

Civil Aviation Authority



CAA Monthly Statistics
(up to and including March 1974)

ENQUIRIES

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

Airport and Air
Passenger Statistics: Civil Aviation Authority
Room 209
Shell Mex House
Strand
London WC2R 0DP
Tel. 01 217 3638

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

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

Civil Aviation Authority
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37 Gratton Road
Cheltenham
Glos GL50 2BN

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

The series comprise:

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

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

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Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

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

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

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Civil Aviation Statistics—March 1974

Activity at UK Airports

Air transport movements at UK airports totalled almost 50 000 during March 1974, a decline of 2·2 per cent on March 1973. During the three month period January to March 1974, however, a small growth was achieved against 1973; a 2·1 per cent decline in the London Area being offset by a 3·1 per cent growth at airports elsewhere in the UK. Heathrow (170 additional ATMs per month) and Stansted (21 additional ATMs per month) were alone in reporting growths in the London Area, almost one per cent and 15·7 per cent respectively. Gatwick and Luton handled a monthly average of 327 movements less than the 1st quarter 1973 and Luton 361 movements less; declines of 6·9 and 20·4 per cent respectively. Swansea (23 additional ATMs per month) Sumburgh (450 ATMs per month) and Aberdeen (750 ATMs per month) continued to report increasing activity and consequently achieved growth of 255·6 per cent, 174·4 per cent and 151·4 per cent respectively. Neither scheduled nor charter movements showed much change between January to March 1974 and the corresponding period in 1973 and whilst there was very little change (at 72·4 per cent) in the UK operators' share of scheduled service movements, their share of charter traffic increased by 1·3 percentage points to 90·9 per cent. There were over 200 diversions during March; a quarter of these occurred from Heathrow mainly owing to bad weather. Total UK club and private flying declined more heavily than air transport movements during March 1974 falling 19·6 per cent to approximately 57 000 movements. The monthly average of such movements in the 1st quarter of 1974 was nearly 49 000 against over 55 000 in the previous year, a decline of nearly 11·5 per cent.

Almost 2·8 million terminal passengers used UK airports during March. This represented a 2·0 per cent decline in London area passengers and 5·0 per cent decline elsewhere in the UK compared with April 1973 and resulted in an overall decrease of 2·9 per cent. During the first quarter of 1974, however, the growth of 0·6 per cent reported by the London Area compared with a year earlier was sufficient to provide a marginal overall growth of 0·2 per cent despite a decline of 0·8 per cent elsewhere in the UK. Heathrow and Stansted were again alone in the London Area in recording increases (5·8 per cent; 72 979 additional passengers per month and 15·9 per cent; 1185 additional passengers per month respectively). Passengers at Gatwick declined by a monthly average of 28 911, a decrease of 9·3 per cent.

Of the monthly average of 2·5 million passengers who used UK airports during the first quarter of 1974, 1·7 million travelled on international services and 0·8 million on domestic services; 1·2 million of the international passengers travelled by scheduled services and 0·5 million by charter services. Scheduled service carryings

showed a growth of 5·4 per cent on a year earlier while charter service carryings showed a decline of 17·9 per cent. The two largest markets for scheduled services were to France and the USA, the former carrying 13·3 per cent of total scheduled service passengers and the latter 11·9 per cent. Passengers travelling between the UK and France showed a growth of 19·3 per cent while passengers between the UK and the USA declined by 7·9 per cent. Passengers on scheduled services to Germany and Ireland both accounted for 9·1 per cent of total scheduled service passengers (a decline of 6·0 per cent and a growth of 7·1 per cent respectively). The most important market for charter services continued to be Spain with 41·7 per cent of total charter passengers but the number of passengers carried declined by 24·3 per cent. Charter services to Germany and Italy (7·4 per cent) also carried fewer passengers (9·5 and 21·0 per cent respectively) but continued to remain important markets (21·1 and 7·4 per cent of total charter passengers respectively).

The monthly average of passengers flying on UK domestic routes during the first quarter of 1974 was 4·8 per cent greater compared with a year earlier. Passengers on the London routes grew by 6·3 per cent (4·9 per cent growth on the London–Scotland routes and 7·3 per cent elsewhere).

During the month of March 1974 cargo handled by UK airports reached almost 64 000 tonnes, a 4·4 per cent growth on March 1973. During the first quarter a monthly average of almost 60 000 tonnes moved through UK airports a growth of 7·3 per cent against the first quarter of 1973. London area airports reported an overall growth of 9·6 per cent between the same periods, to which Heathrow contributed 3380 additional tonnes per month (9·5 per cent growth) and Gatwick 327 additional tonnes per month (7·6 per cent growth). Stansted reported the highest rate of growth of 32·5 per cent (253 additional tonnes per month). Outside the London Area cargo handled during March 1974 was 12·8 per cent less than that handled in March 1973. Belfast reported handling 391 fewer tonnes per month in the 1st quarter of 1974 compared with a year earlier (a decline of 24·9 per cent). Increases were reported at Glasgow (380 additional tonnes; 22·3 per cent growth) and Bournemouth (375 additional tonnes; 172·5 per cent growth). Over the three months January–March 1974 cargo carried by scheduled services increased by 6·0 per cent and that by charter services by 16·6 per cent compared with a year earlier. The UK operators' share of tonnage carried by both scheduled and charter operators declined from the 1973 level, the former by 2·7 percentage points to 50·4 per cent and the latter by 4·1 percentage points to 71·5 per cent.

Output of UK Airlines

At 672.5 million available tonne-kilometres the output of UK airlines for scheduled and non-scheduled services during March 1974 represented a decline of 3.5 per cent on March 1973.

The scheduled service output of over 482 million available tonne-kilometres was nearly 1 per cent higher than in March 1973, and an overall load factor of 55.6 per cent was achieved compared with 53.1 per cent a year earlier. Seat kilometres used were 55.1 per cent of those available compared with 54.8 per cent in March 1973. The seat factors on domestic and international services were 67.4 and 54.3 per cent compared with 67.1 and 53.9 per cent in the previous March. The non-scheduled services output in March

1974 was nearly 190 million available tonne-kilometres compared with over 218 million in March 1973, a decline of just over 13 per cent. Advance Booking Charters accounted for 3.8 million available tonne-kilometres and Inclusive Tour Charters for just over 80 million, 2.0 and 42.4 per cent of total non-scheduled output respectively.

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

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

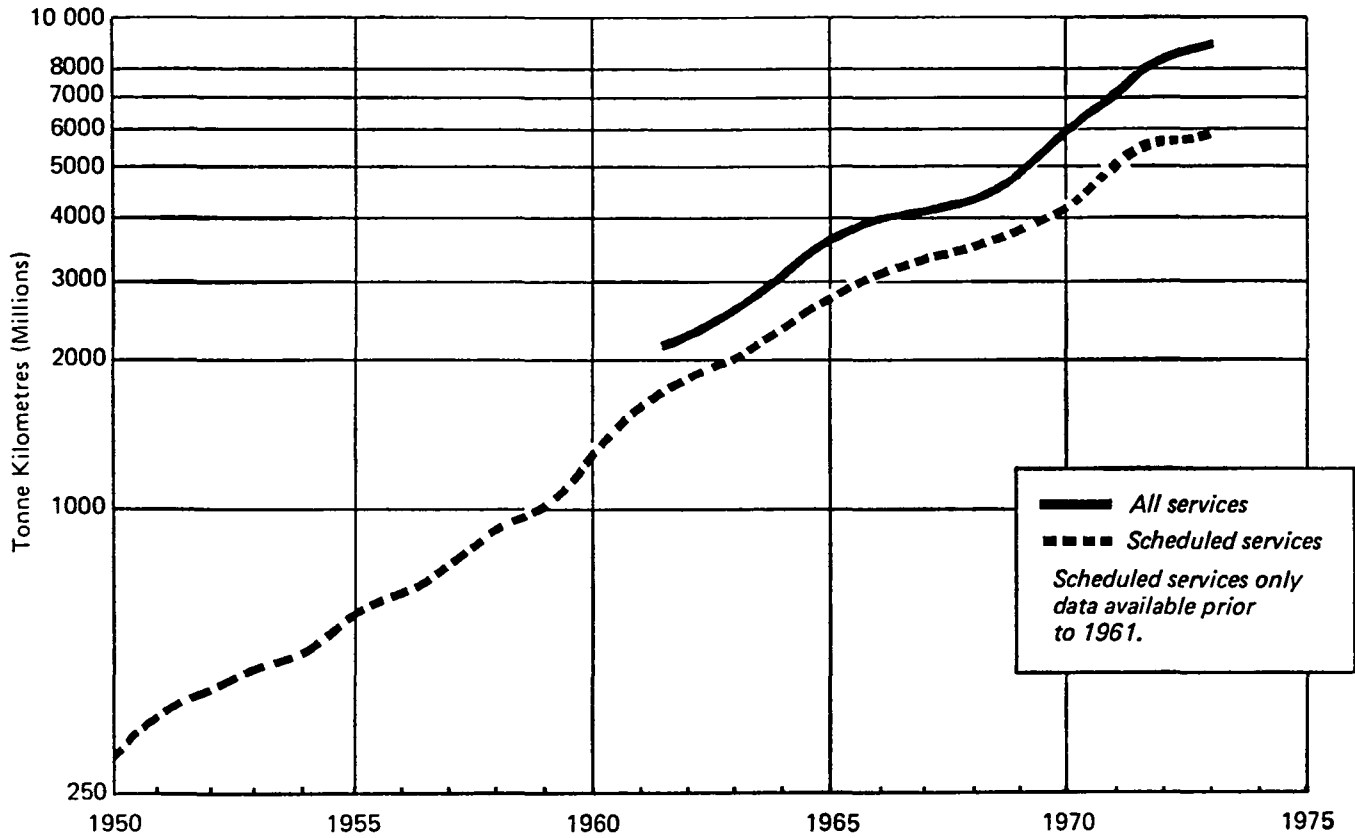
Table 1

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

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

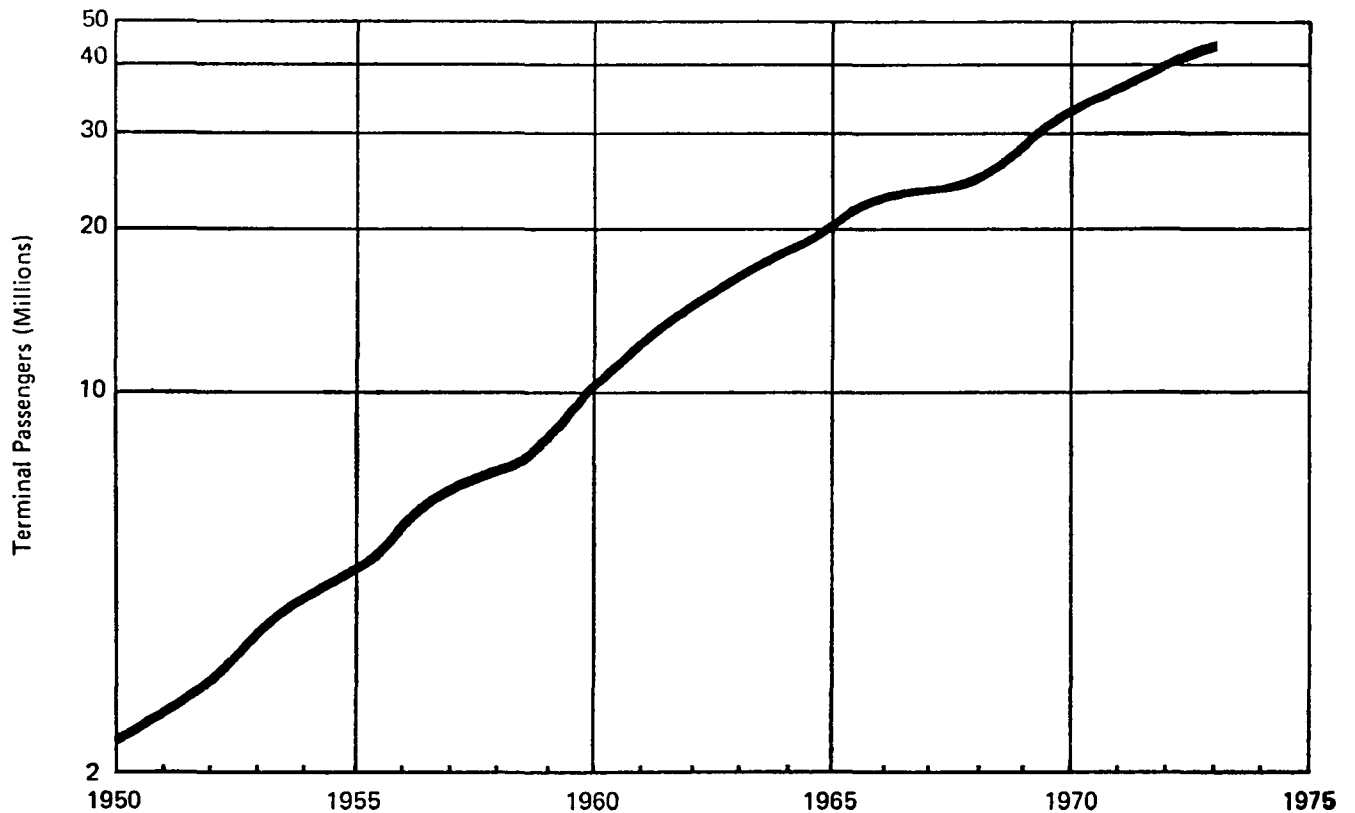
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1973

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	29 125	8 249	5 399	2 850
1973	1 892	719	43 125	9 003	5 953	3 050
Year ended						
March 1973	1 798	680	40 107	8 438	5 513	2 926
March 1974	1 849	719	43 140	8 906	5 943	2 964
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						
	2.8	5.7	7.6	5.6	7.8	1.3

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	Scheduled movements (000)	A.T. Terminal passengers (000)	Non-scheduled movements (000)	A.T. Terminal passengers (000)	Scheduled movements (000)	A.T. Terminal passengers (000)	Non-scheduled movements (000)	A.T. Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1972 1st quarter	43.2	2 190	25.7	1 119	6.4	486	10.4	532	0.7	53
2nd quarter	59.0	3 433	34.5	1 691	10.4	795	12.4	799	1.7	148
3rd quarter	70.7	4 557	39.1	2 052	14.3	1 211	14.2	1 027	3.1	267
4th quarter	50.2	2 862	29.0	1 401	8.5	673	11.4	690	1.3	98
1973 1st quarter	46.9	2 517	27.7	1 285	7.8	576	10.5	594	0.9	62
2nd quarter	65.0	3 838	38.3	1 884	11.9	913	12.8	870	2.1	171
3rd quarter	74.2	4 926	42.3	2 261	14.8	1 271	14.0	1 079	3.1	315
4th quarter	53.4	3 095	31.7	1 578	8.9	638	11.3	768	1.5	111
1974 1st quarter	47.0	2 523	27.7	1 351	8.0	473	10.5	640	0.8	59
1972 October	57.3	3 480	32.5	1 656	10.4	865	12.7	815	1.7	144
November	47.4	2 571	27.7	1 266	7.9	624	10.8	605	1.0	76
December	45.9	2 533	26.8	1 282	7.3	529	10.7	649	1.1	73
1973 January	46.9	2 482	27.7	1 254	7.4	533	11.0	635	0.8	60
February	43.1	2 210	25.6	1 119	7.0	528	9.7	513	0.8	50
March	50.7	2 860	29.7	1 480	9.1	669	10.8	634	1.1	77
1973 October	61.0	3 656	35.8	1 816	10.6	792	12.7	889	1.9	159
November	52.7	2 917	32.0	1 510	8.5	611	10.9	699	1.3	97
December	46.5	2 710	27.3	1 407	7.7	511	10.3	715	1.2	77
1974 January	47.9	2 562	28.5	1 400	7.8	450	10.8	658	0.8	54
February	43.5	2 229	25.9	1 231	7.2	413	9.7	542	0.7	43
March	49.6	2 777	28.5	1 419	9.0	557	11.1	720	1.0	81

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total (000)	Commercial			Non-commercial			Other (000)
		Total (000)	Air transport (000)	Other (000)	Total (000)	Aero club and private (000)	Test and training (000)	
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1972 1st quarter	115.2	46.1	43.2	2.9	69.1	40.0	20.9	8.2
2nd quarter	156.1	65.3	59.1	6.2	90.8	61.1	19.9	10.2
3rd quarter	179.2	78.7	70.6	8.1	100.5	74.9	17.0	8.6
4th quarter	127.0	54.8	50.2	4.6	72.2	48.6	15.5	8.1
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8	7.1
4th quarter	134.2	60.0	53.4	6.6	74.2	53.1	14.2	6.9
1974 1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
1972 October	147.5	63.7	57.3	6.4	83.8	58.8	15.7	9.3
November	128.5	51.4	47.4	4.0	77.1	49.7	18.4	9.0
December	104.9	49.3	45.9	3.4	55.6	37.3	22.3	6.0
1973 January	124.5	50.1	46.9	3.2	74.4	44.9	22.0	7.5
February	124.1	46.6	43.1	3.5	77.5	50.0	18.8	8.7
March	163.2	56.6	50.7	5.9	106.6	70.9	23.2	12.5
1973 October	160.0	69.1	61.0	8.1	90.9	64.9	16.4	9.6
November	138.5	59.1	52.7	6.4	79.4	57.0	15.6	6.8
December	104.0	51.8	46.5	5.3	52.2	37.4	10.5	4.3
1974 January	112.3	51.9	47.9	4.0	60.4	40.8	13.6	6.0
February	118.1	47.6	43.5	4.1	70.5	49.1	15.2	6.2
March	138.3	54.7	49.6	5.1	83.6	57.0	19.0	7.6

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	2 964	7 634
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1972 1st quarter	25 577	4 628	1 463	716	725	1 806	4 346	1 818	2 150	4 748
2nd quarter	33 149	6 177	2 557	1 206	1 319	3 852	5 478	2 230	3 098	8 633
3rd quarter	38 863	7 236	3 052	1 441	1 599	4 893	6 781	2 660	4 092	10 991
4th quarter	28 689	5 406	2 163	1 019	1 016	2 397	4 920	2 069	2 514	6 163
1973 1st quarter	26 294	5 075	2 035	1 027	984	2 227	4 797	2 143	2 331	5 645
2nd quarter	35 420	6 377	3 035	1 516	1 453	5 140	6 075	2 597	3 364	10 210
3rd quarter	39 664	7 247	3 521	1 751	1 673	5 956	7 294	2 926	4 198	12 436
4th quarter	29 164	5 420	2 508	1 273	1 075	3 483	5 351	2 520	2 590	6 798
1974 1st quarter	25 752	4 776	1 814	1 145	835	2 538	4 576	3 473	2 104	4 956
1972 October	32 957	6 103	2 462	1 103	1 196	3 190	5 449	2 099	2 697	7 971
November	26 843	5 207	2 162	1 039	894	1 981	4 816	2 089	2 377	5 280
December	26 267	4 908	1 864	916	959	2 021	4 495	2 019	2 469	5 240
1973 January	26 746	4 929	2 020	1 004	911	2 038	4 797	2 099	2 376	5 228
February	24 044	4 752	1 914	937	899	1 898	4 508	1 952	2 172	4 944
March	28 093	5 545	2 171	1 141	1 143	2 744	5 087	2 377	2 446	6 763
1973 October	33 157	6 125	3 098	1 383	1 302	4 283	6 109	2 743	2 822	8 909
November	28 101	5 550	2 574	1 319	1 027	3 390	5 502	2 665	2 557	6 278
December	26 233	4 585	1 851	1 116	897	2 777	4 442	2 152	2 391	5 207
1974 January	26 735	4 817	1 773	1 205	778	2 353	4 658	3 420	2 200	4 647
February	23 666	4 469	1 650	1 079	768	2 290	4 307	3 315	1 959	4 517
March	26 854	5 043	2 020	1 152	959	2 972	4 762	3 684	2 153	5 704

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1965	1 055	167	44	25	18	60	169	22	99	108
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1972 1st quarter	1 569	169	64	30	23	35	182	32	87	57
2nd quarter	2 393	275	117	64	45	90	263	48	138	181
3rd quarter	3 138	369	163	81	62	118	357	63	205	267
4th quarter	2 008	228	107	49	37	52	228	42	111	98
1973 1st quarter	1 748	202	91	45	37	39	215	42	98	66
2nd quarter	2 658	305	147	72	51	107	286	56	156	195
3rd quarter	3 356	395	197	94	66	138	386	73	221	287
4th quarter	2 167	236	117	58	38	61	249	52	117	117
1974 1st quarter	1 760	197	78	51	26	40	213	59	99	72
1972 October	2 461	272	128	59	45	77	267	48	123	155
November	1 784	208	107	47	35	38	218	41	93	68
December	1 780	204	85	40	32	40	198	38	116	72
1973 January	1 749	188	89	40	32	36	206	40	102	58
February	1 517	184	83	41	31	34	195	37	88	56
March	1 979	233	101	54	47	47	243	50	106	85
1973 October	2 539	286	150	67	47	86	289	62	130	179
November	2 009	233	120	61	39	55	246	51	103	91
December	1 954	188	80	46	27	42	212	42	119	80
1974 January	1 808	196	69	52	25	32	219	58	103	61
February	1 531	186	67	48	24	35	193	55	90	61
March	1 940	210	97	52	30	53	227	64	104	93

Cargo Taken Up and Set Down by Airports

Table 7

		Tonnes									
		Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965		22 066	2 537	259	155	248	6 942	1 309	151	1 182	1 344
1966		25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967		26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968		30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969		34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970		34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971		34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972		40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973		45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1972	1st quarter	36 097	4 557	546	125	77	1 167	2 443	231	1 735	1 628
	2nd quarter	38 399	4 814	775	216	83	1 035	2 823	273	2 153	1 980
	3rd quarter	46 003	5 313	1 650	452	183	2 565	3 056	355	2 841	3 380
	4th quarter	43 260	4 927	839	163	87	1 288	3 341	282	2 034	1 830
1973	1st quarter	42 467	5 078	959	203	72	1 469	3 299	254	1 934	2 293
	2nd quarter	43 564	4 899	1 041	174	94	1 254	3 368	278	1 931	2 443
	3rd quarter	45 736	4 585	921	178	102	1 289	3 229	285	1 718	2 042
	4th quarter	48 471	5 316	901	262	103	1 472	4 300	280	1 650	1 801
1974	1st quarter	46 527	5 038	794	286	72	1 593	3 630	371	1 467	2 256
1972	October	43 854	4 965	774	143	123	1 192	3 293	276	2 210	1 988
	November	44 290	4 975	1 082	208	66	1 197	3 580	291	2 038	1 948
	December	41 637	4 839	662	137	72	1 473	3 150	279	1 854	1 555
1973	January	41 020	4 636	734	150	82	1 341	2 960	250	1 858	1 785
	February	40 628	4 748	917	174	54	1 431	3 084	226	1 774	2 017
	March	45 752	5 849	1 226	284	79	1 636	3 855	287	2 170	3 077
1973	October	51 356	5 404	956	185	89	1 462	4 063	293	1 767	2 018
	November	49 668	5 442	895	183	115	1 380	4 652	298	1 740	1 800
	December	44 390	5 103	851	418	106	1 573	4 184	250	1 443	1 584
1974	January	43 967	5 050	700	472	57	1 390	3 635	386	1 432	1 823
	February	45 222	4 888	863	238	85	1 745	3 657	339	1 406	2 444
	March	50 391	5 175	821	149	73	1 645	3 597	389	1 563	2 503

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966	249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973	496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1972 1st quarter	383.2	172.2	7.4	50.2	114.6	44.9	2 800.1	1 292.2	46.1
2nd quarter	465.3	229.0	8.3	53.5	167.2	49.2	3 545.8	1 903.3	53.7
3rd quarter	505.9	276.7	8.2	59.5	209.0	54.7	3 896.5	2 407.4	61.8
4th quarter	445.3	232.1	10.1	63.6	158.3	52.1	3 310.8	1 786.9	54.0
1973 1st quarter	420.9	217.9	9.0	62.3	146.7	51.7	3 138.5	1 667.8	53.1
2nd quarter	520.6	271.2	8.7	63.8	198.7	52.1	4 040.6	2 240.9	55.5
3rd quarter	565.7	316.7	8.8	67.3	240.6	60.0	4 403.0	2 767.5	62.9
4th quarter	477.1	264.3	10.6	71.8	181.9	55.4	3 601.7	2 052.9	57.0
1974 1st quarter	417.4	228.2	9.0	65.4	153.8	54.7	3 116.4	1 718.1	55.1
1972 October	459.4	241.4	8.2	62.1	171.1	52.6	3 458.6	1 931.1	55.8
November	404.7	200.9	8.8	60.0	132.1	49.6	2 999.3	1 481.4	49.4
December	471.9	253.9	13.4	68.8	171.7	53.8	3 474.4	1 948.2	56.1
1973 January	392.9	205.0	8.2	53.6	143.2	52.2	2 942.7	1 622.8	55.1
February	391.4	194.4	8.2	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
1973 October	502.9	262.2	8.9	68.3	185.0	52.1	3 863.1	2 090.3	54.1
November	452.4	240.4	9.4	71.1	159.9	53.1	3 395.8	1 795.3	52.9
December	476.0	290.4	13.6	76.0	200.7	61.0	3 546.2	2 273.0	64.1
1974 January	392.8	214.4	7.6	51.8	155.0	54.6	2 985.4	1 740.9	58.3
February	376.7	201.7	8.4	62.6	130.8	53.5	2 808.7	1 453.1	51.7
March	482.8	268.5	11.0	81.8	175.7	55.6	3 555.2	1 960.3	55.1

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
1972 October	29.4	17.9	0.3	2.0	15.6	60.9	287.4	188.8	65.7
November	25.3	14.4	0.3	2.0	12.1	56.9	240.9	146.8	60.9
December	24.1	13.8	0.3	1.8	11.7	57.3	228.6	141.5	61.9
1973 January	25.1	13.6	0.3	1.7	11.5	54.2	239.7	139.7	58.3
February	23.7	13.1	0.3	1.9	10.9	55.3	225.8	132.3	58.6
March	27.3	14.5	0.3	2.3	11.9	53.2	257.3	172.6	67.1
1973 October	32.5	19.7	0.3	2.1	17.4	60.7	313.1	225.4	72.0
November	28.7	16.4	0.3	2.0	14.1	57.0	272.1	170.5	62.7
December	25.3	15.3	0.3	1.8	13.2	60.4	238.3	158.3	66.5
1974 January	25.4	15.4	0.3	1.7	13.4	60.8	237.6	158.7	66.8
February	23.1	14.0	0.2	1.8	11.9	60.6	215.6	142.1	65.9
March	24.5	15.0	0.2	1.9	12.9	61.4	231.1	155.7	67.4

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used		As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
				Freight (000 000)	Passengers (000 000)				
1965	201.7	102.8	4.5	24.1	74.2	51.0	1 472.1	894.8	60.8
1966	225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1972 1st quarter	360.1	160.0	7.2	48.6	104.2	44.4	2 576.8	1 165.6	45.2
2nd quarter	434.6	210.7	8.1	51.6	151.0	48.5	3 241.2	1 708.3	52.7
3rd quarter	471.0	254.7	7.9	57.6	189.2	54.1	3 543.8	2 165.8	61.1
4th quarter	419.1	216.7	9.9	61.7	145.2	51.7	3 058.4	1 627.9	53.2
1973 1st quarter	395.6	204.2	8.7	60.3	135.2	51.5	2 897.5	1 519.6	52.4
2nd quarter	485.8	250.8	8.5	61.6	180.8	51.6	3 699.1	2 024.9	54.7
3rd quarter	526.5	292.5	8.5	65.3	218.7	55.6	4 018.0	2 502.7	62.3
4th quarter	448.3	247.2	10.3	69.8	167.1	55.1	3 327.2	1 868.1	56.2
1974 1st quarter	393.2	213.4	8.8	63.5	141.0	54.3	2 888.2	1 565.8	54.2
1972 October	430.0	223.6	8.0	60.0	155.6	52.0	3 171.2	1 742.3	54.9
November	379.4	186.5	8.5	58.0	120.0	49.2	2 758.4	1 334.6	48.4
December	447.8	240.1	13.1	67.0	160.0	53.6	3 245.7	1 806.7	55.7
1973 January	367.8	191.4	7.8	51.9	131.6	52.0	2 703.0	1 483.1	54.9
February	367.7	181.3	8.1	57.3	116.0	49.3	2 673.7	1 288.6	48.2
March	451.3	239.8	10.1	71.7	158.0	53.1	3 315.9	1 787.0	53.9
1973 October	470.4	242.5	8.6	66.2	167.7	51.6	3 550.0	1 864.9	52.5
November	423.7	224.1	9.1	69.1	145.9	52.9	3 123.6	1 624.8	52.0
December	450.7	275.1	13.3	74.2	187.6	61.0	3 307.9	2 114.6	63.9
1974 January	367.5	199.0	7.3	50.0	141.6	54.1	2 747.3	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

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	52.5	7.0	90.4	12.1
1972 1st quarter	176.9	31.5	61.3	10.9	46.5	8.3	69.1	12.3
2nd quarter	233.5	33.4	102.7	14.7	59.0	8.4	71.8	10.3
3rd quarter	322.2	38.9	137.8	16.6	112.8	13.6	71.6	8.6
4th quarter	217.2	32.8	94.8	14.3	40.7	6.1	81.7	12.3
1973 1st quarter	203.4	32.6	83.0	13.3	30.1	4.8	90.4	14.5
2nd quarter	265.9	33.8	120.7	15.3	63.0	8.0	82.2	10.5
3rd quarter	330.4	36.9	152.7	17.0	89.0	9.9	88.7	9.9
4th quarter	217.0	31.3	89.5	12.9	27.3	3.9	100.2	14.4
1974 1st quarter	174.5	29.5	69.4	11.7	20.5	3.5	84.6	14.3
1972 October	243.1	34.6	..	..	..	..	..	..
November	194.5	32.5	..	..	..	..	..	..
December	214.1	31.2	..	..	..	..	..	..
1973 January	219.3	35.8	76.9	12.6	38.6	6.3	103.8	16.9
February	172.9	30.6	75.0	13.3	15.5	2.7	82.5	14.6
March	218.1	31.3	97.1	13.9	36.1	5.2	84.9	12.2
1973 October	246.2	32.9	107.7	14.4	37.4	5.0	101.1	13.5
November	200.6	30.7	88.4	13.5	17.7	2.7	94.5	14.5
December	204.2	30.0	72.3	10.6	26.9	4.0	105.0	15.4
1974 January	181.1	31.6	66.2	11.6	27.7	4.8	87.2	15.1
February	152.7	28.8	61.7	11.7	14.0	2.6	77.1	14.6
March	189.7	28.2	80.4	12.0	19.7	2.9	89.6	13.3

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	137.3	115.9	84.4	99.4	1 569	1 580	1 007	1 166
1966	239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1972 1st quarter	707.0	592.3	83.8	389.7	4 129	6 148	1 489	1 520
2nd quarter	1 189.1	936.7	78.8	663.6	7 108	9 866	1 388	1 412
3rd quarter	1 597.5	1 417.7	88.7	959.3	9 352	13 357	1 428	1 478
4th quarter	1 097.4	911.2	83.0	573.2	6 005	9 091	1 514	1 590
1973 1st quarter	954.8	776.7	81.3	489.5	5 165	7 744	1 499	1 587
2nd quarter	1 411.0	1 065.7	75.5	752.2	7 787	10 805	1 388	1 417
3rd quarter	1 780.7	1 508.2	84.7	1 030.6	9 400	13 268	1 411	1 463
4th quarter	1 042.7	813.8	78.1	528.5	5 329	7 938	1 490	1 540
1974 1st quarter	787.6	600.0	76.2	380.7	4 023	6 007	1 493	1 576
1972 October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1973 January	886.0	683.6	77.2	430.9	4 814	7 205	1 497	1 586
February	863.9	726.1	84.0	459.1	4 674	6 975	1 492	1 582
March	1 114.5	920.3	82.6	578.5	6 007	9 051	1 507	1 591
1973 October	1 257.6	984.1	78.3	657.1	6 541	9 449	1 445	1 498
November	1 033.7	840.3	81.3	534.1	5 140	7 854	1 528	1 573
December	836.8	617.1	73.7	394.3	4 305	6 512	1 513	1 565
1974 January	752.8	559.6	74.3	341.3	3 832	5 786	1 510	1 640
February	704.9	541.6	76.8	349.9	3 626	5 354	1 477	1 543
March	905.0	698.8	77.2	450.8	4 610	6 880	1 492	1 550

Non-scheduled Services by UK Airlines

Table 9.3

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

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	72.7	61.1	84.1	21.9	562	722	1 285	2 790
1966	128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1972 1st quarter	387.1	318.9	82.4	61.8	1 306	2 546	1 949	5 160
2nd quarter	510.9	417.2	81.7	97.9	1 790	3 059	1 709	4 261
3rd quarter	989.6	840.6	85.0	204.2	2 861	6 075	2 123	4 117
4th quarter	311.5	255.8	82.1	61.9	1 266	2 028	1 602	4 132
1973 1st quarter	243.2	197.4	81.2	44.7	1 031	1 479	1 435	4 416
2nd quarter	584.5	463.4	79.3	111.7	1 857	3 202	1 724	4 149
3rd quarter	946.6	770.9	81.4	194.0	2 562	5 118	1 998	3 974
4th quarter	251.7	200.7	79.7	59.9	1 153	1 511	1 310	3 351
1974 1st quarter	192.5	149.5	77.7	43.7	959	1 220	1 272	3 421
1972 October	..	..	..	..	..	..	..	..
November	..	..	..	..	..	..	..	..
December	..	..	..	..	..	..	..	..
1973 January	331.2	259.8	78.4	58.6	1 159	1 921	1 657	4 433
February	136.1	110.8	81.4	23.2	724	846	1 169	4 776
March	262.2	221.6	84.5	52.4	1 210	1 669	1 379	4 229
1973 October	339.4	273.4	80.5	78.2	1 343	1 994	1 485	3 496
November	162.5	122.9	75.6	34.7	917	985	1 074	3 542
December	253.3	205.8	81.3	66.7	1 198	1 553	1 296	3 085
1974 January	249.7	201.1	80.5	49.6	1 023	1 525	1 491	4 054
February	131.9	103.5	78.5	26.3	750	859	1 145	3 935
March	196.0	144.0	73.5	55.3	1 103	1 277	1 158	2 605

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	57	144	23	48	36	498	23	98	33	107
1972 1st quarter	1 103	48	27	162	180	19	82	38	85	11	29	12	262	12	75	4	57
2nd quarter	1 791	78	40	265	213	59	175	47	161	26	37	28	433	23	103	26	79
3rd quarter	2 421	91	50	298	258	87	262	64	147	32	56	51	693	27	130	53	121
4th quarter	1 493	60	31	210	162	42	114	46	110	13	39	24	443	16	70	15	97
1973 1st quarter	1 272	59	29	155	191	26	95	44	99	12	34	19	323	15	82	7	83
2nd quarter	2 040	87	42	297	220	70	199	58	184	28	48	33	497	27	111	38	101
3rd quarter	2 601	97	51	305	252	106	268	111	162	35	68	57	746	30	127	68	117
4th quarter	1 575	68	36	219	179	47	114	46	133	17	44	34	426	20	74	19	98
1974 1st quarter	1 216	56	32	178	180	27	89	46	102	15	32	30	266	14	76	6	68

Rest of World	Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)
1968	270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9
1969	327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6
1970	392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8
1971	433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8
1972	512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8
1973	560.3	17.3	20.5	107.4	12.8	18.9	9.5	15.1	276.7	9.8	72.5
1972 1st quarter	327.7	7.3	15.5	35.8	15.4	12.1	5.0	14.5	151.9	5.8	64.5
2nd quarter	524.3	11.3	15.0	97.9	9.8	12.6	6.2	12.3	296.9	6.3	55.8
3rd quarter	760.4	14.9	24.9	174.3	18.4	15.0	8.8	14.3	401.4	11.3	77.1
4th quarter	437.8	15.0	18.0	59.3	17.8	16.5	6.5	13.3	217.6	7.9	65.9
1973 1st quarter	375.5	14.1	18.9	46.2	12.0	17.9	6.9	14.7	170.4	7.4	66.8
2nd quarter	573.7	16.2	18.8	112.0	10.4	15.1	9.7	12.8	308.1	7.5	63.2
3rd quarter	808.7	19.3	26.1	200.5	17.3	36.0	11.9	16.1	401.1	14.3	66.0
4th quarter	483.3	19.5	18.1	70.9	11.3	23.6	9.5	16.9	227.1	9.8	76.7
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

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 March 1974

Table 11

	Total	Commercial Movements					Non-commercial Movements				
		Air transport	Local pleasure	Empty charter positioning	Other flights	Test and training	Other flights by air transport operators	Aero club	Private	Official	Military
London Area Airports											
+Gatwick	7 451	4 729	—	439	10	373	100	—	1 746	3	51
+Heathrow	21 526	19 454	—	55	—	110	252	—	1 620	4	31
+Luton	3 534	1 621	4	366	52	111	52	718	598	—	12
+Southend	4 106	862	4	—	—	258	—	1 837	1 133	12	—
+Stansted	2 348	188	—	40	—	1 276	55	81	614	77	17
TOTAL (London Area)	38 965	26 854	8	900	62	2 128	459	2 636	5 711	96	111
Westland Heliport (Battersea)	644	152	8	150	8	6	—	—	275	13	32
Other UK Airports											
+Leeds/Bradford	3 051	538	—	53	47	63	10	1 983	331	4	22
+Liverpool	6 179	1 073	—	57	66	58	17	4 094	770	14	30
+Manchester	4 825	3 432	34	183	32	42	144	319	592	13	34
+Birmingham	3 739	1 330	—	70	12	192	19	1 232	866	—	18
+Coventry	3 071	9	12	5	—	496	—	2 087	462	—	—
+East Midlands	4 167	681	6	81	24	775	32	1 780	764	2	22
+Newcastle	2 448	792	4	37	227	456	2	511	390	—	29
+Tees-side	3 308	360	320	10	—	1 048	—	1 107	397	2	64
+Bristol	1 739	432	2	5	—	2	23	518	741	—	16
+Glamorgan	2 485	470	—	53	48	307	—	1 427	172	—	8
Swansea	1 134	57	—	32	47	4	—	891	99	—	4
+Ashford	2 588	371	60	12	75	4	29	1 276	747	—	14
+Blackpool	5 135	224	24	22	10	121	—	4 101	623	4	6
+Bournemouth	5 206	509	—	91	24	1 465	—	1 580	1 399	90	48
+Cambridge	2 148	24	—	19	6	82	5	630	362	—	1 020
+Exeter	2 580	139	—	7	125	471	—	987	649	—	202
Gloucester/Cheltenham	2 964	128	—	—	16	746	—	1 410	642	—	22
Hawarden	695	—	—	—	—	44	—	380	230	—	41
Isles of Scilly	226	176	—	—	4	20	—	—	16	—	10
+Lydd	922	40	—	—	—	30	—	768	84	—	—
+Manston	264	92	—	9	43	46	—	—	74	—	—
+Norwich	1 964	293	2	163	42	370	8	310	776	—	—
Penzance Heliport	224	176	—	—	—	30	—	—	18	—	—
+Southampton	3 103	648	—	19	10	2 026	1	23	359	15	2
+Edinburgh	4 764	1 039	—	31	—	2 859	4	46	683	8	94
+Glasgow	6 962	3 128	4	77	5	92	—	2 356	653	12	635
+Prestwick	5 403	595	—	13	—	4 106	15	161	115	—	398
Aberdeen	5 991	1 370	—	3	731	382	10	2 788	64	2	641
Benbecula	208	104	—	—	56	—	34	—	—	—	14
Inverness	1 207	375	—	8	247	224	—	261	86	—	6
Islay	176	129	—	3	—	—	—	8	32	—	4
+Kirkwall	969	510	—	25	88	—	3	268	69	—	6
Stornoway	216	156	—	15	17	—	—	4	—	4	20
+Sumburgh	955	733	—	57	99	42	—	—	—	—	24
Tiree	84	74	—	—	2	—	—	2	2	—	4
Wick	306	233	—	10	26	—	—	23	4	—	10
+Belfast	5 947	1 619	—	5	39	2	—	1 178	249	6	2 849
+Isle of Man	1 310	534	—	86	6	286	9	300	79	2	8
TOTAL (Incl. London Area)	138 272	49 599	484	2 311	2 244	19 025	824	37 445	19 585	287	6 468
Channel Islands Airports											
Alderney	497	497	..	..	..	..	..	..	..	..	..
Guernsey	2 123	2 123	..	..	..	..	..	..	..	..	..
Jersey	3 084	3 084	..	..	..	..	..	..	..	..	..
TOTAL (Channel Islands Airports)	5 704	5 704	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator March 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	4 729	36	2 290	115	188	1 887	213
+Heathrow	19 454	9 161	385	9 376	306	25	201
+Luton	1 621	19	43	3	—	1 502	54
+Southend	862	—	596	—	—	229	37
+Stansted	188	3	1	10	—	59	115
TOTAL (London Area)	26 854	9 219	3 315	9 504	494	3 702	620
Westland Heliport (Battersea)	152	—	—	—	—	152	—
Other UK Airports							
+Leeds/Bradford	538	274	111	24	—	123	6
+Liverpool	1 073	725	110	59	27	107	45
+Manchester	3 432	1 433	344	837	40	751	27
+Birmingham	1 330	652	236	101	—	309	32
+Coventry	9	—	—	—	—	2	7
+East Midlands	681	16	430	—	—	233	2
+Newcastle	792	250	407	—	24	110	1
+Tees-side	360	10	332	—	2	6	10
+Bristol	432	203	30	34	90	72	3
+Glamorgan	470	141	139	36	59	95	—
Swansea	57	—	—	—	—	55	2
+Ashford	371	—	371	—	—	—	—
+Blackpool	224	—	208	—	—	16	—
+Bournemouth	509	—	470	1	—	29	9
+Cambridge	24	—	—	—	—	16	8
Exeter	139	—	139	—	—	—	—
Gloucester/Cheltenham	128	—	20	—	—	108	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	176	170	6	—	—	—	—
+Lydd	40	—	18	—	—	22	—
Manston	92	—	—	—	—	90	2
Norwich	293	—	147	—	—	146	—
Penzance Heliport	176	170	—	—	6	—	—
+Southampton	648	129	483	—	2	21	13
+Edinburgh	1 039	640	305	46	—	26	22
+Glasgow	3 128	1 605	862	278	5	317	61
+Prestwick	595	410	1	154	—	1	29
Aberdeen	1 370	455	83	—	—	810	22
Benbecula	104	104	—	—	—	—	—
Inverness	375	312	40	—	—	23	—
Islay	129	102	—	—	—	27	—
+Kirkwall	510	162	—	17	—	331	—
Stornoway	156	104	52	—	—	—	—
+Sumburgh	733	127	83	—	—	515	8
Tiree	74	64	—	—	—	10	—
Wick	233	208	—	—	2	23	—
+Belfast	1 619	1 232	327	16	—	14	30
+Isle of Man	534	395	139	—	—	—	—
TOTAL (Incl. London Area)	49 599	19 312	9 208	11 107	751	8 262	959
Channel Islands Airports							
Alderney	497	—	472	—	—	25	—
Guernsey	2 123	116	1 820	4	—	183	—
Jersey	3 084	605	2 001	54	6	400	18
TOTAL (Channel Islands Airports)	5 704	721	4 293	58	6	608	18

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages

	January 1974 —March 1974	January 1973 —March 1973	Percentage Change
London Area Airports			
+ Gatwick	4 418	4 745	-6.9
+ Heathrow	18 998	18 828	0.9
+ Luton	1 409	1 770	-20.4
+ Southend	772	818	-5.6
+ Stansted	155	134	15.7
TOTAL (London Area)	25 752	26 295	-2.1
Westland Heliport (Battersea)	161	186	-13.4
Other UK Airports			
+ Leeds/Bradford	534	594	-10.1
+ Liverpool	1 018	1 294	-21.3
+ Manchester	3 224	3 187	1.2
+ Birmingham	1 205	1 419	-15.1
+ Coventry	7	49	-85.7
+ East Midlands	602	567	6.2
+ Newcastle	785	805	-2.5
+ Tees-side	360	223	61.4
+ Bristol	368	541	-32.0
+ Glamorgan	434	434	—
Swansea	32	9	—
+ Ashford	293	356	-17.7
+ Blackpool	203	128	58.6
+ Bournemouth	427	302	41.4
+ Cambridge	24	26	-7.7
+ Exeter	115	113	1.8
Gloucester/Cheltenham	116	113	2.7
Hawarden	—	—	—
Isles of Scilly	130	105	23.8
+ Lydd	41	12	—
+ Manston	97	116	-16.4
+ Norwich	273	—	—
Penzance Heliport	121	105	15.2
+ Portsmouth	—	28	—
+ Southampton	540	637	-15.2
+ Edinburgh	979	1 137	-13.9
+ Glasgow	3 025	2 933	3.1
+ Prestwick	572	728	-21.4
Aberdeen	1 252	498	—
Benbecula	98	100	-2.0
Inverness	366	319	14.7
Islay	121	67	80.6
+ Kirkwall	496	447	11.0
Stornoway	150	155	-3.2
+ Sumburgh	708	258	—
Tiree	65	79	-17.7
Wick	217	221	-1.8
+ Belfast	1 591	1 841	-13.6
+ Isle of Man	513	491	4.5
TOTAL (Incl. London Area)	47 014	46 914	0.2
Channel Islands Airports			
Alderney	441	737	-40.2
Guernsey	1 865	2 028	-8.0
Jersey	2 650	2 880	-8.0
TOTAL (Channel Islands Airports)	4 956	5 645	-12.2

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

Air Transport Landings Diverted to UK Reporting Airports March 1974

Table 14

Airport of intended landing	Total number of divisions	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	20											5He		2He								4He	1Ma	1He			1Ma	1He								
Heathrow	54	2Ma 3Ga 3Sh	2Ma 2Sh	4Sh							1Ma 1Ga	1Ma										2Bi 5Lu 10Ma 8Pr 3Ga 4St	1He	1St		1Ma 4He 1Em 1Ma	1Ma									
Luton	21	1Bi		1Em 3St							1He 1Ga				1Em 4Bi 1St 1Em							1He	1Em		1Em	1Em 1Bi	1Em	1Em	1He			1Em				
Leeds	17											2Em 2Te			1Em									1Em			5Em 3Te 1Gm	2Em 1Te								
Manchester	4			1Li 1BI										1He																						
East Midlands	5																						2Bi	2Bi			1Te									
Newcastle	10																										1Lu 4Te 1Ma						2Lb	2Ma		
Bristol	4				1Gm							2Gm 1Ga				1Gm																				
Glamorgan	1																																			
Ashford	4																		2Ga							2Ga										
Blackpool	1																																			
Gloucester/Cheltenham	5										1Bi																							1Ma		
Glasgow	2																	1Lu									1Lu									
Belfast	1																																			
Edinburgh	14																2GI	3GI			1GI					1GI								2GI	1GI	
Aberdeen	4																																			
Other Internal	11											4Bi				1Ex	4Bo 1Sh	1Bo																		
Overseas	26	1Lu				5He	2He	1Lu 2He		1Lu		1He																					3He	1Ki 3He		1Lu 2He
All Aerodromes	204	10	4	10	1	5	2	3	—	1	4	14	5	2	1	9	8	7	1	1	5	39	13	1	3	23	10	5	5	—	6	6				

Aerodrome of actual landing: letter code

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

Air Passengers by Type and Nationality of Operator March 1974

Table 15

	Total			Scheduled Services						Charter Flights					
	Terminal and Transit Passengers	Terminal Passengers	Transit Passengers	United Kingdom operators		Overseas operators		United Kingdom operators		Overseas operators					
				British Airways	Others	British Airways	Others	British Airways	Others	British Airways	Others				
	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	
London Area Airports															
+ Gatwick	330 786	330 143	643	1 880	—	98 596	—	2 479	—	28 194	163	170 547	232	28 447	248
+ Heathrow	1 459 164	1 431 872	27 292	700 991	278	12 962	—	668 369	26 541	31 578	160	913	—	17 059	313
+ Luton	154 121	153 448	673	1 339	—	845	—	271	—	—	—	148 146	657	2 847	16
+ Southend	13 948	13 948	—	—	—	11 288	—	—	—	—	—	1 289	—	1 371	—
+ Stansted	12 177	10 927	1 250	215	—	10	—	976	—	—	—	250	399	9 476	851
TOTAL (London Area)	1 970 196	1 940 338	29 858	704 425	278	123 701	—	672 095	26 541	59 772	323	321 145	1 288	59 200	1 428
Westland Heliport (Battersea)	409	409	—	—	—	—	—	—	—	—	—	409	—	—	—
Other UK Airports															
+ Leeds/Bradford	16 451	16 009	442	12 311	—	2 061	441	1 028	—	—	—	513	1	96	—
+ Liverpool	34 004	32 618	1 386	24 785	887	1 184	499	2 997	—	1 436	—	1 940	—	276	—
+ Manchester	168 001	161 580	6 421	75 606	1 680	5 411	1 023	22 825	3 608	3 309	—	52 440	110	1 989	—
+ Birmingham	73 653	70 507	3 146	26 604	1 607	3 683	1 264	6 501	275	—	—	31 773	—	1 946	—
+ Coventry	34	34	—	—	—	—	—	—	—	—	—	—	—	34	—
+ East Midlands	25 861	25 861	—	628	—	12 579	—	—	—	—	—	12 654	—	—	—
+ Newcastle	41 864	39 673	2 191	20 909	—	7 854	2 191	—	—	2 189	—	8 720	—	1	—
+ Tees-side	13 592	12 430	1 162	586	—	10 426	1 064	—	—	154	—	314	2	950	96
+ Bristol	17 165	13 196	3 969	3 180	2 225	409	112	1 131	269	2 343	1 363	5 918	—	215	—
+ Glamorgan	18 188	15 990	2 198	3 552	681	1 103	970	660	547	2 716	—	7 959	—	—	—
Swansea	543	543	—	—	—	—	—	—	—	—	—	490	—	53	—
+ Ashford	6 324	6 324	—	—	—	6 324	—	—	—	—	—	—	—	—	—
+ Blackpool	3 274	3 274	—	—	—	3 265	—	—	—	—	—	9	—	—	—
+ Bournemouth	6 872	6 674	198	—	—	4 588	195	141	—	—	—	1 075	3	870	—
+ Cambridge	95	95	—	—	—	—	—	—	—	—	—	59	—	36	—
+ Exeter	3 689	3 284	405	—	—	3 284	405	—	—	—	—	—	—	—	—
Gloucester/Cheltenham	801	801	—	—	—	217	—	—	—	—	—	584	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	3 083	3 083	—	3 054	—	29	—	—	—	—	—	—	—	—	—
+ Lydd	560	560	—	—	—	540	—	—	—	—	—	20	—	—	—
+ Manston	300	300	—	—	—	—	—	—	—	—	—	300	—	—	—
+ Norwich	5 639	5 639	—	—	—	4 502	—	—	—	—	—	1 137	—	—	—
Penzance Heliport	3 054	3 054	—	3 054	—	—	—	—	—	—	—	—	—	—	—
+ Southampton	19 214	19 177	37	6 316	—	12 599	36	—	—	142	—	80	1	40	—
+ Edinburgh	64 761	63 541	1 220	42 370	942	14 444	—	2 335	278	—	—	2 542	—	1 850	—
+ Glasgow	153 534	151 183	2 351	90 244	126	27 491	—	8 167	1 817	36	118	17 179	113	8 066	177
+ Prestwick	23 244	12 551	10 693	9 511	5 728	17	—	1 099	4 317	—	—	174	—	1 750	648
Aberdeen	30 166	29 133	1 033	17 509	1 004	1 485	—	—	—	—	—	9 534	29	605	—
Benbecula	3 099	1 702	1 397	1 702	1 397	—	—	—	—	—	—	—	—	—	—
Inverness	11 765	10 498	1 267	10 284	1 267	147	—	—	—	—	—	67	—	—	—
Islay	1 263	1 260	3	1 207	3	—	—	—	—	—	—	53	—	—	—
+ Kirkwall	6 880	5 584	1 296	3 970	942	—	—	174	122	—	—	1 440	232	—	—
Stornoway	3 736	3 453	283	3 394	283	59	—	—	—	—	—	—	—	—	—
+ Sumburgh	10 298	9 640	658	3 953	—	252	—	—	—	—	—	5 218	658	217	—
Tiree	425	272	153	228	152	—	—	—	—	—	—	44	1	—	—
Wick	6 135	2 680	3 455	2 443	3 453	—	—	—	—	118	—	119	2	—	—
+ Belfast	87 040	87 037	3	71 690	—	11 508	—	239	—	—	—	1 205	1	2 395	2
+ Isle of Man	18 677	16 599	2 078	12 927	1 877	3 672	201	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	2 853 889	2 776 586	77 303	1 156 442	24 532	262 834	8 401	719 392	37 774	72 215	1 804	485 114	2 441	80 589	2 351
Channel Islands Airports															
Alderney	3 157	3 157	—	—	—	3 115	—	—	—	—	—	42	—	—	—
Guernsey	26 090	23 702	2 388	5 363	—	17 337	2 388	49	—	—	—	953	—	—	—
Jersey	67 405	66 337	1 068	29 659	100	34 155	924	853	39	335	—	932	5	403	—
TOTAL (Channel Is. Airports)	96 652	93 196	3 456	35 022	100	54 607	3 312	902	39	335	—	1 927	5	403	—

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	January 1974 —March 1974	January 1973 —March 1973	Percentage Change
London Area Airports			
+ Gatwick	281 157	310 068	-9.3
+ Heathrow	1 328 188	1 255 209	5.8
+ Luton	130 461	161 860	-19.4
+ Southend	11 205	13 699	-18.2
+ Stansted	8 655	7 470	15.9
TOTAL (London Area)	1 759 666	1 748 306	0.6
Westland Heliport (Battersea)	404	470	-14.0
Other UK Airports			
+ Leeds/Bradford	16 540	15 841	4.4
+ Liverpool	30 597	35 917	-14.8
+ Manchester	150 126	149 869	0.2
+ Birmingham	56 888	67 169	-15.3
+ Coventry	74	151	-51.0
+ East Midlands	20 450	23 763	-13.9
+ Newcastle	38 281	36 372	5.2
+ Tees-side	12 754	8 996	41.8
+ Bristol	10 922	18 858	-42.1
+ Glamorgan	14 977	17 924	-16.4
Swansea	328	27	—
+ Ashford	4 679	6 842	-31.6
+ Blackpool	2 768	3 501	-20.9
+ Bournemouth	5 421	6 845	-20.8
+ Cambridge	123	176	-30.1
+ Exeter	2 394	2 445	-2.1
Gloucester/Cheltenham	634	400	58.5
Hawarden	—	—	—
Isles of Scilly	1 884	1 945	-3.1
+ Lydd	350	127	—
+ Manston	237	546	-56.6
+ Norwich	5 142	—	—
Penzance Heliport	1 804	1 945	-7.2
+ Portsmouth	—	200	—
+ Southampton	14 282	13 413	6.5
+ Edinburgh	58 606	58 395	0.4
+ Glasgow	142 589	140 550	1.5
+ Prestwick	11 889	15 585	-23.7
Aberdeen	26 399	15 836	66.7
Benbecula	1 543	1 741	-11.4
Inverness	10 341	9 214	12.2
Islay	1 241	1 299	-4.5
+ Kirkwall	5 107	4 550	12.2
Stornoway	3 037	3 177	-4.4
+ Sumburgh	8 983	3 972	—
Tiree	229	220	4.1
Wick	2 366	2 390	-1.0
+ Belfast	83 790	84 292	-0.6
+ Isle of Man	14 855	14 122	5.2
TOTAL (Incl. London Area)	2 522 697	2 517 389	0.2
Channel Islands Airports			
Alderney	2 355	3 103	-24.1
Guernsey	19 092	18 855	1.3
Jersey	50 178	44 429	12.9
TOTAL (Channel Islands Airports)	71 625	66 387	7.9

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

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total		International		Per-centage change	Domestic		Per-centage change
	Jan-Mar 1974	Jan-Mar 1974	Jan-Mar 1973	Jan-Mar 1974		Jan-Mar 1973		
London Area Airports								
+Gatwick	281 157	236 262	268 610	-12	44 895	41 458	8	
+Heathrow	1 328 188	1 096 923	1 036 399	6	231 266	218 810	6	
+Luton	130 461	129 219	160 384	-19	1 242	1 477	-16	
+Southend	11 205	10 373(a)	13 559(a)	-23	831	140		
+Stansted	8 655	8 442	7 441	13	213	29		
TOTAL (London Area)	1 759 666	1 481 219	1 486 393	—	278 447	261 913	6	
Westland Heliport (Battersea)	404	—	—	—	404	470	-14	
Other UK Airports								
+Leeds/Bradford	16 540	2 575	2 668	-3	13 965	13 173	6	
+Liverpool	30 597	7 038	8 870	-21	23 559	27 047	-13	
+Manchester	150 126	92 518	99 520	-7	57 608	50 349	14	
+Birmingham	56 888	39 671	48 009	-17	17 217	19 160	-10	
+Coventry	74	74	50	48	—	101	—	
+East Midlands	20 450	11 658	15 898	-27	8 792	7 865	12	
+Newcastle	38 281	12 520	11 344	10	25 761	25 028	3	
+Tees-side	12 754	1 689	1 962	-14	11 065	7 033	57	
+Bristol	10 922	8 494	16 255	-48	2 428	2 603	-7	
+Glamorgan	14 977	11 326	13 174	-14	3 651	4 750	-23	
Swansea	328	286	—	—	42	27	56	
+Ashford	4 679	4 679	6 517	-28	—	325	—	
+Blackpool	2 768	194	295	-34	2 574	3 206	-20	
+Bournemouth	5 421	1 797	4 095	-56	3 624	2 750	32	
+Cambridge	123	100	145	-31	23	31	-26	
+Exeter	2 394	319	445	-28	2 075	2 000	4	
Gloucester/Cheltenham	634	—	—	—	634	400	59	
Hawarden	—	—	—	—	—	—	—	
Isles of Scilly	1 884	—	—	—	1 884	1 945	-3	
+Lydd	350	327	84	—	23	43	-47	
+Manston	237	237	546	-57	—	—	—	
+Norwich	5 142	3 383	..	—	1 759	..	—	
Penzance Heliport	1 804	—	—	—	1 804	1 945	-7	
+Portsmouth	—	—	—	—	—	200	—	
+Southampton	14 282	306	539	-43	13 975	12 874	9	
+Edinburgh	58 606	3 563	3 084	16	55 043	55 311	—	
+Glasgow	142 589	26 242	27 724	-5	116 347	112 826	3	
+Prestwick	11 889	10 398	12 315	-16	1 491	3 270	-54	
Aberdeen	26 399	5 512	204	—	20 887	15 632	34	
Benbecula	1 543	—	—	—	1 543	1 741	-11	
Inverness	10 341	22	—	—	10 319	9 214	12	
Islay	1 241	—	—	—	1 241	1 299	-4	
+Kirkwall	5 107	133	142	-6	4 974	4 408	13	
Stornoway	3 037	—	—	—	3 037	3 177	-4	
+Sumburgh	8 983	2 794	—	—	6 189	3 972	56	
Tiree	229	—	—	—	229	220	4	
Wick	2 366	—	—	—	2 366	2 390	-1	
+Belfast	83 790	3 021	3 954	-24	80 770	80 339	1	
+Isle of Man	14 855	276	394	-30	14 579	13 728	6	
TOTAL (Incl. London Area)	2 522 700	1 732 371	1 764 626	-2	790 329	752 765	5	

(a) Includes Channel Islands Traffic.

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

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

International Air Passenger Traffic to and from Airports

Table 18

Monthly Averages	January— March 1974			January— March 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	8.7	6.5	2.2	7.6	5.9	1.6	14
London – Vienna	5.9	5.5	0.5	5.7	5.4	0.4	4
Other Routes	2.7	1.0	1.7	1.8	0.6	1.2	49
Belgium	55.8	54.7	1.1	58.7	55.8	2.9	-5
London – Brussels	41.1	41.0	0.1	41.7	40.4	1.3	-2
Other S.E. England – Belgium	10.8	10.0	0.8	16.0	14.8	1.2	-32
Other Routes	3.9	3.6	0.2	0.9	0.6	0.3	
Denmark	31.6	25.2	6.4	28.9	23.1	5.8	9
London – Copenhagen	26.5	20.9	5.6	22.6	18.6	4.0	17
Other Routes	5.1	4.3	0.8	6.3	4.5	1.8	-20
Finland	4.8	4.3	0.5	4.5	3.9	0.7	6
France	177.7	159.7	18.0	155.0	133.9	21.2	15
London – Nice	5.9	5.4	0.5	4.7	4.4	0.4	24
– Paris	130.0	123.6	6.3	109.2	102.8	6.3	19
– N. France (a)	6.0	6.0	0.1	6.4	5.2	1.1	-5
– Other France	10.2	8.4	1.8	5.8	4.5	1.3	76
Manchester – Paris	5.1	5.0	0.1	4.3	4.0	0.2	20
Other U.K. – Paris	8.6	5.1	3.4	8.3	4.5	3.8	3
Luton – Other France	1.9	—	1.9	4.7	—	4.7	-59
Other S.E. England – France	5.8	5.7	—	9.0	7.9	1.0	-36
Other Routes	4.2	0.4	3.8	2.7	0.4	2.3	53
Germany (Fed. Republic)	169.6	108.9	60.7	182.9	115.8	67.1	-7
London – Dusseldorf	19.6	18.0	1.6	19.4	19.1	0.3	1
– Frankfurt	35.4	33.6	1.8	39.0	36.7	2.2	-9
– Hamburg	15.1	14.9	0.2	15.9	15.7	0.2	-5
– Munich	34.3	11.2	23.0	35.0	12.0	23.0	-2
– Other Germany	28.2	22.5	5.7	26.9	23.7	3.2	5
Luton – Germany	20.1	0.3	19.8	23.9	—	23.8	-16
Manchester – Germany	9.4	5.9	3.5	11.0	5.7	5.4	-15
Other Routes	7.5	2.5	5.0	11.9	2.8	9.0	-37
Gibraltar	6.7	6.6	0.1	5.2	5.1	0.1	30
Greece	26.9	14.2	12.7	26.0	12.6	13.4	3
Iceland	1.6	1.6	—	1.4	1.4	0.1	8
London – Reykjavik	0.9	0.9	—	0.8	0.8	—	13
Glasgow – Reykjavik	0.6	0.6	—	0.6	0.5	0.1	1
Other Routes	—	—	—	—	—	—	—

Table 18 cont.

	January— March 1974			January— March 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	111.0	108.9	2.1	104.1	101.7	2.4	7
London – Cork	8.5	8.4	—	7.6	7.5	—	12
– Dublin	58.6	57.7	0.8	52.8	52.7	0.1	11
– Shannon	5.2	5.0	0.2	5.6	5.3	0.3	-7
Manchester – Dublin	10.2	10.2	—	9.7	9.7	—	5
Birmingham – Dublin	7.9	7.8	0.1	7.5	7.5	—	6
Glasgow – Dublin	4.3	4.3	—	4.2	4.2	—	3
Liverpool – Dublin	5.2	5.1	0.1	4.7	4.7	—	11
Leeds/Bradford – Dublin	2.0	2.0	—	1.8	1.8	—	7
Edinburgh – Dublin	1.5	1.5	—	2.1	1.0	1.1	-29
Bristol – Dublin	1.4	1.4	—	1.6	1.6	—	-15
Other Routes	6.2	5.4	0.8	6.6	5.7	0.9	-6
Italy	88.7	51.4	37.3	95.0	47.9	47.2	-7
London – Genoa (g)	0.1	—	0.1	0.1	—	0.1	34
– Milan	28.3	20.2	8.0	24.8	18.1	6.7	14
– Rimini (g)	—	—	—	—	—	—	—
– Rome	28.7	21.7	7.0	27.7	20.9	6.7	4
– Venice	2.8	1.9	1.0	3.9	1.6	2.3	-28
– Other Italy	16.2	6.5	9.7	20.8	7.1	13.8	-22
Luton – Rimini	—	—	—	0.8	—	0.8	—
– Other Italy	8.7	—	8.6	14.9	—	14.9	-42
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	2.4	—	2.4	1.0	—	1.0	131
Other Routes	1.6	1.1	0.5	1.1	0.2	0.9	43
Luxembourg	3.8	3.7	—	3.1	2.8	0.2	22
London – Luxembourg	3.7	3.7	—	3.0	2.8	0.2	24
Other Routes	—	—	—	—	—	—	—
Netherlands	102.1	100.1	1.9	98.6	94.6	4.0	3
London – Amsterdam	64.0	62.9	1.1	67.4	64.2	3.1	-5
– Rotterdam	14.2	14.1	0.1	14.6	14.6	—	-3
Other S.E. England – Netherlands	3.1	2.9	0.1	3.2	2.9	0.3	-5
Manchester – Amsterdam	8.2	8.1	0.1	6.4	6.3	0.1	28
Other Routes	12.7	12.2	0.6	7.1	6.5	0.6	79
Norway	14.7	12.0	2.7	12.4	11.0	1.4	19
London – Oslo	10.2	8.7	1.5	8.9	8.3	0.7	15
Other Routes	4.5	3.3	1.2	3.5	2.7	0.8	29
Portugal	32.0	14.7	17.3	33.7	14.0	19.7	-5
London – Lisbon	15.7	10.9	4.8	17.3	11.0	6.4	-10
Other Routes	16.3	3.9	12.5	16.3	3.0	13.4	—
Soviet Union and Eastern Europe (b)	21.0	11.8	9.2	14.3	11.2	3.1	46
London – Moscow	4.9	3.2	1.6	3.3	3.2	0.1	47
– Prague	1.5	1.5	—	1.6	1.6	—	-8
Other Routes	14.6	7.1	7.5	9.4	6.4	3.0	56

Table 18 cont.

	January— March 1974			January— March 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	266.5	56.7	209.8	322.6	45.5	277.1	-17
London – Barcelona	11.3	10.1	1.2	8.8	6.7	2.0	29
– Ibiza	4.5	0.3	4.3	3.7	0.2	3.5	23
– Madrid	22.3	19.2	3.2	19.1	17.4	1.7	17
– Malaga	16.7	9.8	6.9	15.0	6.6	8.5	11
– Palma	33.0	8.4	24.7	55.5	7.2	48.3	-41
– Other Spain	26.6	8.1	18.5	24.9	6.1	18.8	7
Luton – Alicante	16.9	—	16.9	15.3	—	15.3	10
– Barcelona	2.9	—	2.9	2.0	—	2.0	51
– Gerona	2.0	—	2.0	4.2	—	4.2	-52
– Ibiza	5.0	—	5.0	5.9	—	5.9	-15
– Palma	18.7	—	18.7	24.0	—	24.0	-22
– Other Spain	9.5	—	9.5	15.0	—	15.0	-37
Other S.E. England – Spain	0.1	—	0.1	0.3	—	0.3	-57
Manchester – Barcelona	1.4	—	1.4	1.4	—	1.4	4
– Palma	14.2	—	14.2	23.4	0.2	23.3	-39
Other N. England – Spain	25.4	0.6	24.9	29.2	1.0	28.2	-13
Scotland – Spain	13.4	0.1	13.3	15.4	—	15.4	-13
Other Routes	42.2	0.2	42.1	59.5	0.2	59.3	-29
Sweden	14.4	10.2	4.2	14.6	11.8	2.8	-2
London – Stockholm	10.0	7.6	2.4	8.9	7.3	1.5	12
Other Routes	4.4	2.7	1.7	5.7	4.4	1.3	-24
Switzerland	75.8	57.4	18.4	82.5	62.9	19.6	-8
London – Basle	4.7	4.5	0.3	5.0	4.6	0.4	-5
– Geneva	32.4	22.8	9.6	31.9	25.8	6.1	2
– Zurich	34.5	27.4	7.0	36.1	28.8	7.4	-5
Luton – Switzerland	0.8	0.1	0.7	4.9	0.1	4.8	-83
Other Routes	3.4	2.6	0.7	4.5	3.6	0.9	-25
Yugoslavia	6.0	4.3	1.7	6.6	3.5	3.1	-10
London – Dubrovnic	0.7	—	0.7	0.1	—	0.1	
– Ljubljana	1.0	0.7	0.2	0.4	0.2	0.1	
Luton – Yugoslavia	—	—	—	2.3	—	2.3	-99
Other Routes	4.3	3.5	0.7	3.9	3.3	0.6	10
Other Europe	44.6	32.4	12.2	30.9	22.4	8.5	44
WESTERN HEMISPHERE							
Canada	47.1	40.4	6.7	46.2	37.9	8.4	2
London – Montreal	10.2	10.2	—	8.7	8.1	0.6	17
– Toronto	18.6	14.6	4.0	19.2	14.6	4.5	-3
– Other Canada	9.4	7.3	2.2	9.0	7.3	1.7	5
Other U.K. – Montreal	1.2	1.1	—	2.6	2.5	0.1	-56
– Toronto	6.9	6.5	0.4	5.7	4.6	1.2	20
Other Routes	0.9	0.7	0.1	1.0	0.8	0.2	-17

Table 18 cont.

	January— March 1974			January— March 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	157.4	142.7	14.7	170.8	155.0	15.9	-8
London – New York	62.0	56.7	5.3	70.7	66.6	4.0	-12
– Other East Coast U.S.A.	44.9	42.8	2.2	46.8	43.6	3.2	-4
– Chicago and Detroit	16.4	14.5	1.9	19.1	17.4	1.7	-14
– West Coast U.S.A.	25.6	24.0	1.6	23.0	20.6	2.4	11
– Other U.S.A.	3.2	1.3	2.0	4.1	1.8	2.3	-21
Other U.K. – New York	3.1	2.9	0.3	4.7	4.6	0.1	-33
Other Routes	2.1	0.6	1.5	2.5	0.4	2.1	-15
West Atlantic and Caribbean Islands	18.5	16.2	2.3	19.3	16.6	2.8	-4
Central and South America	7.1	7.0	0.1	6.4	6.0	0.4	12
REST OF THE WORLD							
Canary Islands	26.2	4.4	21.8	24.1	2.9	21.2	9
North Africa (c)	17.3	5.6	11.8	43.0	5.6	37.4	-60
East Africa (d)	11.5	8.8	2.7	12.0	9.5	2.6	-5
Central Africa (e)	5.6	5.5	—	4.8	4.7	0.1	16
West Africa (d)	8.8	8.0	0.8	7.5	6.9	0.6	17
South Africa	17.9	17.4	0.5	14.7	14.5	0.2	22
Middle East (f)	46.2	44.5	1.7	44.1	40.4	3.7	5
India	15.0	15.0	—	10.8	9.1	1.7	39
Pakistan	3.2	3.2	—	5.6	4.0	1.6	-43
Far East	38.3	27.4	10.9	31.7	21.1	10.6	21
Australia and New Zealand	18.4	17.7	0.8	14.1	13.9	0.1	31
Other Routes n.e.i.	16.7	6.2	10.4	7.5	4.5	3.0	
ALL ROUTES	1 703.2	1 200.5	502.7	1 751.4	1 139.2	612.2	-3

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

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

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

Domestic Passengers by Main Routes

Table 19

Monthly Averages

Origin/Destination		January 1974 —March 1974 (000)	January 1973 —March 1973 (000)	Percentage change	
London (a)	Aberdeen	9.7	7.3	33	
	Belfast	41.3	40.4	2	
	Birmingham	—	2.8	—	
	Channel Islands	26.3	25.7	2	
	Edinburgh	44.3	43.8	1	
	Glasgow	69.0	66.1	4	
	Isle of Man	1.3	0.3	—	
	Leeds/Bradford	9.3	8.1	15	
	Liverpool	9.1	10.0	-9	
	Manchester	30.8	27.3	13	
	Newcastle	19.4	19.2	1	
	Tees-side	10.0	6.7	49	
	Other airports	5.9	2.4	—	
Belfast	Birmingham	5.6	5.0	12	
	East Midlands	2.5	2.3	9	
	Edinburgh	1.5	1.3	15	
	Glasgow	9.7	10.0	-3	
	Isle of Man	1.1	1.1	—	
	Leeds/Bradford	2.0	2.6	-23	
	Liverpool	2.6	3.5	-26	
	Manchester	10.2	9.0	13	
	Newcastle	1.4	1.9	-26	
	Other airports	2.9	3.2	-9	
	Channel Islands	Bournemouth	2.0	1.4	43
		Birmingham	2.6	1.4	86
		Bristol/Glamorgan	1.7	1.3	31
East Midlands		1.2	1.0	20	
Glasgow		0.2	—	—	
Leeds/Bradford		—	—	—	
Liverpool		1.5	1.4	7	
Manchester		1.5	0.7	—	
Newcastle		—	—	—	
Southampton		10.8	10.4	4	
Other airports		1.1	1.3	-15	
Edinburgh		Birmingham	3.2	2.5	28
		Glasgow	0.4	0.5	-20
	Manchester	3.4	3.2	6	
	Other airports	2.4	4.0	-40	
Glasgow	Birmingham	4.9	6.1	-20	
	East Midlands	3.9	3.7	5	
	Isle of Man	0.4	0.4	—	
	Leeds/Bradford	2.1	1.8	17	
	Liverpool	2.1	3.1	-32	
	Manchester	6.2	5.8	7	
	Southampton	2.2	1.6	38	
	Other Scottish airports	13.2	13.3	-1	
	Other airports	2.2	1.2	83	
	Isle of Man	Blackpool	2.4	2.0	20
Liverpool		7.1	7.3	-3	
Manchester		2.2	2.2	—	
Newcastle		—	—	—	
Penzance	Other airports	—	0.4	—	
	Isles of Scilly	1.8	1.9	-5	
Other Routes	19.4	18.8	3		
TOTAL	418.0	398.7	—		

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

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

Cargo by Type and Nationality of Operator March 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	4 439.6	—	—	817.8	1 125.3	17.2	1.7	—	—	737.8	1 679.7	22.0	38.1
+Heathrow	42 614.5	7 460.6	7 955.8	204.6	194.2	11 225.0	13 648.0	60.5	41.5	265.0	36.8	269.2	1 253.3
+Luton	283.3	0.5	—	0.1	0.1	0.5	—	—	—	49.6	142.3	56.8	33.4
+Southend	1 826.0	—	—	1 016.0	765.0	—	—	—	—	1.0	28.0	16.0	—
+Stansted	1 227.9	—	—	—	—	—	—	—	—	297.2	700.9	19.3	210.5
TOTAL (London Area)	50 391.3	7 461.1	7 955.8	2 038.5	2 084.6	11 242.7	13 649.7	60.5	41.5	1 350.6	2 587.7	383.3	1 535.3
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—
Other UK Airports													
+Leeds/Bradford	51.9	17.7	15.2	0.2	0.3	7.1	11.4	—	—	—	—	—	—
+Liverpool	1 294.8	104.2	688.2	3.6	0.4	97.6	34.3	19.6	4.4	3.8	2.7	51.2	284.8
+Manchester	3 828.0	769.5	652.4	7.0	2.3	975.1	1 318.3	—	0.5	0.3	18.3	28.2	56.1
+Birmingham	249.4	59.4	62.2	12.9	1.9	38.0	66.1	—	—	—	3.0	2.4	3.5
+Coventry	26.9	—	—	—	—	—	—	—	—	—	3.4	7.0	16.5
+East Midlands	544.3	—	—	151.4	216.6	—	—	—	—	93.7	68.5	—	14.1
+Newcastle	129.9	19.9	39.2	26.0	34.8	—	—	—	—	—	—	—	10.0
+Tees-side	18.9	0.2	—	11.0	7.7	—	—	—	—	—	—	—	—
+Bristol	56.8	6.8	4.3	0.2	—	18.4	27.0	—	—	—	—	0.1	—
+Glamorgan	16.4	0.3	10.0	0.7	1.4	—	3.7	—	0.3	—	—	—	—
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—
+Ashford	383.7	—	—	160.0	223.7	—	—	—	—	—	—	—	—
+Blackpool	58.9	—	—	3.8	18.6	—	—	—	—	0.4	36.1	—	—
+Bournemouth	701.0	—	—	541.9	143.6	—	—	—	—	13.4	2.1	—	—
+Cambridge	24.8	—	—	—	—	—	—	—	—	—	—	12.1	12.7
+Exeter	13.8	—	—	2.9	10.9	—	—	—	—	—	—	—	—
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—
Isles of Scilly	19.5	6.5	13.0	—	—	—	—	—	—	—	—	—	—
+Lydd	33.7	—	—	—	—	—	—	—	—	8.1	25.6	—	—
+Manston	297.5	—	—	—	—	—	—	—	—	141.7	123.9	17.4	14.5
+Norwich	25.5	—	—	12.9	10.4	—	—	—	—	1.1	1.1	—	—
Penzance Heliport	19.5	13.0	6.5	—	—	—	—	—	—	—	—	—	—
+Southampton	67.6	8.9	3.9	17.2	37.3	—	—	—	—	—	0.3	—	—
+Edinburgh	184.5	35.6	68.9	32.2	39.1	4.1	4.6	—	—	—	—	—	—
+Glasgow	2 080.9	566.7	551.2	86.2	83.4	248.7	401.3	—	—	135.0	6.1	0.6	1.7
+Prestwick	1 331.6	556.2	153.3	—	—	314.5	216.1	—	—	—	—	47.7	43.8
Aberdeen	178.4	25.7	37.8	2.1	4.2	—	—	—	—	38.0	69.4	0.5	0.7
Benbecula	14.9	12.6	2.3	—	—	—	—	—	—	—	—	—	—
Inverness	40.3	10.5	29.8	—	—	—	—	—	—	—	—	—	—
Islay	2.5	1.7	0.8	—	—	—	—	—	—	—	—	—	—
+Kirkwall	37.4	27.9	7.7	—	—	—	—	—	—	0.1	1.7	—	—
Stornoway	38.3	11.2	4.5	18.6	4.0	—	—	—	—	—	—	—	—
+Sumburgh	70.6	19.7	8.8	—	—	—	—	—	—	20.5	21.3	0.3	—
Tiree	1.1	0.9	0.2	—	—	—	—	—	—	—	—	—	—
Wick	5.7	4.1	1.6	—	—	—	—	—	—	—	—	—	—
+Belfast	1 261.8	857.9	226.6	114.3	41.0	0.6	1.0	—	—	19.8	—	—	0.6
+Isle of Man	301.1	181.1	66.8	48.4	4.8	—	—	—	—	—	—	—	—
TOTAL (Incl. London Area)	63 803.2	10 779.3	10 611.0	3 292.0	2 971.0	12 946.8	15 733.5	80.1	46.7	1 826.5	2 971.2	550.8	1 994.3
Channel Islands Airports													
Alderney	17.2	—	—	11.9	1.3	—	—	—	—	3.4	0.6	—	—
Guernsey	1 043.6	95.0	37.5	208.1	461.3	—	—	—	—	86.6	155.1	—	—
Jersey	1 441.8	222.4	331.9	306.0	347.3	4.0	0.5	—	—	113.4	108.0	8.3	—
TOTAL (Channel Islands Airports)	2 502.6	317.4	369.4	526.0	809.9	4.0	0.5	—	—	203.4	263.7	8.3	—

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	January 1974 —March 1974 (tonnes)	January 1973 —March 1973 (tonnes)	Percentage change
London Area Airports			
+Gatwick	4 648.5	4 321.0	7.6
+Heathrow	38 789.7	35 409.3	9.5
+Luton	340.2	294.6	15.5
+Southend	1 714.7	1 661.7	3.2
+Stansted	1 033.7	780.3	32.5
TOTAL (London Area)	46 526.8	42 466.9	9.6
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+Leeds/Bradford	57.8	83.9	-31.1
+Liverpool	1 276.8	1 396.4	-8.6
+Manchester	3 703.0	3 597.3	2.9
+Birmingham	247.4	250.7	-1.3
+Coventry	13.9	238.4	-94.2
+East Midlands	533.1	469.8	13.5
+Newcastle	226.0	159.9	41.3
+Tees-side	60.2	42.7	41.0
+Bristol	52.1	54.8	-4.9
+Glamorgan	19.6	16.6	18.1
Swansea	—	—	—
+Ashford	348.9	332.4	5.0
+Blackpool	54.2	61.6	-12.0
+Bournemouth	593.4	217.8	6.8
+Cambridge	67.9	63.6	2.7
+Exeter	19.2	18.7	—
Gloucester/Cheltenham	—	—	—
Hawarden	—	—	—
Isles of Scilly	25.7	43.9	-41.5
+Lydd	18.2	—	—
+Manston	337.9	580.7	-41.8
+Norwich	29.3	—	—
Penzance Heliport	25.4	43.9	-42.1
+Portsmouth	..	1.6	..
+Southampton	73.3	105.3	-30.4
+Edinburgh	171.8	343.8	-50.0
+Glasgow	2 081.4	1 701.5	22.3
+Prestwick	1 376.6	1 254.2	9.8
Aberdeen	160.9	66.9	-20.2
Benbecula	14.2	17.8	-0.3
Inverness	38.9	39.0	-75.6
Islay	3.3	13.5	-4.3
+Kirkwall	35.5	37.1	14.8
Stornoway	32.8	38.5	—
+Sumburgh	79.2	33.4	-23.1
Tiree	1.0	1.3	-13.6
Wick	5.7	6.6	-24.9
+Belfast	1 178.7	1 569.7	-20.9
+Isle of Man	288.2	364.4	—
TOTAL (Incl. London Area)	59 778.4	55 734.7	7.3
Channel Islands Airports			
Alderney	15.3	20.4	-1.8
Guernsey	905.4	922.0	-1.1
Jersey	1 335.6	1 350.4	-1.6
TOTAL (Channel Islands Airports)	2 256.3	2 292.8	—

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

All Scheduled Services March 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	12 492	4 149	17 054	205 346	2 429 429	1 329 576	54.7	7 707	317 674	176 355	9 177	45 754	121 425	55.5
British Airways European Division	6 174	9 075	12 547	609 210	682 533	416 076	61.0	3 568	69 716	38 849	964	2 132	35 755	55.7
British Airways Helicopters	10	170	55	2 933	290	179	61.7	24	21	16	—	1	14	75.8
British Airways Regional Division—														
Channel Islands Airways	367	1 092	1 184	51 265	26 611	17 686	66.5	210	2 434	1 551	18	60	1 473	63.7
Scottish Airways	353	1 441	1 324	51 663	22 142	13 994	63.2	301	1 911	1 231	14	42	1 176	64.4
Cambrian Airways	299	1 211	953	42 994	19 532	11 627	59.5	901	2 035	1 140	5	207	928	56.0
Northeast Airlines	252	643	717	37 834	23 093	15 045	65.1	103	2 060	1 288	—	40	1 248	62.5
British Caledonian Airways	2 591	2 262	4 226	91 397	305 074	132 281	43.4	1 326	35 497	15 907	265	3 939	11 703	44.8
Air Anglia	51	196	183	3 875	2 264	1 221	53.9	18	232	127	—	6	121	54.9
Aurigny Air Services	74	1 381	429	12 450	981	646	65.9	41	95	54	—	2	52	56.7
British Air Ferries	119	549	566	8 815	3 656	1 659	45.4	1 759	809	526	—	375	151	71.3
British Island Airways	130	769	518	18 536	6 475	3 843	59.3	93	596	342	1	16	326	57.5
British Midland Airways	316	895	1 063	28 331	21 944	11 058	50.4	144	1 748	926	—	60	866	53.0
Brymon Airways	13	66	62	330	118	65	55.2	—	8	5	—	—	5	55.6
Dan-Air Services	223	904	796	18 070	10 585	5 069	47.9	7	863	416	—	3	413	48.2
Intra Airways	12	87	56	1 216	295	154	52.2	—	25	12	—	—	12	45.2
Loganair	29	402	199	1 724	233	110	47.3	—	21	10	—	—	10	47.3
TOTAL Passenger Services	23 505	25 292	41 931	1 185 989	3 555 258	1 960 289	55.1	16 201	435 745	238 754	10 444	52 635	175 677	54.8
Cargo Services														
British Airways Overseas Division	1 131	402	1 550					3 700	36 553	23 334	338	23 000	—	63.8
British Airways European Division	531	801	1 000					6 331	7 465	4 161	184	3 977	—	55.7
British Caledonian Airways	69	22	90					231	1 943	1 597	15	1 582	—	82.2
Air Freight	41	161	178					383	138	98	—	98	—	70.5
Air-Bridge Carriers	21	54	75					415	217	165	—	165	—	76.1
British Air Ferries	3	7	15					30	20	13	—	13	—	63.2
British Island Airways	148	547	579					1 199	654	311	40	271	—	47.6
Intra Airways	15	89	74					219	50	36	—	36	—	73.4
TOTAL Cargo Services	1 959	2 083	3 561					12 508	47 039	29 715	577	29 142	—	63.2
GRAND TOTAL	25 464	27 375	45 493	1 185 989	3 555 258	1 960 289	55.1	28 710	482 784	268 469	11 021	81 777	175 677	55.6

International Scheduled Services March 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
											Mail (000)	Cargo (000)	Passengers (000)	
Passenger Services														
British Airways Overseas Division	12 492	4 149	17 054	205 346	2 429 429	1 329 576	54.7	7 707	317 674	176 355	9 177	45 754	121 425	55.5
British Airways European Division	5 323	7 229	10 568	454 458	583 520	343 339	58.8	3 189	59 966	32 583	918	2 013	29 655	54.3
British Airways Regional Division—														
Channel Island Airways	110	240	319	9 882	8 659	4 369	50.5	81	862	410	1	39	371	47.6
Cambrian Airways	99	251	248	9 427	8 064	4 225	52.4	33	702	352	—	16	336	50.2
Northeast Airlines	94	176	248	7 189	8 324	4 103	49.3	34	708	356	—	16	340	50.2
British Caledonian Airways	2 114	1 372	3 187	47 083	264 445	109 129	41.3	961	31 475	13 820	263	3 755	9 802	43.9
Air Anglia	25	104	95	2 550	1 094	609	55.7	14	112	64	—	3	60	56.8
Aurigny Air Services	58	1 276	350	11 358	745	478	64.2	38	73	40	—	1	38	54.8
British Air Ferries	119	549	566	8 815	3 656	1 659	45.4	1 759	809	526	—	375	151	71.3
British Island Airways	51	173	189	4 687	2 571	1 353	52.6	17	237	120	—	5	115	50.7
British Midland Airways	112	300	377	6 380	8 027	3 192	39.8	56	620	282	—	30	252	45.5
Brymon Airways	4	19	19	56	35	11	32.7	—	2	1	—	—	1	33.6
Dan-Air Services	115	323	366	8 129	5 427	2 441	45.0	1	443	200	—	1	199	45.2
Intra Airways	5	66	28	963	147	67	45.7	—	13	5	—	—	5	36.6
TOTAL Passenger Services	20 721	16 227	33 615	776 323	3 324 144	1 804 551	54.3	13 891	413 695	225 112	10 358	52 007	162 749	54.4
Cargo Services														
British Airways Overseas Division	1 131	402	1 550					3 700	36 553	23 334	338	23 000	—	63.8
British Airways European Division	433	573	744					4 119	5 678	3 192	67	3 124	—	56.2
British Caledonian Airways	69	22	90					231	1 943	1 597	15	1 582	—	82.2
Air Freight	41	161	178					383	138	98	—	98	—	70.5
British Air Ferries	3	7	15					30	20	13	—	13	—	63.2
British Island Airways	61	103	212					171	280	98	8	90	—	35.1
Intra Airways	1	9	4					22	2	2	—	2	—	71.8
TOTAL Cargo Services	1 739	1 277	2 793					8 656	44 614	28 333	429	27 909	—	63.5
GRAND TOTAL	22 460	17 504	36 408	776 323	3 324 144	1 804 551	54.3	22 547	458 309	253 445	10 787	79 916	162 749	55.3

Table 22.3

Domestic Scheduled Services March 1974

	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 European Division	851	1 846	1 979	154 752	99 013	72 737	73.5	379	9 750	6 267	47	120	6 100	64.3
British Airways Helicopters	10	170	55	2 933	290	179	61.7	24	21	16	—	1	14	75.8
British Airways Regional Division—														
Channel Islands Airways	257	852	865	41 383	17 952	13 318	74.2	129	1 572	1 141	18	21	1 102	72.6
Scottish Airways	353	1 441	1 324	51 663	22 142	13 994	63.2	301	1 911	1 231	14	42	1 176	64.4
Cambrian Airways	200	960	704	33 567	11 469	7 401	64.5	868	1 334	788	5	191	592	59.1
Northeast Airlines	158	467	468	30 645	14 769	10 942	74.1	69	1 352	933	—	25	908	69.0
British Caledonian Airways	477	890	1 038	44 314	40 629	23 152	57.0	364	4 022	2 087	2	184	1 901	51.9
Air Anglia	27	92	88	1 325	1 170	611	52.2	4	120	63	—	2	61	53.0
Aurigny Air Services	16	105	79	1 092	236	168	71.2	3	22	14	—	—	13	62.9
British Island Airways	78	596	329	13 849	3 904	2 490	63.8	76	359	223	1	11	211	62.0
British Midland Airways	204	595	687	21 951	13 917	7 865	56.5	88	1 127	644	—	30	614	57.1
Brymon Airways	9	47	43	274	83	54	64.7	—	6	4	—	—	4	64.9
Dan-Air Services	107	581	430	9 941	5 158	2 629	51.0	6	421	216	—	2	214	51.3
Intra Airways	7	21	28	253	148	87	58.6	—	12	7	—	—	7	54.5
Loganair	29	402	199	1 724	233	110	47.3	—	21	10	—	—	10	47.3
TOTAL Passenger Services	2 784	9 065	8 316	409 666	231 113	155 738	67.4	2 311	22 050	13 642	85	628	12 928	61.9
Cargo Services														
British Airways European Division	97	228	256					2 212	1 786	969	117	852	—	54.3
Air-Bridge Carriers	21	54	75					415	217	165	—	165	—	76.1
British Island Airways	87	444	367					1 028	374	213	32	181	—	56.9
Intra Airways	14	80	70					197	48	35	—	35	—	73.4
TOTAL Cargo Services	220	806	768					3 852	2 425	1 382	149	1 233	—	57.0
GRAND TOTAL	3 004	9 871	9 085	409 666	231 113	155 738	67.4	6 163	24 475	15 023	234	1 861	12 928	61.4

All Non-scheduled Services March 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	871	199	1 155	10 307	137 393	96 421	70.2	61	17 398	9 765	916	8 850	56.1
British Airways European Division	246	275	696	17 102	23 648	16 324	69.0	354	2 753	1 757	337	1 418	64.7
British Airtours	500	250	660	32 454	103 147	77 380	75.0	—	9 386	6 780	—	6 780	72.2
British Airways Helicopters	110	989	587	7 765	2 406	973	40.5	74	224	86	13	73	38.4
British Airways Regional Division—													
Channel Islands Airways	3	19	13	366	116	64	55.1	27	21	10	5	5	49.5
Scottish Airways	10	106	43	3 968	699	349	50.0	3	59	32	—	31	54.1
Cambrian Airways	127	229	272	7 467	10 300	8 078	78.4	4	908	647	1	646	71.3
Northeast Airlines	149	124	237	12 627	18 098	14 858	82.1	—	1 553	1 233	—	1 233	79.4
British Caledonian Airways	1 666	997	2 623	66 276	158 229	124 593	78.7	2 154	33 381	20 899	9 902	10 994	62.6
Air Anglia	38	95	139	2 238	1 410	921	65.3	—	140	92	—	92	65.9
Air Freight	7	11	38	—	—	—	—	15	23	13	13	—	57.6
Air-Bridge Carriers	5	4	14	—	—	—	—	15	43	17	17	—	40.1
Alidair	12	22	36	344	234	179	76.3	39	91	50	35	15	55.6
Beecham Imperial	32	82	99	195	207	89	43.0	—	31	9	—	9	27.9
Bristow Helicopters	244	2 221	1 403	13 661	4 142	1 942	46.9	240	387	186	36	150	48.1
Britannia Airways	1 778	1 246	2 888	122 598	234 659	175 980	75.0	17	19 965	14 966	9	14 957	75.0
British Air Ferries	13	11	52	—	—	—	—	33	86	50	50	—	58.2
British Island Airways	95	287	357	6 891	4 577	2 263	49.4	13	435	213	21	192	49.0
British Midland Airways	188	228	133	11 944	25 677	10 576	41.2	22	2 517	845	35	811	33.6
Brymon Airways	2	9	9	60	16	12	72.6	—	1	1	—	1	72.8
Cabair	15	62	51	164	91	41	44.7	—	15	7	—	7	44.7
Cedar Management Services	15	25	29	63	118	61	51.4	—	9	5	—	5	52.4
Court Line Aviation	923	692	1 548	78 216	139 587	105 326	75.5	—	12 898	9 094	—	9 094	70.5
Dan-Air Services	2 007	1 369	3 524	116 349	240 111	189 602	79.0	196	19 414	15 318	173	15 146	78.9
Donaldson International Airway	286	101	400	3 958	9 784	9 313	95.2	729	8 903	6 432	5 678	754	72.3
Eagle Flying Services	2	6	8	18	12	7	60.6	—	1	1	—	1	58.2
Fairflight Charters	26	83	110	306	195	106	54.3	5	31	13	4	9	42.6
Haywards Aviation	1	4	5	38	9	7	82.8	—	1	1	—	1	87.4
Humber Airways	22	63	110	386	181	137	75.6	—	14	11	—	10	74.6
International Aviation Service	342	143	746	—	—	—	—	916	5 716	3 967	3 967	—	69.4
Intra Airways	4	21	16	659	127	105	82.9	—	9	8	—	8	87.7
Invicta International Airlines	144	76	307	—	—	—	—	824	2 529	2 288	2 288	—	90.5
Laker Airways	1 137	527	1 689	47 865	162 048	113 197	69.9	—	15 663	10 627	—	10 627	67.8
Loganair	70	616	254	2 614	603	335	55.6	1	55	31	—	30	55.7
Macedonian Aviation	10	16	45	68	27	15	56.6	8	32	10	8	1	29.8
MAM Aviation	46	49	87	152	411	156	38.0	—	32	12	—	12	36.4
McAlpine Aviation	220	460	430	1 163	1 691	614	36.3	—	128	49	—	49	38.1
Merlot International Airlines	33	54	79	106	232	74	32.0	—	20	7	—	7	35.8
Monarch Airlines	678	341	1 177	35 831	82 263	66 232	80.5	369	9 448	7 001	974	6 026	74.1
Moseley Aviation	9	27	35	124	52	40	77.8	—	5	4	—	4	77.8
Northern Air Taxis	58	116	200	464	356	245	68.8	—	29	20	—	20	68.4
Northern Executive Aviation	4	24	19	96	15	11	75.9	4	3	2	1	1	68.1
Peters Aviation	22	49	92	277	302	114	37.9	—	32	8	1	7	25.9
Rank Organisation	12	23	26	75	60	37	62.3	—	9	3	—	3	36.2
Thurston Aviation	23	95	88	218	105	40	38.5	4	12	5	1	3	38.0
Trader Airways	20	33	43	113	140	64	45.8	—	13	6	—	6	42.8
Tradewinds Airways	497	103	970	—	—	—	—	682	10 425	8 540	8 540	—	81.9
Trans-Meridian Air Cargo	507	199	992	—	—	—	—	1 624	14 851	8 387	8 387	—	56.5
Vernair Transport	3	11	11	34	19	16	82.6	—	3	1	—	1	43.6
TOTAL	13 231	12 793	24 545	605 620	1 363 503	1 016 899	74.6	8 433	189 699	129 508	41 414	88 089	68.3
Class 5A Licence TOTAL	222	237	488	10 393	26 389	21 778	82.5	..	2 745	2 060	175	1 885	75.0
TOTAL Excludes 5A Licence	13 009	12 556	24 057	595 227	1 337 114	995 121	74.4	8 433	186 954	127 448	41 239	86 204	68.2

† Does not include cargo carried under Class 5 Licences.

International Non-scheduled Services March 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-kilometres used				
									Tonne-km available (000)	Total (000)	Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	871	199	1 155	10 307	137 393	96 421	70.2	61	17 398	9 765	916	8 850	56.1
British Airways European Division	244	267	689	17 102	23 648	16 324	69.0	231	2 715	1 722	302	1 418	63.4
British Airtours	500	250	660	32 454	103 147	77 380	75.0	—	9 386	6 780	—	6 780	72.2
British Airways Helicopters	110	989	587	7 765	2 406	973	40.5	74	224	86	13	73	38.4
British Airways Regional Division—													
Scottish Airways	10	106	43	3 968	699	349	50.0	3	59	32	—	31	54.1
Cambrian Airways	113	134	211	5 751	9 480	7 792	82.2	4	833	624	1	623	75.0
Northeast Airlines	148	120	232	12 345	17 973	14 740	82.0	—	1 543	1 223	—	1 223	79.3
British Caledonian Airways	1 666	998	2 624	66 276	158 238	124 593	78.7	2 154	33 381	20 899	9 902	10 994	62.6
Air Anglia	22	41	73	1 011	874	556	63.6	—	91	56	—	56	60.9
Air Freight	7	9	34	—	—	—	—	15	20	11	11	—	56.3
Air-Bridge Carriers	5	4	14	—	—	—	—	15	43	17	17	—	40.1
Alldair	10	14	27	344	234	179	76.3	27	70	41	26	15	58.1
Beecham Imperial	16	28	40	93	126	54	42.7	—	24	5	—	5	22.8
Bristow Helicopters	244	2 221	1 403	13 661	4 142	1 942	46.9	240	387	186	36	150	48.1
Britannia Airways	1 778	1 246	2 888	122 598	234 659	175 980	75.0	17	19 965	14 966	9	14 957	75.0
British Air Ferries	13	11	52	—	—	—	—	33	86	50	50	—	58.2
British Island Airways	57	152	198	3 554	2 733	1 307	47.8	9	261	125	14	111	47.9
Brymon Midland Airways	176	192	97	11 079	24 926	10 305	41.3	—	2 457	814	25	789	33.1
Brymon Airways	—	2	2	14	4	3	77.8	—	—	—	—	—	83.3
Cabair	3	18	9	46	16	7	43.2	—	3	1	—	1	44.4
Cedar Management Services	12	16	23	42	100	54	53.9	—	8	4	—	4	54.5
Court Line Aviation	922	688	1 544	77 864	139 433	105 194	75.4	—	12 885	9 083	—	9 083	70.5
Dan-Air Services	1 987	1 332	3 462	115 425	239 808	189 373	79.0	64	19 313	15 227	100	15 127	78.8
Donaldson International Airways	286	101	400	3 958	9 784	9 313	95.2	729	8 903	6 432	5 678	754	72.3
Eagle Flying Services	1	2	3	7	7	4	65.2	—	1	—	—	—	60.0
Fairflight Charters	21	34	83	151	134	69	51.3	5	25	10	4	6	41.6
Haywards Aviation	—	2	2	22	3	3	100.0	—	—	—	—	—	100.0
Humber Airways	11	24	54	160	89	75	83.5	—	7	6	—	6	83.9
International Aviation Services	342	143	746	—	—	—	—	916	5 716	3 967	3 967	—	69.4
Intra Airways	1	6	7	204	47	44	93.4	—	4	3	—	3	84.5
Invicta International Airlines	144	76	307	—	—	—	—	824	2 529	2 288	2 288	—	90.5
Laker Airways	1 137	527	1 689	47 865	162 048	113 197	69.9	—	15 663	10 627	—	10 627	67.8
Loganair	2	4	8	32	24	15	63.8	—	2	2	—	1	66.4
Macedonian Aviation	9	12	39	68	27	15	56.6	6	29	9	8	1	30.0
MAM Aviation	44	40	79	133	395	153	38.7	—	31	11	—	11	37.2
McAlpine Aviation	160	222	268	537	1 266	440	34.7	—	95	35	—	35	36.6
Merlot International Airlines	32	49	76	93	224	71	31.8	—	19	7	—	7	35.6
Monarch Airlines	678	341	1 177	35 831	82 263	66 232	80.5	369	9 448	7 001	974	6 026	74.1
Moseley Aviation	3	4	10	22	15	15	100.0	—	2	2	—	2	88.3
Northern Air Taxis	1	2	4	7	7	3	50.0	—	1	—	—	—	41.7
Northern Executive Aviation	2	6	10	18	5	5	100.0	2	2	1	1	1	80.7
Peters Aviation	12	26	49	124	166	53	32.1	1	18	4	1	2	21.1
Rank Organisation	12	23	26	75	60	37	62.3	—	9	3	—	3	36.2
Thurston Aviation	14	45	56	80	51	20	38.3	4	8	3	1	2	37.2
Trader Airways	16	22	31	82	111	55	49.3	—	11	5	—	5	45.8
Tradewinds Airways	497	103	970	—	—	—	—	682	10 425	8 540	8 540	—	81.9
Trans-Meridian Air Cargo	507	199	992	—	—	—	—	1 624	14 851	8 387	8 387	—	56.5
Vernair Transport	1	2	3	12	6	5	85.7	—	1	—	—	—	50.0
TOTAL	12 847	11 052	23 155	591 180	1 356 770	1 013 352	74.7	8 109	188 947	129 061	41 271	87 786	68.3
Class 5A Licence TOTAL	186	108	331	7 283	24 629	20 895	84.8	..	2 573	1 975	165	1 810	76.8
TOTAL Excludes 5A Licence	12 661	10 944	22 824	583 897	1 332 141	992 457	74.5	8 109	186 374	127 086	41 106	85 976	68.2

†Does not include cargo carried under Class 5 Licences.

Domestic Non-scheduled Services March 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	2	8	7	—	—	—	—	123	38	35	35	—	92.1
British Airways Regional Division—													
Channel Islands Airways	3	19	13	366	116	64	55.1	27	21	10	5	5	49.5
Cambrian Airways	14	95	62	1 716	820	287	35.0	—	75	23	—	23	30.6
Northeast Airlines	2	4	5	282	124	118	94.8	—	10	10	—	10	96.2
Air Anglia	16	54	65	1 227	536	365	68.1	—	49	36	—	36	75.2
Air Freight	—	2	4	—	—	—	—	—	3	2	2	—	66.7
Alidair	2	8	8	—	—	—	—	11	20	10	10	—	47.2
Beecham Imperial	15	54	59	102	81	35	43.4	—	8	3	—	3	43.5
British Island Airways	39	135	160	3 337	1 844	956	51.9	3	175	88	7	81	50.7
British Midland Airways	12	36	37	865	751	271	36.1	22	60	31	10	21	51.6
Brymon Airways	1	7	7	46	13	9	71.1	—	1	1	—	1	69.7
Cabair	12	44	42	118	75	34	45.1	—	12	6	—	6	44.8
Cedar Management Services	2	9	7	21	18	7	37.5	—	1	1	—	1	40.7
Court Line Aviation	1	4	4	352	155	131	84.8	—	13	11	—	11	84.3
Dan-Air Services	19	37	62	924	303	229	75.7	132	100	91	73	18	91.0
Eagle Flying Services	1	4	4	11	5	3	54.5	—	—	—	—	—	55.7
Fairflight Charters	5	49	27	155	61	37	61.1	—	6	3	—	3	46.5
Haywards Aviation	1	2	3	16	6	4	72.7	—	1	—	—	—	80.0
Humber Airways	11	39	56	226	92	63	68.0	—	7	5	—	5	66.2
Intra Airways	2	15	9	455	80	61	76.8	—	5	5	—	5	90.0
Loganair	68	612	246	2 582	579	320	55.2	1	53	29	—	29	55.3
Macedonian Aviation	1	4	5	—	—	—	—	2	3	1	1	—	27.9
MAM Aviation	2	9	8	19	16	3	21.6	—	1	—	—	—	16.0
McAlpine Aviation	60	238	162	626	425	174	41.0	—	33	14	—	14	42.4
Merlot International Airlines	1	5	4	13	8	3	38.6	—	1	—	—	—	41.4
Moseley Aviation	6	23	25	102	37	25	68.8	—	4	3	—	2	73.0
Northern Air Taxis	57	114	196	457	349	241	69.2	—	28	19	—	19	68.9
Northern Executive Aviation	2	18	9	78	9	6	62.0	2	2	1	—	1	55.0
Peters Aviation	10	23	43	153	136	61	44.9	—	15	5	—	5	31.8
Thurston Aviation	8	50	32	138	54	21	38.7	—	4	2	—	2	39.5
Trader Airways	4	11	11	31	29	9	32.0	—	3	1	—	1	31.3
Vernair Transport	2	9	8	22	13	11	81.3	—	2	1	—	1	40.7
TOTAL	382	1 741	1 390	14 440	6 733	3 549	52.7	325	753	447	143	304	59.4
Class 5A Licence TOTAL	36	129	157	3 110	1 760	883	50.2	..	172	85	10	75	49.4
TOTAL Excludes 5A Licence	346	1 612	1 233	11 330	4 973	2 666	53.6	325	581	362	133	229	62.3

†Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations March 1974

Table 24

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				ABC	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
International Services											
British Airways Overseas Division	68	12	89	1 517	—	11 793	8 562	72.6	1 311	752	57.4
Laker Airways	74	13	94	2 133	—	24 589	12 188	49.6	2 497	1 223	49.0
TOTAL	142	25	183	3 650	—	36 382	20 750	57.0	3 808	1 975	51.9

There were no US originating passengers in March 1974

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

Table 25

	Aircraft -km (000)	Stage Flights	Aircraft hours	Number of passengers uplifted	Seat-km			Tonne-km			Number of IT passengers uplifted	
					Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available	Class 2	Class 4
International Services												
British Airways Overseas Division	114	29	139	1 263	19 688	13 232	67.2	2 332	1 190	51.0	—	—
British Airways European Division	140	147	394	13 087	16 195	12 468	77.0	1 509	1 083	71.8	—	—
British Airtours	324	171	476	26 968	61 271	47 002	76.7	5 576	4 046	72.6	—	—
British Airways Regional Division—												
Cambrian Airways	96	105	162	4 410	8 292	6 811	82.1	729	545	74.8	—	—
Northeast Airlines	145	116	225	12 120	17 806	14 622	82.1	1 529	1 213	79.3	—	144
British Caledonian Airways	671	586	1 208	50 773	75 049	58 703	78.2	6 800	5 089	74.8	—	—
Alidair	2	4	5	290	139	129	92.9	13	11	87.1	—	—
Britannia Airways	1 688	1 094	2 671	105 458	219 380	162 648	74.1	18 653	13 827	74.1	—	—
Court Line Aviation	863	620	1 422	71 828	131 241	100 300	76.4	12 191	8 677	71.2	—	—
Dan-Air Services	1 587	1 041	2 744	96 144	188 851	152 488	80.7	15 103	12 182	80.7	—	—
Laker Airways	757	344	1 110	31 961	86 671	65 550	75.6	8 178	6 167	75.4	—	—
Monarch Airlines	479	260	768	34 852	79 608	64 553	81.1	7 720	5 855	75.8	—	—
TOTAL International Services	6 866	4 517	11 325	449 154	904 191	698 506	77.3	80 333	59 885	74.5	—	144
Domestic Services												
British Airways Regional Division—												
Cambrian Airways	13	91	58	1 504	750	240	32.0	69	19	27.9	—	—
British Midland Airways	1	2	3	114	78	61	78.1	7	5	73.8	—	—
TOTAL Domestic Services	14	93	61	1 618	829	301	36.3	76	24	31.6	—	—
GRAND TOTAL	6 880	4 610	11 386	450 772	905 020	698 807	77.2	80 408	59 909	74.5	—	144

All Class 4 Licence Operations March 1974

Table 26.1

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	341	88	469	—	5 238	61 545	49 305	80.1	6 942	4 595	66.2
British Airways European Division	6	8	12	—	166	393	291	74.2	34	23	68.0
British Airtours	89	35	69	—	3 006	9 041	6 648	73.5	823	591	71.8
British Airways Regional Division—											
Channel Islands Airways	1	4	3	—	236	58	29	50.0	5	2	48.3
Northeast Airlines	3	6	8	144	282	183	175	96.0	15	15	97.4
British Caledonian Airways	94	116	182	—	7 692	11 153	8 440	75.7	1 225	741	60.5
Britannia Airways	1	4	3	—	517	106	105	99.4	9	9	99.3
British Island Airways	1	3	5	—	125	69	58	83.6	6	5	77.1
British Midland Airways	11	14	31	—	901	829	773	93.3	72	56	77.8
Court Line Aviation	43	52	92	—	4 603	4 974	3 781	76.0	412	312	75.8
Dan-Air Services	272	195	489	—	13 373	32 263	27 649	85.7	2 566	2 209	86.1
Intra Airways	4	21	16	—	659	127	105	82.9	9	8	87.7
Laker Airways	242	152	399	—	12 351	37 959	25 341	66.8	3 669	2 222	60.6
Loganair	24	373	62	—	1 762	190	128	67.0	17	12	66.9
Monarch Airlines	5	7	15	—	577	752	447	59.4	72	40	56.3
TOTAL	1 135	1 078	1 855	144	51 488	159 640	123 275	77.2	15 875	10 839	68.3

International Class 4 Licence Operations March 1974

Table 26.2

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Overseas Division	341	88	469	—	5 238	61 545	49 305	80.1	6 942	4 595	66.2
British Airways European Division	6	8	12	—	166	393	291	74.2	34	23	68.0
British Airtours	89	35	69	—	3 006	9 041	6 648	73.5	823	591	71.8
British Airways Regional Division—											
Northeast Airlines	1	2	3	144	—	58	58	98.6	5	5	100.0
British Caledonian Airways	94	116	182	—	7 692	11 153	8 440	75.7	1 225	741	60.5
Britannia Airways	1	4	3	—	517	106	105	99.4	9	9	99.3
British Island Airways	—	1	2	—	47	24	23	94.0	2	2	87.0
British Midland Airways	11	12	29	—	828	775	746	96.3	67	54	80.0
Court Line Aviation	43	52	92	—	4 603	4 974	3 781	76.0	412	312	75.8
Dan-Air Services	270	191	484	—	12 834	32 168	27 568	85.7	2 558	2 203	86.1
Intra Airways	1	6	7	—	204	47	44	93.4	4	3	84.5
Laker Airways	242	152	399	—	12 351	37 959	25 341	66.8	3 669	2 222	60.6
Monarch Airlines	5	7	15	—	577	752	447	59.4	72	40	56.3
TOTAL	1 104	674	1 765	144	48 063	158 995	122 798	77.2	15 822	10 799	68.3

Domestic Class 4 Licence Operations March 1974

Table 26.3

	Aircraft -km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat-km			Tonne-km		
				IT	Other	Available (000)	Used (000)	Percentage of available	Available (000)	Used (000)	Percentage of available
British Airways Regional Division—											
Channel Islands Airways	1	4	3	—	236	58	29	50.0	5	2	48.3
Northeast Airlines	2	4	5	—	282	124	118	94.8	10	10	96.2
British Island Airways	1	2	4	—	78	45	35	78.0	4	3	71.7
British Midland Airways	1	2	2	—	73	54	27	50.0	5	2	46.9
Dan-Air Services	1	4	5	—	539	96	80	84.0	8	7	84.0
Intra Airways	2	15	9	—	455	80	61	76.8	5	5	90.0
Loganair	24	373	62	—	1 762	190	128	67.0	17	12	66.9
TOTAL	32	404	90	—	3 425	646	477	73.9	54	40	74.0

All Class 6 Licence Operations March 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	30	9	45	61	1 003	916	91.3
British Airways European Division	6	12	16	38	75	24	32.1
British Airways Cambrian Airways	—	2	2	5	3	1	33.6
British Caledonian Airways	474	142	626	2 126	15 720	9 583	61.0
Air Freight	7	9	34	15	20	11	56.3
Air-Bridge Carriers	5	4	14	15	43	17	40.1
Britannia Airways	2	4	4	18	14	9	65.5
British Island Airways	3	8	8	13	13	10	74.9
British Midland Airways	2	4	5	19	13	8	67.2
Donaldson International Airways	43	13	59	121	1 373	1 003	73.1
International Aviation Services	131	50	273	274	2 197	1 926	87.7
Invicta International Airlines	16	9	31	118	283	264	93.2
Monarch Airlines	18	9	39	99	293	214	73.1
Tradewinds Airways	228	58	459	683	5 088	3 204	63.0
Trans-Meridian Air Cargo	242	83	464	749	7 020	4 668	66.5
TOTAL	1 207	416	2 078	4 353	33 157	21 859	65.9

International Class 6 Licence Operations March 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	30	9	45	61	1 003	916	91.3
British Airways European Division	6	12	16	38	75	24	32.1
British Airways Cambrian Airways	—	2	2	5	3	1	33.6
British Caledonian Airways	474	142	626	2 126	15 720	9 583	61.0
Air Freight	7	9	34	15	20	11	56.3
Air-Bridge Carriers	5	4	14	15	43	17	40.1
Britannia Airways	2	4	4	18	14	9	65.5
British Island Airways	2	3	5	10	10	7	71.8
Donaldson International Airways	43	13	59	121	1 373	1 003	73.1
International Aviation Services	131	50	273	274	2 197	1 926	87.7
Invicta International Airlines	16	9	31	118	283	264	93.2
Monarch Airlines	18	9	39	99	293	214	73.1
Tradewinds Airways	228	58	459	683	5 088	3 204	63.0
Trans-Meridian Air Cargo	242	83	464	749	7 020	4 668	66.5
TOTAL	1 204	407	2 069	4 331	33 141	21 847	65.9

Domestic Class 6 Licence Operations March 1974

Table 27.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Cargo tonnes	Tonne-km		Percentage of available
					Available (000)	Used (000)	
British Island Airways	1	5	4	3	4	3	82.8
British Midland Airways	2	4	5	19	13	8	67.2
TOTAL	3	9	9	22	16	12	70.8

All Class 7 Licence Operations March 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 European Division	49	54	119	1 390	2 290	1 152	50.3	297	664	390	290	100	58.7
British Airtours	4	3	6	438	710	567	79.9	—	65	43	—	43	67.2
British Airways Helicopters	110	989	587	7 765	2 406	973	40.5	74	224	86	13	73	38.4
British Airways Regional Division—													
Channel Islands Airways	1	3	3	130	58	35	60.3	—	5	3	—	3	62.7
Scottish Airways	3	6	12	170	188	87	46.4	—	18	11	—	11	58.4
Cambrian Airways	17	31	50	1 553	1 258	1 027	81.7	—	107	82	—	82	76.8
British Caledonian Airways	65	71	123	2 504	6 209	2 688	43.3	—	553	231	—	231	41.8
Air Anglia	38	95	139	2 238	1 410	921	65.3	—	140	92	—	92	65.9
Alidair	11	16	28	54	95	49	51.9	39	72	36	31	4	49.2
Beecham Imperial	1	2	2	8	6	3	50.0	—	1	—	—	—	57.1
Bristow Helicopters	244	2 221	1 403	13 661	4 142	1 942	46.9	240	387	186	36	150	48.1
British Air Ferries	13	11	52	—	—	—	—	33	86	50	50	—	58.2
British Island Airways	1	3	2	149	39	39	99.3	—	4	3	—	3	92.0
British Midland Airways	18	48	54	1 782	1 260	703	55.8	4	89	57	1	56	64.1
Cabair	15	62	51	164	91	41	44.7	—	15	7	—	7	44.7
Cedar Management Services	15	25	29	63	118	61	51.4	—	9	5	—	5	52.4
Court Line Aviation	6	6	11	421	2 144	303	14.1	—	192	26	—	26	13.7
Dan-Air Services	49	66	121	2 029	3 268	2 405	73.6	197	488	365	173	192	74.8
Donaldson International Airways	243	88	341	3 958	9 784	9 313	95.2	608	7 529	5 429	4 675	754	72.1
Eagle Flying Services	2	6	8	18	12	7	60.6	—	1	1	—	1	58.2
Fairflight Charters	26	75	106	292	195	106	54.3	6	31	13	4	9	42.6
Humber Airways	22	63	110	386	181	137	75.6	—	14	11	—	10	74.6
International Aviation Services	211	93	473	—	—	—	—	642	3 519	2 042	2 042	—	58.0
Invicta International Airlines	94	55	208	—	—	—	—	707	1 657	1 502	1 502	—	90.7
Laker Airways	3	2	5	41	293	67	23.0	—	26	7	—	7	25.0
Loganair	28	130	105	646	339	173	51.1	1	31	16	—	16	51.7
Macedonian Aviation	10	16	45	68	27	15	56.6	8	32	10	8	1	29.8
MAM Aviation	34	36	68	94	302	101	33.6	—	24	8	—	8	32.1
McAlpine Aviation	220	460	430	1 163	1 691	614	36.3	—	128	49	—	49	38.1
Merlot International Airlines	33	54	79	106	232	74	32.0	—	20	7	—	7	35.8
Monarch Airlines	5	2	10	232	697	565	81.1	—	66	51	—	51	77.2
Moseley Aviation	9	27	35	124	52	40	77.8	—	5	4	—	4	77.8
Northern Executive Aviation	4	24	19	96	15	11	75.9	4	3	2	1	1	68.1
Peters Aviation	22	49	92	277	302	114	37.8	1	32	8	1	7	25.0
Rank Organisation	12	23	26	75	60	37	62.3	—	9	3	—	3	36.2
Thurston Aviation	23	95	88	218	105	41	38.5	4	12	5	1	3	38.0
Trans-Meridian Air Cargo	228	101	457	—	—	—	—	875	6 617	3 210	3 210	—	48.5
Vernair Transport	3	11	11	34	19	16	82.6	—	3	1	—	1	43.6
TOTAL	1 889	5 122	5 506	42 347	39 996	24 430	61.1	3 740	22 875	14 051	12 039	2 011	61.4

International Class 7 Licence Operations March 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		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways European Division	47	46	111	1 390	2 290	1 152	50.3	174	626	355	255	100	56.8
British Airtours	4	3	6	438	710	567	79.9	—	65	43	—	43	67.2
British Airways Helicopters	110	989	587	7 765	2 406	973	40.5	74	224	86	13	73	38.4
British Airways Regional Division—													
Scottish Airways	3	6	12	170	188	87	46.4	—	18	11	—	11	58.4
Cambrian Airways	16	27	47	1 341	1 189	981	82.5	—	101	78	—	78	77.7
British Caledonian Airways	65	71	123	2 504	6 209	2 688	43.3	—	553	231	—	231	41.8
Air Anglia	22	41	73	1 011	874	556	63.6	—	91	56	—	56	60.9
Alidair	9	10	22	54	95	49	51.9	28	58	30	26	4	51.8
Bristow Helicopters	244	2 221	1 403	13 661	4 142	1 942	46.9	240	387	186	36	150	48.1
British Air Ferries	13	11	52	—	—	—	—	33	86	50	50	—	58.2
British Midland Airways	10	20	28	1 177	641	520	81.1	—	53	42	—	42	78.9
Cabair	3	18	9	46	16	7	43.2	—	3	1	—	1	44.4
Cedar Management Services	12	16	23	42	100	54	53.9	—	8	4	—	4	54.5
Court Line Aviation	5	2	7	69	1 989	172	8.6	—	179	15	—	15	8.6
Dan-Air Services	32	33	63	1 644	3 061	2 256	73.7	65	395	280	100	180	70.8
Donaldson International Airways	243	88	341	3 958	9 784	9 313	95.2	608	7 529	5 429	4 675	754	72.1
Eagle Flying Services	1	2	3	7	7	4	65.2	—	1	—	—	—	60.0
Fairflight Charters	21	34	83	151	134	69	51.3	6	25	10	4	6	41.6
Humber Airways	11	24	54	160	89	75	83.5	—	7	6	—	6	83.9
International Aviation Services	211	93	473	—	—	—	—	642	3 519	2 042	2 042	—	58.0
Invicta International Airlines	94	55	208	—	—	—	—	707	1 657	1 502	1 502	—	90.7
Laker Airways	3	2	5	41	293	67	23.0	—	26	7	—	7	25.0
Loganair	2	4	8	32	24	15	63.8	—	2	2	—	1	66.4
Macedonian Aviation	9	12	39	68	27	15	56.6	6	29	9	8	1	30.0
MAM Aviation	32	28	60	82	286	98	34.3	—	22	7	—	7	33.0
McAlpine Aviation	160	222	268	537	1 266	440	34.7	—	95	35	—	35	36.6
Merlot International Airlines	32	49	76	93	224	71	31.8	—	19	7	—	7	35.6
Monarch Airlines	5	2	10	232	697	565	81.1	—	66	51	—	51	77.2
Moseley Aviation	3	4	10	22	15	15	100.0	—	2	2	—	2	88.3
Northern Executive Aviation	2	6	10	18	5	5	100.0	2	2	1	1	1	80.7
Peters Aviation	12	26	49	124	166	53	31.9	1	18	4	1	2	22.2
Rank Organisation	12	23	26	75	60	37	62.3	—	9	3	—	3	36.2
Thurston Aviation	14	45	56	80	51	20	38.3	4	8	3	1	2	37.2
Trans-Meridian Air Cargo	228	101	457	—	—	—	—	875	6 617	3 210	3 210	—	48.5
Vernair Transport	1	2	3	12	6	5	85.7	—	1	—	—	—	50.0
TOTAL	1 689	4 336	4 806	37 004	37 042	22 873	61.7	3 464	22 499	13 797	11 923	1 875	61.3

Domestic Class 7 Licence Operations March 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		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways European Division	2	8	7	—	—	—	—	123	38	35	35	—	91.6
British Airways Regional Division—													
Channel Islands Airways	1	3	3	130	58	35	60.3	—	5	3	—	3	62.7
Cambrian Airways	1	4	3	212	69	46	66.7	—	6	4	—	4	62.0
Air Anglia	16	54	65	1 227	536	365	68.1	—	49	36	—	36	75.2
Alidair	2	6	6	—	—	—	—	12	14	6	6	—	39.1
Beecham Imperial	1	2	2	8	6	3	50.0	—	1	—	—	—	57.1
British Island Airways	1	3	2	149	39	39	99.3	—	4	3	—	3	92.0
British Midland Airways	8	28	26	605	619	183	29.6	4	36	16	1	14	42.8
Cabair	12	44	42	118	75	34	45.1	—	13	6	—	6	44.8
Cedar Management Services	2	9	7	21	18	7	37.5	—	1	1	—	1	40.7
Court Line Aviation	1	4	4	352	155	131	84.8	—	13	11	—	11	84.3
Dan-Air Services	18	33	58	385	207	149	71.9	132	93	85	73	12	91.6
Eagle Flying Services	1	4	4	11	5	3	54.5	—	—	—	—	—	55.7
Fairflight Charters	5	41	23	141	61	37	61.1	—	6	3	—	3	46.5
Humber Airways	11	39	56	226	92	63	68.0	—	7	5	—	5	66.2
Loganair	26	126	97	614	315	158	50.2	1	29	15	—	14	50.6
Macedonian Aviation	1	4	5	—	—	—	—	2	3	1	1	—	27.9
MAM Aviation	2	8	8	12	15	3	21.0	—	1	—	—	—	15.4
McAlpine Aviation	60	238	162	626	425	174	41.0	—	33	14	—	14	42.4
Merlot International Airlines	1	5	4	13	8	3	38.6	—	1	—	—	—	41.4
Moseley Aviation	6	23	25	102	37	25	68.8	—	4	3	—	2	73.0
Northern Executive Aviation	2	18	9	78	9	6	62.0	2	2	1	—	1	55.0
Peters Aviation	10	23	43	153	136	61	44.9	—	15	5	—	5	31.8
Thurston Aviation	8	50	32	138	54	21	38.7	—	4	2	—	2	39.5
Vernair Transport	2	9	8	22	13	11	81.3	—	2	1	—	1	40.7
TOTAL	199	786	701	5 343	2 953	1 557	52.7	276	378	254	116	138	67.2

All Exempt Operations March 1974

Table 29.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	318	61	414	2 289	44 368	25 322	57.1	—	5 810	2 313	—	2 313	39.8
British Airways European Division	35	40	137	1 886	3 765	1 543	41.0	20	364	162	23	138	44.6
British Airways Regional Division—													
Channel Islands Airways	2	12	8	—	—	—	—	28	11	5	5	—	44.3
Scottish Airways	7	100	30	3 798	511	262	51.3	3	41	21	—	21	52.2
Northeast Airlines	1	2	4	81	109	60	55.5	—	9	5	—	5	57.8
British Caledonian Airways	362	81	484	5 198	63 201	54 734	86.6	28	9 079	5 253	319	4 931	57.9
Beecham Imperial	31	80	97	187	201	86	42.8	—	31	8	—	8	27.4
Britannia Airways	76	127	185	14 772	9 840	8 773	89.1	—	837	746	—	746	89.1
British Midland Airways	—	1	1	73	—	—	—	—	—	—	—	—	—
Brymon Airways	2	9	9	60	16	12	72.6	—	1	1	—	1	72.8
Court Line Aviation	—	2	4	234	59	59	100.0	—	5	5	—	5	100.0
Fairflight Charters	—	8	5	14	—	—	—	—	—	—	—	—	—
Haywards Aviation	1	4	5	38	9	7	82.8	—	1	1	—	1	87.4
Laker Airways	61	16	80	1 379	12 536	10 051	80.2	—	1 293	1 009	—	1 009	78.0
Loganair	18	113	86	206	73	34	46.3	—	7	3	—	3	45.7
MAM Aviation	12	13	19	58	109	55	50.3	—	9	4	—	4	48.1
Monarch Airlines	102	35	212	170	1 206	667	55.3	271	1 295	839	759	80	64.7
Northern Air Taxis	58	116	200	464	356	245	68.8	—	29	20	—	20	68.4
Trader Airways	20	33	43	113	140	64	45.8	—	13	6	—	6	42.8
TOTAL	1 107	853	2 022	31 020	136 499	101 973	74.7	349	18 833	10 400	1 106	9 290	55.2

International Exempt Operations March 1974

Table 29.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	318	61	414	2 289	44 368	25 322	57.1	—	5 810	2 313	—	2 313	39.8
British Airways European Division	35	40	137	1 886	3 765	1 543	41.0	20	364	162	23	138	44.6
British Airways Regional Division—													
Scottish Airways	7	100	30	3 798	511	262	51.3	3	41	21	—	21	52.2
Northeast Airlines	1	2	4	81	109	60	55.5	—	9	5	—	5	57.8
British Caledonian Airways	362	81	484	5 198	63 201	54 734	86.6	28	9 079	5 253	319	4 931	57.9
Beecham Imperial	16	28	40	93	126	54	42.7	—	24	5	—	5	22.8
Britannia Airways	76	127	185	14 772	9 840	8 773	89.1	—	837	746	—	746	89.1
British Midland Airways	—	1	1	73	—	—	—	—	—	—	—	—	—
Brymon Airways	—	2	2	14	4	3	77.8	—	—	—	—	—	83.3
Court Line Aviation	—	2	4	234	59	59	100.0	—	5	5	—	5	100.0
Haywards Aviation	—	2	2	22	3	3	100.0	—	—	—	—	—	100.0
Laker Airways	61	16	80	1 379	12 536	10 051	80.2	—	1 293	1 009	—	1 009	78.0
MAM Aviation	12	12	19	51	109	55	50.3	—	8	4	—	4	48.2
Monarch Airlines	102	35	212	170	1 206	667	55.3	271	1 295	839	759	80	64.7
Northern Air Taxis	1	2	4	7	7	3	50.0	—	1	—	—	—	41.7
Trader Airways	16	22	31	82	111	55	49.3	—	11	5	—	5	45.8
TOTAL	1 009	533	1 649	30 149	135 954	101 643	74.7	322	18 776	10 368	1 101	9 263	55.2

Domestic Exempt Operations March 1974

Table 29.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Regional Division—													
Channel Island Airways	2	12	8	—	—	—	—	28	11	5	5	—	44.3
Beecham Imperial	15	52	57	94	75	32	43.0	—	7	3	—	3	42.6
Brymon Airways	1	7	7	46	13	9	71.1	—	1	1	—	1	69.7
Fairflight Charters	—	8	5	14	—	—	—	—	—	—	—	—	—
Haywards Aviation	1	2	3	16	6	4	72.7	—	1	—	—	—	80.0
Loganair	18	113	86	206	73	34	46.3	—	7	3	—	3	45.7
MAM Aviation	—	1	1	7	1	—	33.3	—	—	—	—	—	28.6
Northern Air Taxis	57	114	196	457	349	241	69.2	—	28	19	—	19	68.9
Trader Airways	4	11	11	31	29	9	32.0	—	3	1	—	1	31.3
TOTAL	98	320	373	871	545	330	60.6	28	57	32	5	27	56.4

Class 5 Operations for UK Operators March 1974

Table 30.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways European Division	10	13	18	474	961	827	86.1	..	104	70	—	—	70	67.3
British Airtours	30	8	37	1 406	11 603	10 855	93.6	..	1 056	983	—	—	983	93.1
British Caledonian Airways	—	1	1	109	30	28	93.3	..	3	2	—	—	2	66.7
Air Freight	—	2	4	—	—	—	—	..	3	2	—	2	—	66.7
Alidair	—	2	2	—	—	—	—	..	6	4	—	4	—	66.7
Britannia Airways	12	17	26	1 851	5 333	4 454	83.5	..	453	376	—	—	376	83.0
British Island Airways	36	125	150	3 110	1 760	883	50.2	..	163	79	—	4	75	48.5
Court Line Aviation	11	12	19	1 130	1 170	882	75.4	..	97	73	—	—	73	75.3
Dan-Air Services	44	25	76	2 313	5 532	3 849	69.6	..	441	306	—	—	306	69.4
Invicta International Airlines	3	1	7	—	—	—	—	..	62	54	—	54	—	87.1
Monarch Airlines	68	28	134	—	—	—	—	..	1	1	—	1	—	100.0
Trans-Meridian Air Cargo	8	3	13	—	—	—	—	..	356	110	—	110	—	30.9
TOTAL	222	237	488	10 393	26 389	21 778	82.5	..	2 745	2 060	—	175	1 885	75.0

Class 5 Operations for Non-UK Operators March 1974

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways European Division	—	1	1	99	43	43	100.0	..	4	4	—	—	4	100.0
British Airtours	53	33	72	636	20 522	12 309	60.0	..	1 867	1 117	—	—	1 117	59.8
British Island Airways	54	148	191	3 507	2 709	1 284	47.4	..	249	116	—	7	109	46.6
British Midland Airways	156	159	39	9 074	23 510	9 039	38.4	..	2 337	719	—	25	694	30.8
Dan-Air Services	55	42	94	2 490	10 197	3 212	31.5	..	816	256	—	—	256	31.4
Invicta International Airlines	32	11	61	—	—	—	—	..	527	468	—	468	—	88.8
Tradewinds Airways	269	45	511	—	—	—	—	..	5 337	5 336	—	5 336	—	100.0
Trans-Meridian Air Cargo	29	12	57	—	—	—	—	..	859	399	—	399	—	46.4
TOTAL	648	451	1 026	15 806	56 981	25 887	45.4	..	11 996	8 415	—	6 235	2 180	70.1

Aircraft Type and Utilisation—All Airlines March 1974

Table 31.1

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1974	Daily utilisation per aircraft (hrs) Quarter ended March 1974
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	134	556	11	581	52	8 815	1 659	7	2.4
Aviation Traders Merchantman	550	—	807	—	1 066	—	—	10	3.5
AW 650 Argosy	26	—	58	—	89	—	—	2	1.7
BAC Britannia 300	608	55	205	232	1 058	4 481	8 391	7	5.9
BAC Vanguard V951/953	55	59	2	140	7	5 229	4 693	3	3.3
BAC Vanguard 952	144	—	76	—	307	—	—	4	3.2
BAC VC10 Standard	2 473	1 052	—	3 517	—	34 132	143 062	11	7.5
BAC VC10 Super	3 973	1 334	—	5 409	—	47 426	314 151	15	9.3
BAC Viscount 700	11	85	—	52	—	1 361	185	2	0.8
BAC Viscount 700D/800/810	1 342	4 601	32	4 547	40	182 830	56 541	47	3.1
BAC 111-200	516	977	—	1 114	—	40 231	22 368	7	5.0
BAC 111-300/400	1 642	1 280	2	2 761	5	77 573	109 419	27	5.1
BAC 111-500	3 604	5 724	38	7 350	42	329 331	237 799	18	*6.3
Beagle 206	58	116	—	200	—	464	245	4	1.7
Beechcraft B55, C55, Baron	1	2	—	2	—	18	1	3	0.1
Beechcraft B65/80 Queen Air	3	11	—	11	—	34	16	1	0.3
Beechcraft 18/18H Super	3	6	—	11	—	32	14	1	0.1
Bell Twin 212	12	242	—	89	—	1 178	50	2	1.1
BN Islander	153	1 478	16	711	21	6 642	667	14	*1.6
BN 2A Trislander	71	1 125	—	393	—	11 256	688	5	1.7
Boeing 707-120/120B	122	51	—	168	—	6 072	16 550	2	4.3
Boeing 707-320/320B	286	22	79	71	329	3 958	9 313	..	..
Boeing 707-320C/336	5 006	832	777	4 091	2 459	49 861	288 389	23	8.7
Boeing 707-420	2 707	837	41	3 543	109	64 086	290 184	18	5.5
Boeing 720/720B	412	224	—	633	—	31 350	57 841	3	6.6
Boeing 727-100	349	196	6	528	15	24 432	44 192	3	5.0
Boeing 737-200	1 778	1 225	21	2 859	30	122 598	175 980	14	7.2
Boeing 747	3 672	912	—	4 777	—	87 721	646 673	15	10.8
Canadair CL44	1 004	—	302	—	1 962	—	—	13	4.5
Cessna 340	12	40	—	49	—	46	15	1	1.0
DC3 Dakota/Pionair	113	144	363	118	416	3 002	581	15	1.3
DC10	205	56	—	306	—	12 524	41 003	2	3.6
DH 104 Dove	13	45	9	50	15	186	38	4	0.7
DH 106 Comet 4B/C	904	605	26	1 576	68	56 890	83 804	14	3.0
DH 114 Heron	36	79	3	130	12	435	189	5	1.0
Fokker Friendship 100/600	69	221	—	239	—	4 599	1 708	2	3.7
HP Herald 100/200	357	775	738	526	843	25 427	6 106	12	3.3
HP Herald 700	47	130	—	173	—	2 607	959	2	2.0
HS 121 Trident 1E	237	313	—	426	—	30 215	22 737	4	3.4
HS 121 Trident 2E	1 437	887	4	2 257	8	47 558	78 009	15	5.1
HS 121 Trident 3B	2 050	2 596	—	4 063	—	235 659	182 880	26	5.3
HS 125	329	533	—	616	—	1 324	963	17	*0.7
HS 161 Trident 1C	1 323	2 228	—	2 819	—	161 716	91 870	20	4.9
HS 748	246	922	26	826	49	18 619	5 319	7	3.7
Lockheed L1011/Tristar	109	82	—	179	—	21 397	27 810	..	..
PA 23 Aztec/Apache	39	143	12	122	19	315	75	7	0.5
PA 31 Navajo	37	140	—	127	—	552	143	4	*0.9
Short SC7 Skyvan	27	242	—	150	—	2 410	272	2	3.2
Sikorsky S61N	281	1 619	—	1 474	—	15 266	2 630	18	2.7
Westland Wessex	71	1 519	—	483	—	7 915	415	7	2.3
TOTAL	38 656	36 321	3 654	60 499	9 021	1 789 773	2 976 596	465	*4.5

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

Aircraft Type and Utilisation—Individual Airlines

Table 31.2

March 1974

	Aircraft—km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass—kms (000)	Aircraft in Service at Quarter ended March 1974	Daily utilisation per aircraft (hrs) Quarter ended March 1974
British Airways Overseas Division									
BAC VC10 Standard	1 991	893	—	2 879	—	28 557	116 331	9	7·1
BAC VC10 Super	3 973	1 334	—	5 409	—	47 426	314 151	15	9·3
Boeing 707—320C/336	2 631	422	411	1 964	1 595	18 838	135 739	11	8·7
Boeing 707—420	2 206	628	—	2 988	—	31 632	212 804	10	7·3
Boeing 747	3 672	912	—	4 777	—	87 721	646 673	15	10·8
TOTAL	14 474	4 189	411	18 017	1 595	214 174	1 425 699	60	8·9
British Airways European Division									
BAC 111—500	1 524	3 522	22	3 536	15	176 150	74 761	18	6·4
HS 121 Trident 2E	1 438	887	4	2 257	8	47 558	78 009	15	5·1
BAC Vanguard V951/953	55	59	2	140	7	5 229	4 693	3	3·3
Aviation Traders Merchantman	550	—	807	—	1 066	—	—	10	3·5
HS 161 Trident 1C	1 323	2 228	—	2 819	—	161 716	91 870	20	4·9
HS 121 Trident 3B	2 050	2 596	—	4 063	—	235 659	182 880	26	5·3
TOTAL	6 942	9 296	835	12 815	1 096	626 312	432 401	92	5·1
British Airtours									
Boeing 707—420	500	209	41	555	109	32 454	77 380	8	2·7
British Airways Helicopters									
Sikorsky S61N	116	1 019	—	611	—	9 913	1 127	8	2·5
Bell Twin 212	4	140	—	32	—	785	25	1	1·0
TOTAL	120	1 159	—	643	—	10 698	1 152	9	2·4
British Airways Regional Division—									
Channel Islands Airways									
BAC Viscount—700D/800/810	307	980	10	1 009	7	47 113	15 403	12	2·8
BAC 111—300/400	63	120	—	144	—	4 595	2 330	1	3·7
TOTAL	370	1 100	10	1 153	7	51 708	17 733	13	2·8
Scottish Airways									
Short SC7 Skyvan	27	242	—	150	—	2 410	272	2	3·2
BAC Viscount—700D/800/810	340	1 309	—	1 238	—	53 221	14 258	7	8·5
TOTAL	367	1 551	—	1 388	—	55 631	14 530	9	5·1
Cambrian Airways									
BAC Viscount—700	11	85	—	52	—	1 361	185	2	0·8
BAC Viscount—700D/800/810	220	1 024	2	786	2	33 425	8 073	8	3·0
BAC 111—300/400	195	329	—	385	—	15 675	11 447	4	3·0
TOTAL	426	1 438	2	1 223	2	50 461	19 705	14	2·7
Northeast Airlines									
BAC Viscount—700D/800/810	161	452	—	524	—	20 133	6 992	6	2·9
HS 121 Trident 1E	237	313	—	426	—	30 215	22 737	4	3·4
TOTAL	398	765	—	950	—	50 348	29 728	10	3·1

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1974	Daily utilisation per aircraft (hrs) Quarter ended March 1974
British Caledonian Airways									
BAC 111-200	516	977	—	1 114	—	40 231	22 368	7	5.0
BAC 111-500	1 266	1 604	4	2 464	8	96 362	85 523	12	6.2
BAC VC10 Standard	482	159	—	638	—	5 575	26 731	2	9.6
Boeing 707-320C/336	2 063	372	166	1 986	729	15 505	122 253	8	11.1
TOTAL	4 326	3 112	170	6 202	737	157 673	256 874	29	7.5
Air Anglia									
DC3 Dakota/Pionair	15	54	—	62	—	1 193	336	2	0.8
Fokker Friendship 100/600	69	221	—	239	—	4 599	1 708	2	3.7
TOTAL	84	275	—	301	—	5 792	2 045	4	2.2
Air Freight									
DC3 Dakota/Pionair	48	—	172	—	216	—	—	4	1.7
Air-Bridge Carriers									
AW650 Argosy	26	—	58	—	89	—	—	2	1.7
Alidair									
BAC Viscount-700D/800/810	12	6	16	10	26	344	179	2	1.1
Aurigny Air Services									
BN2A Trislander	55	1 077	—	325	—	10 819	553	3	2.4
BN Islander	19	304	—	104	—	1 631	94	3	1.8
TOTAL	74	1 381	—	429	—	12 450	646	6	2.1
Beecham Imperial									
HS 125	20	42	—	50	—	149	74	2	0.9
Cessna 340	12	40	—	49	—	46	15	1	1.0
TOTAL	32	82	—	99	—	195	89	3	0.9
Bristow Helicopters									
Westland Wessex	71	1 519	—	483	—	7 915	415	7	2.3
Bell Twin 212	8	102	—	57	—	393	25	1	1.3
Sikorsky S61N	165	600	—	863	—	5 353	1 503	10	2.8
TOTAL	244	2 221	—	1 403	—	13 661	1 942	18	2.5
Britannia Airways									
Boeing 737-200	1 778	1 225	21	2 859	30	122 598	175 980	14	7.2
British Air Ferries									
Aviation Traders Carvair	134	556	11	581	52	8 815	1 659	7	2.4
British Island Airways									
DC3 Dakota/Pionair	15	—	90	—	86	—	—	1	2.7
HP Herald 100/200	357	775	738	526	843	25 427	6 106	12	3.6
TOTAL	372	775	828	526	929	25 427	6 106	13	3.5

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1974	Daily utilisation per aircraft (hrs) Quarter ended March 1974
British Midland Airways									
HP Herald 700	47	130	—	173	—	2 607	959	2	2.0
BAC Viscount-700D/800/810	301	830	4	980	5	28 594	11 636	12	2.6
Boeing 707-320C/336	156	—	159	—	39	9 074	9 039	2	4.8
TOTAL	504	960	163	1 153	44	40 275	21 634	16	2.8
Brymon Airways									
BN Islander	15	75	—	71	—	390	77	2	1.1
Cabair									
PA 31 Navajo	15	62	—	51	—	164	41	..	..
Cedar Management Services									
HS 125	15	25	—	29	—	63	61	..	..
Court Line Aviation									
BAC 111-500	814	598	12	1 350	19	56 819	77 515	..	..
Lockheed L1011 Tristar	109	82	—	179	—	21 397	27 810	..	..
TOTAL	923	680	12	1 529	19	78 216	105 326	..	..
Dan-Air Services									
HS 748	246	922	26	826	49	18 619	5 319	7	3.7
BAC 111-300/400	573	411	2	1 017	5	28 034	39 998	5	5.0
DH 106 Comet 4B/C	904	605	26	1 576	68	56 890	83 804	14	3.0
Boeing 727-100	349	196	6	528	15	24 432	44 192	3	5.0
Boeing 707-320C/336	157	38	41	141	96	6 444	21 359	2	2.9
TOTAL	2 229	2 172	101	4 088	233	134 419	194 672	31	3.7
Donaldson International Airways									
Boeing 707-320/320B	286	22	79	71	329	3 958	9 313	..	..
Eagle Flying Services									
Beechcraft B55, C55, Baron	1	2	—	2	—	18	1	3	0.1
Fairflight Charters									
DH 114 Heron	14	30	3	38	12	158	75	1	2.1
DH 104 Dove	12	41	9	45	15	148	31	3	0.8
TOTAL	26	71	12	83	27	306	106	4	1.2
Haywards Aviation									
DH 104 Dove	1	4	—	5	—	38	7	1	0.1
Humber Airways									
BN Islander	22	63	—	110	—	386	137	..	..
International Aviation Services									
BAC Britannia-300	342	—	143	—	746	—	—	4	6.5

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1974	Daily utilisation per aircraft (hrs) Quarter ended March 1974
		Passenger	Cargo	Passenger	Cargo				
Intra Airways									
BN Islander	5	22	—	20	—	134	30	1	0.8
DC3 Dakota/Pionair	25	86	89	52	74	1 741	229	4	0.8
TOTAL	30	108	89	72	74	1 875	259	5	0.8
Invicta International Airlines									
BAC Vanguard 952	144	—	76	—	307	—	—	4	3.2
Laker Airways									
BAC 111-300/400	811	420	—	1 215	—	29 269	55 644	5	7.1
DC10	205	56	—	306	—	12 524	41 003	2	3.6
Boeing 707-120/120B	122	51	—	168	—	6 072	16 550	2	4.3
TOTAL	1 137	527	—	1 689	—	47 865	113 197	9	5.8
Loganair									
Beechcraft 18/18H Super	3	6	—	11	—	32	14	1	0.1
BN2A Trislander	15	48	—	68	—	437	135	2	0.6
BN Islander	81	964	—	374	—	3 869	297	6	2.0
TOTAL	99	1 018	—	453	—	4 338	446	9	1.5
Macedonian Aviation									
DC3 Dakota/Pionair	10	4	12	4	40	68	15	4	1.0
MAM Aviation									
HS 125	46	49	—	87	—	152	156	1	1.9
McAlpine Aviation									
HS 125	184	307	—	302	—	666	496	11	0.6
PA 23 Aztec/Apache	26	109	—	96	—	247	61	4	0.6
PA 31 Navajo	10	44	—	32	—	250	57	2	1.0
TOTAL	220	460	—	430	—	1 163	614	17	0.6
Merlot International Airlines									
HS 125	33	54	—	79	—	106	74	3	0.6
Monarch Airlines									
BAC Britannia-300	266	55	62	232	312	4 481	8 391	3	5.1
Boeing 720/720B	412	224	—	633	—	31 350	57 841	3	6.6
TOTAL	678	279	62	865	312	35 831	66 232	6	5.8
Moseley Aviation									
PA31 Navajo	9	27	—	35	—	124	40	1	1.3
Northern Air Taxis									
Beagle 206	58	116	—	200	—	464	245	4	1.7
Norther Executive Aviation									
BN Islander	4	16	8	8	11	96	11	1	0.7
Peters Aviation									
DH 114 Heron	22	49	—	92	—	277	114	4	0.7

Table 31.2 cont.

Rank Organisation	Aircraft-km (000)	Stage Flights		Aircraft Hours		Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended March 1974	Daily utilisation per aircraft (hrs) Quarter ended March 1974
		Passenger	Cargo	Passenger	Cargo				
Rank Organisation									
HS 125	12	23	—	26	—	75	37	..	..
Thurston Aviation									
BN Islander	8	34	8	24	10	136	21	1	1.0
PA 23 Aztec/Apache	13	34	12	26	19	68	14	3	0.4
PA 31 Navajo	3	7	—	9	—	14	5	1	0.4
TOTAL	24	75	20	59	29	218	40	5	0.5
Trader Airways									
HS 125	20	33	—	43	—	113	64	..	..
Tradewinds Airways									
Canadair CL 44	497	—	103	—	970	—	—	5	5.6
Trans-Meridian Air Cargo									
Canadair CL 44	507	—	199	—	992	—	—	8	3.8
Vernair Transport									
Beechcraft B65/80 Queen Air	3	11	—	11	—	34	16	1	0.3
GRAND TOTAL	38 656	36 321	3 654	60 499	9 021	1 789 773	2 976 596	465	*4.5

*Excluding airlines for which details not available.

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

Table 32

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
			Cargo (000)	Passengers (000)	
Chargeable Operations (Own Aircraft)					
Class 1	482 617	268 403	92 796	175 613	55.6
Class 2	3 808	1 975	—	1 975	51.9
Class 3	80 378	59 895	38	59 856	74.5
Class 4	15 875	10 839	—	10 839	68.3
Class 5	14 741	10 475	6 410	4 065	71.1
Class 6	33 157	21 859	21 859	—	65.9
Class 7	22 858	14 039	12 036	1 999	61.4
TOTAL	653 434	387 485	133 139	254 347	59.3
Non-chargeable Operations					
Aircraft hired from Foreign Operators	1	—	—	—	60.5
Exempt Services	18 833	10 400	1 106	9 290	55.2
TOTAL	18 834	10 400	1 106	9 290	55.2
GRAND TOTAL	672 268	397 885	134 245	263 637	59.2

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

Output by Type of Licence and Aircraft Ownership March 1974

Table 33

Type of Licence or Service	Capacity Tonne-km Available			Total (000)
	Own Aircraft (000)	Hired from UK Airline (000)	Hired Otherwise (000)	
Class 1	482 617	167	—	482 784
Class 2	3 808	—	—	3 808
Class 3	80 378	31	—	80 408
Class 4	15 875	—	—	15 875
Class 6	33 157	—	—	33 157
Class 7	22 858	16	1	22 875
Exempt Services	18 833	—	—	18 833
TOTAL	657 526	214	1	657 740
Class 5 hired to UK Airlines	2 745			
Non UK Airlines	11 996			
TOTAL	14 741			
GRAND TOTAL	672 267			

Passenger Analysis by Type of Licence and Fare Category March 1974

Table 34

Type of Licence or Service	First Class	Other Individually Booked			Other Fares Other	ABC	IT	Other	Total Passengers
		Total	Economy	ITX					
SCHEDULED									
Class 1 All	34 830	1 145 244	1 122 152	18 058	5 034	—	—	5 915	1 185 989
International	33 919	736 489	721 094	10 361	5 034	—	—	5 915	776 323
Domestic	911	408 755	401 058	7 697	—	—	—	—	409 666
NON-SCHEDULED									
Class 2 All	—	—	—	—	—	3 650	—	—	3 650
International	—	—	—	—	—	3 650	—	—	3 650
Domestic	—	—	—	—	—	—	—	—	—
Class 3 All	—	—	—	—	—	—	450 772	—	450 772
International	—	—	—	—	—	—	449 154	—	449 154
Domestic	—	—	—	—	—	—	1 618	—	1 618
Class 4 All	—	—	—	—	—	—	144	51 488	51 632
International	—	—	—	—	—	—	144	48 063	48 207
Domestic	—	—	—	—	—	—	—	3 425	3 425
Class 7 All	—	—	—	—	—	—	—	42 347	42 347
International	—	—	—	—	—	—	—	37 004	37 004
Domestic	—	—	—	—	—	—	—	5 343	5 343
Exempt All	—	—	—	—	—	—	—	31 020	31 020
International	—	—	—	—	—	—	—	30 149	30 149
Domestic	—	—	—	—	—	—	—	871	871
TOTAL All	34 830	1 145 244	1 122 152	18 058	5 034	3 650	450 916	13 0770	1 765 410
International	33 919	736 489	721 094	10 361	5 034	3 650	449 298	121 131	1 344 487
Domestic	911	408 755	401 058	7 697	—	—	1 618	9 639	420 923

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.