	103 697	..	..
TOTAL	1 950	1 373	—	3 230	—	163 677	259 385	..	..
Dan-Air Services									
HS 748	390	1 547	—	1 410	—	33 212	9 775	7	5.9
BAC 111-300/400	897	675	—	1 655	—	49 337	66 600	5	8.5
DH 106 Comet 4B/C	1 647	1 290	—	2 785	—	111 381	153 354	14	4.5
Boeing 727-100	901	543	—	1 375	—	64 362	105 497	4	8.2
Boeing 707-320C/336	476	135	—	604	—	13 250	83 190	2	7.9
TOTAL	4 312	4 190	—	7 829	—	271 542	418 416	32	6.1
Donaldson International Airways*									
Boeing 707-320/320B	48	—	14	—	69	—	—	..	..
Eagle Flying Services									
Beechcraft B55, C55, Baron	2	11	—	8	—	16	4	3	0.1
Beechcraft B90 King Air	1	2	—	2	—	8	2	2	0.0
TOTAL	3	13	—	10	—	24	6	5	0.1
Fairflight Charters									
DH 114 Heron	15	24	9	43	21	240	104	1	2.0
DH 104 Dove	52	66	37	117	84	462	212	3	1.6
PA 31 Navajo	19	35	—	62	—	175	92	1	1.8
TOTAL	86	125	46	222	105	877	408	5	1.7
Galliford Aviation									
Beechcraft B90 King Air	5	8	—	14	—	28	17	1	0.6

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1974	Daily utilisation per aircraft (hrs) Quarter ended June 1974
Green Shield Stamp									
HS 125	13	25	—	21	—	101	62	1	0.4
Haywards Aviation									
DH 104 Dove	8	37	—	49	—	261	58	1	0.5
I D S Aircraft									
PA23 Apache/Aztec	11	38	—	50	—	35	10	1	1.6
PA31 Navajo	41	162	—	120	—	401	102	1	2.8
Beechcraft B55, C55, Baron	—	—	—	—	—	—	—	1	1.6
TOTAL	52	200	—	170	—	436	112	3	2.0
International Aviation Services									
BAC Britannia-300	282	—	108	—	602	—	—	3	7.1
Intra Airways									
BN Islander	10	48	—	50	—	100	20	2	1.0
DC3 Dakota/Pionair	55	337	35	255	32	6 728	1 011	4	2.0
TOTAL	65	385	35	305	32	6 828	1 031	6	1.8
Invicta International Airlines									
BAC Vanguard 952	193	108	71	183	239	9 766	7 865	4	3.0
Boeing 720/720B	39	—	17	—	57	—	—	1	0.8
TOTAL	232	108	88	183	296	9 766	7 865	5	2.8
Laker Airways									
BAC 111-300/400	803	534	—	1 360	—	36 242	53 316	5	7.3
DC10	597	137	—	776	—	31 444	158 037	3	9.0
Boeing 707-120/120B	478	168	—	594	—	17 049	58 603	2	7.3
TOTAL	1 879	839	—	2 730	—	84 735	269 956	10	7.7
Loganair									
BN2A Trislander	34	215	—	159	—	1 505	258	3	1.5
BN Islander	101	1 246	—	442	—	4 654	332	6	1.7
Beechcraft 18/18H Super	—	—	—	—	—	—	—	1	0.1
TOTAL	135	1 461	—	601	—	6 159	591	10	1.5
Macedonian Aviation									
DC3 Dakota/Pionair	32	45	—	154	—	620	432	4	1.3
MAM Aviation									
HS 125	44	61	—	90	—	177	136	1	2.1
McAlpine Aviation									
HS 125	214	379	—	335	—	852	605	12	1.0
PA23 Apache/Aztec	27	128	—	100	—	207	56	4	0.9
PA31 Navajo	27	123	—	85	—	538	126	2	1.1
TOTAL	268	630	—	520	—	1 597	787	18	1.0

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Flights Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended June 1974	Daily utilisation per aircraft (hrs) Quarter ended June 1974
Merlot International Airlines									
HS 125	52	61	—	79	—	151	130	3	1.2
Monarch Airlines									
BAC Britannia-300	137	93	4	283	10	7 290	10 418	2	4.6
Boeing 720/720B	714	468	—	1 089	—	53 329	87 440	4	6.3
TOTAL	851	561	4	1 372	10	60 619	97 858	6	5.7
Moseley Aviation									
PA31 Navajo	12	28	—	40	—	173	59	1	1.2
Northern Air Taxis									
Beagle 206	56	101	—	210	—	397	222	4	1.5
Northern Executive Aviation									
BN Islander	6	30	3	25	3	227	42	1	1.7
Peters Aviation									
DH 114 Heron	20	48	—	82	—	253	102	5	0.8
Thurston Aviation									
PA31 Navajo	9	35	—	30	—	70	18	1	0.6
BN Islander	10	41	6	37	9	164	32	1	1.2
PA23 Aztec/Apache	11	43	4	33	7	86	18	3	0.5
TOTAL	30	119	10	100	16	320	68	5	0.7
Tradewinds Airways									
Canadair CL 44	547	—	109	—	1 197	—	—	5	6.8
Trans-Meridian Air Cargo									
Canadair CL 44	695	—	212	—	1 345	—	—	7	5.0
Vernair Transport									
Beechcraft B65/80 Queen Air	6	24	—	23	—	43	15	1	1.1
GRAND TOTAL	50 020	53 474	2 910	85 312	6 787	2 806 467	4 575 824	487†	5.4†

* Estimated.

† Excluding airlines for which details not available.

Operations Subject to Variable Charge[†] by Type of Licence, and Non-chargeable Operations July 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	538 441	294 608	71 417	223 191	54.7
Class 2	54 193	37 774	—	37 774	69.7
Class 3	125 289	99 730	—	99 730	79.6
Class 4	34 096	25 333	—	25 333	74.3
Class 5	14 548	11 212	6 162	5 050	77.1
Class 6	24 364	16 105	16 105	—	66.1
Class 7	26 661	13 677	11 507	2 170	51.3
TOTAL	817 592	498 439	105 191	393 248	60.9
Non-chargeable Operations					
Aircraft hired from Foreign Operators	1 712	922	826	96	53.8
Exempt Services	12 438	7 539	1 101	6 438	60.6
TOTAL	14 150	8 461	1 927	6 534	59.8
GRAND TOTAL	831 742	506 900	107 118	399 782	60.9

[†] 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 July 1974

Table 33

Type of Licence or Service	Capacity Own Aircraft (000)	Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	538 441	189	1 712	540 342
Class 2	54 193	—	—	54 193
Class 3	125 289	104	—	125 393
Class 4	34 096	24	—	34 120
Class 6	24 364	—	—	24 364
Class 7	26 661	52	—	26 713
Exempt Services	12 438	—	—	12 438
TOTAL	815 482	369	1 712	817 563
Class 5 hired to UK Airlines	5 513			
Non UK Airlines	9 035			
TOTAL	14 548			
GRAND TOTAL	830 030			

Passenger Analysis by Type of Licence and Fare Category July 1974

Table 34

Type of Licence or Service		First Class	Fare Categories							Total Passengers
			Total	Individually Economy	Booked ITX	Other Fares Other	ABC	IT	Other	
SCHEDULED										
Class 1	All	33 203	1 632 361	1 576 859	52 388	3 114	—	—	37 572	1 703 136
	International	32 270	958 627	933 455	22 058	3 114	—	—	37 568	1 028 465
	Domestic	933	673 734	643 404	30 330	—	—	—	4	674 671
NON-SCHEDULED										
Class 2	All	—	—	—	—	—	67 825	—	—	67 825
	International	—	—	—	—	—	67 825	—	—	67 825
	Domestic	—	—	—	—	—	—	—	—	—
Class 3	All	—	—	—	—	—	—	774 150	—	774 150
	International	—	—	—	—	—	—	773 501	—	773 501
	Domestic	—	—	—	—	—	—	649	—	649
Class 4	All	—	—	—	—	—	—	2 171	149 658	151 829
	International	—	—	—	—	—	—	2 171	147 353	149 524
	Domestic	—	—	—	—	—	—	—	2 305	2 305
Class 7	All	—	—	—	—	—	—	—	44 363	44 363
	International	—	—	—	—	—	—	—	36 409	36 409
	Domestic	—	—	—	—	—	—	—	7 954	7 954
Exempt	All	—	—	—	—	—	—	—	24 230	24 230
	International	—	—	—	—	—	—	—	23 897	23 897
	Domestic	—	—	—	—	—	—	—	333	333
TOTAL	All	33 203	1 632 361	1 576 859	52 388	3 114	67 825	776 321	255 823	2 765 533
	International	32 270	958 627	933 455	22 058	3 114	67 825	775 672	245 227	2 079 621
	Domestic	933	673 734	643 404	30 330	—	—	649	10 596	685 912

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.

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.