

Civil Aviation Authority



CAA Monthly Statistics
(up to and including September 1974)

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Foreword

1 CONTENT

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

2 CONVENTIONS

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

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

A.T. Movements = Air Transport Movements

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

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

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

Conversion factors (foot/pound system to metric system)

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

The explanations of other terms used throughout the Tables are contained in Appendix A Definitions.

3 ENQUIRIES

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

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Passenger Statistics: Civil Aviation Authority
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3.2 Distribution Enquiries concerning orders and subscriptions should be addressed to:

Civil Aviation Authority
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Greville House
37 Gratton Road
Cheltenham
Glos GL50 2BN

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

The series comprise:

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

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

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Civil Aviation Statistics—September 1974

Activity at UK Airports

At nearly 68 000 UK air transport movements in September 1974 were 4.4 per cent less than in September 1973. The monthly average in the third quarter of 1974 was nearly 72 000, 3.4 per cent less than a year earlier. The London area airports reported a decline of 7.3 per cent in the third quarter of 1974 compared with the third quarter of 1973 while the rest of the UK continued to record a growth (1.0 per cent). Each of the London area airports showed a decline; Luton 1 289 less movements (36.1 per cent), Heathrow 662 (2.6 per cent), Southend 551 (33.1 per cent), Gatwick 357 (4.3 per cent) and Stansted 19 (6.2 per cent). Aberdeen reported the largest growth in the rest of the UK — 1 071 additional movements (136.3 per cent) followed by Sumburgh 667 (150.1 per cent) and Inverness (35.7 per cent). Manchester reported 506 less movements per month (10.3 per cent) and Prestwick 275 less (19.5 per cent). Scheduled movements per month in the third quarter of 1974 were slightly higher than a year earlier (0.4 per cent) whilst charter movements declined by 12.8 per cent. The UK operators' share of scheduled movements improved slightly to 75.2 per cent and their share of charter movements increased from 82.6 per cent to 84.7 per cent.

Over 4.3 million terminal passengers used UK airports in September 1974, a decline of 8.2 per cent on September 1973. The monthly average for the third quarter of 1974 at nearly 4½ million was 9.0 per cent less than a year earlier. The number of terminal passengers handled at airports in the London area in the third quarter of 1974 was 9.3 per cent less than in 1973, all airports except Stansted recording a decline. At airports in the rest of the UK the number of terminal passengers recorded showed a decline of 8.3 per cent. Aberdeen and Sumburgh, however, reported increases of 62.4 per cent and 87.8 per cent respectively. In the third quarter of 1974 the number of scheduled service terminal passengers at UK airports fell by 3.1 per cent compared with 1973 but charter service terminal passengers fell by 21.3 per cent. The UK operators' share of the scheduled service terminal passengers fell from 67.7 per cent to 67.0 per cent but their share of charter terminal passengers increased from 80.2 per cent to 81.0 per cent.

Of the monthly average of 4.5 million terminal passengers who travelled by air in the third quarter of 1974 3.2 million flew on international routes (10.3 per cent less than in 1973) and 1.2 million on domestic routes

(5.4 per cent less). Of the international passengers 2.0 million flew on scheduled services and 1.2 million on charter services. The USA, France and the Irish Republic continued to be the most important scheduled service markets with 13.6, 12.4 and 8.9 per cent of the total respectively. However, the number of passengers on each route was again lower than a year earlier. Spain, Italy and Canada were the most important charter service markets with 41.5, 11.8 and 7.3 per cent of the total respectively. Again the number of passengers on each route was less than in 1973.

The monthly average of over 700 000 passengers who travelled on domestic routes was 5.4 per cent less in the third quarter of 1974 compared with 1973. All the main route groupings except Edinburgh services (0.7 per cent growth) recorded losses compared with a year earlier.

The volume of cargo handled at UK airports in September 1974 was nearly 58 600 tonnes, 4.2 per cent less than in September 1973. This is the first month of 1974 to show a decline compared with 1973. The monthly average in the third quarter at 57 700 tonnes was 0.6 per cent less than a year earlier. London airports in aggregate reported a decline, but Gatwick, Luton and Stansted recorded higher figures. Other airports in the UK handled a monthly average of 12 600 tonnes, an increase of 2.5 per cent on 1973. Scheduled services freight carryings were 2.4 per cent less in the third quarter of 1974 compared with 1973 but charter service carryings increased by 15.1 per cent. The UK operators' share of scheduled service freight declined from 52.4 to 51.1 per cent and their share of charter service freight from 71.7 to 66.9 per cent.

Output of UK Airlines

The output of UK airlines for all services in September 1974 was 903 million available tonne-kilometres, a decline of 4.0 per cent on 1973.

The scheduled service output of 641 million available tonne-kilometres was 3.3 per cent higher than a year earlier. The overall load factor was 59.3 per cent compared with 57.1 per cent in September 1973. Seat kilometres used were 65.1 per cent of those available compared with 63.5 per cent a year earlier. The seat factor on domestic scheduled services was 66.5 per cent compared with 69.8 per cent in 1973 while the comparable international figures were 65.0 and 62.9 per cent.

The non-scheduled output of 262 million available tonne-kilometres in September 1974 was 18.0 per

cent less than a year earlier. Advance Booking Charters and Inclusive Tour Charters accounted for 51·0 and 103·4 available tonne-kilometres respectively compared with 37·6 and 146·5 million in September 1973.

NOTE: Statistics of airport activity, passengers and

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

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

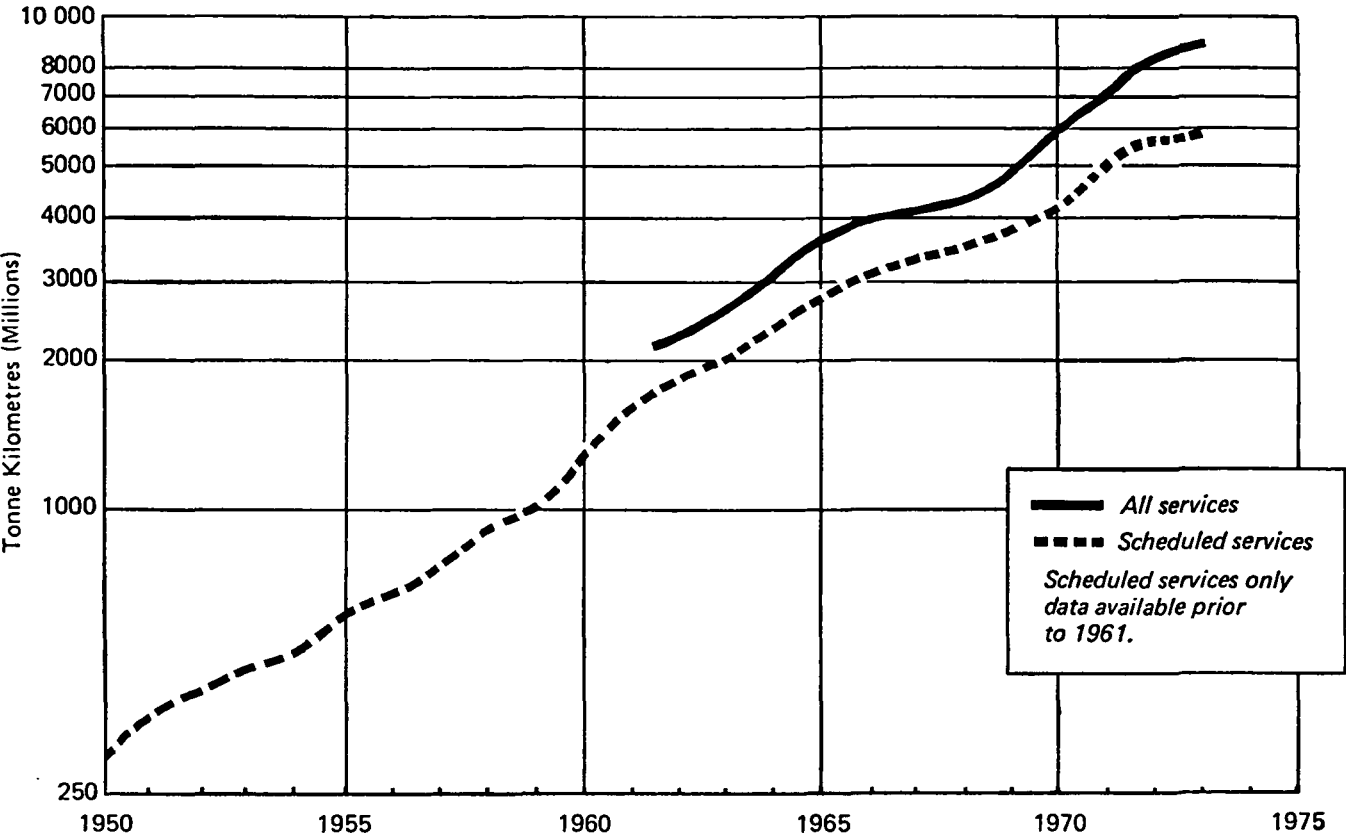
Table 1

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	20 138	49.32	100	100.00
Gatwick	5 309	13.00	98	50.68
Manchester	2 368	5.80	95	37.68
Luton	2 307	5.65	93	31.88
Glasgow	2 021	4.95	91	26.23
Belfast	1 257	3.08	89	21.28
Birmingham	1 049	2.57	86	18.20
Edinburgh	818	2.00	84	15.63
Newcastle	592	1.45	82	13.63
Liverpool	516	1.26	80	12.18
East Midlands	454	1.11	77	10.91
Isle of Man	426	1.04	75	9.80
Aberdeen	385	0.94	73	8.76
Prestwick	339	0.83	70	7.82
Southampton	310	0.76	68	6.99
Leeds/Bradford	282	0.69	66	6.23
Southend	270	0.66	64	5.54
Glamorgan	239	0.58	61	4.88
Bristol	210	0.51	59	4.29
Tees-side	193	0.47	57	3.78
Stansted	191	0.47	55	3.30
Blackpool	135	0.33	52	2.84
Others (22 reporting airports)	1 023	2.51	50	2.51

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	4 140	49.01	100	100.00
British Airways European Division	1 183	14.00	98	50.99
British Caledonian Airways	897	10.62	96	36.99
Dan-Air Services	333	3.94	94	26.37
Britannia Airways	291	3.44	92	22.43
Laker Airways	277	3.28	90	18.99
Court Line Aviation*	191	2.26	88	15.71
Trans-Meridian Air Cargo	178	2.11	86	13.45
British Airtours	155	1.83	84	11.34
Tradewinds Airways	140	1.66	82	9.51
Monarch Airlines	129	1.53	80	7.85
British Midland Airways	86	1.02	78	6.32
British Airways—Northeast Airlines	65	0.77	76	5.30
International Aviation Services	65	0.77	75	4.53
Donaldson International Airways*	62	0.73	73	3.76
British Airways—Cambrian Airways	52	0.62	71	3.03
British Airways—Channel Island Airways	48	0.57	69	2.41
Invicta International Airlines	43	0.51	67	1.85
British Airways—Scottish Airways	33	0.39	65	1.34
British Island Airways	25	0.30	63	0.95
British Air Ferries	12	0.14	61	0.65
Others (30 airlines)	43	0.51	59	0.51

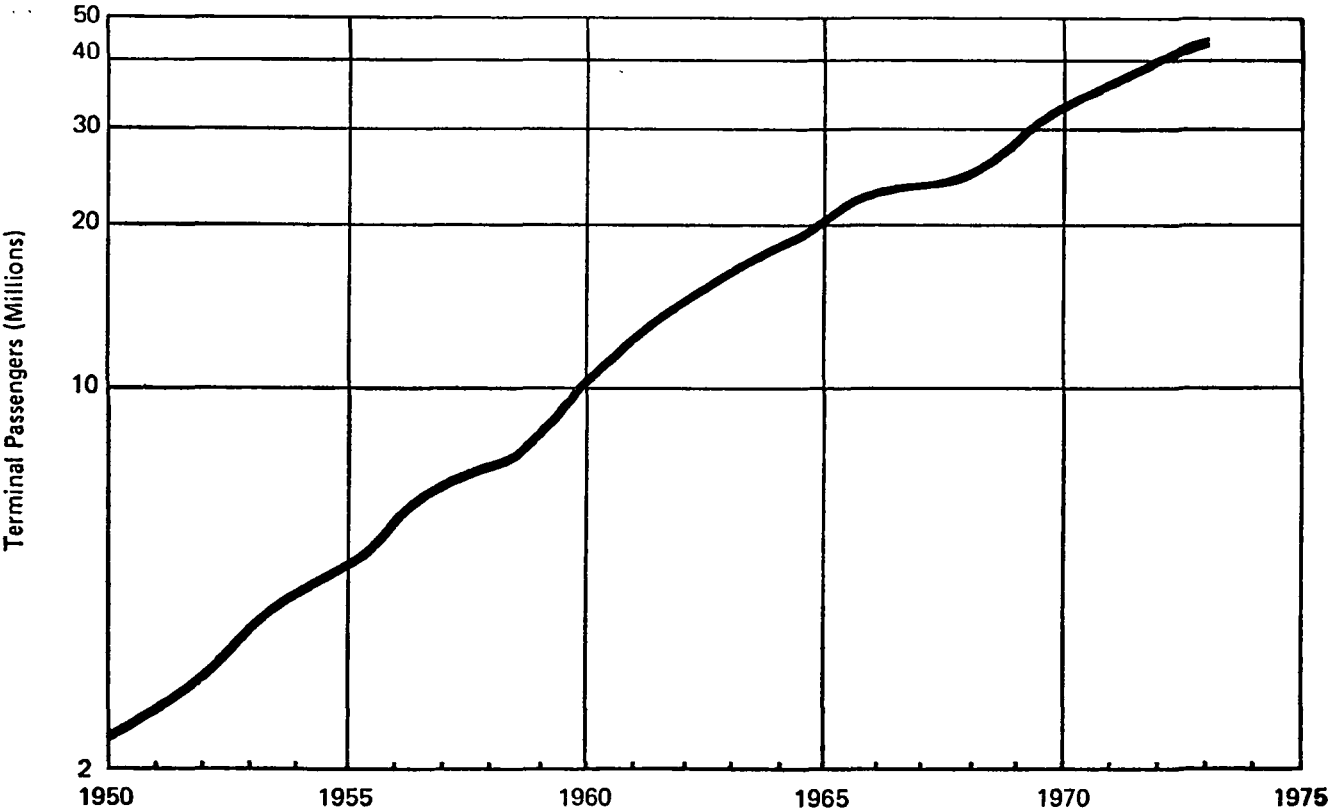
Output of UK Airlines

Tonne-kilometres made available



UK Airports

Terminal Passengers arriving or departing



Main Outputs of UK Airports and Airlines 1950-1973

Table 2

	Airports			Airlines		
	Total movements (000)	Air transport movements (000)	Terminal passengers (000)	Total (000 000)	Available tonne-km Scheduled services (000 000)	Non-sched services (000 000)
1950	480	195	2 133	..	297	..
1951	499	187	2 471	..	355	..
1952	514	195	2 776	..	395	..
1953	556	214	3 419	..	445	..
1954	559	232	4 004	..	464	..
1955	601	259	4 831	..	575	..
1956	602	293	5 617	..	638	..
1957	720	329	6 600	..	729	..
1958	719	340	6 761	..	824	..
1959	727	358	7 867	..	941	..
1960	754	402	10 075	..	1 191	..
1961	810	447	12 249	1 990	1 575	415
1962	800	449	13 793	2 215	1 784	431
1963	818	458	15 506	2 439	1 953	486
1964	884	480	17 649	2 879	2 275	604
1965	957	508	19 918	3 325	2 664	661
1966	1 093	556	22 582	3 851	2 993	858
1967	1 213	566	24 003	4 016	3 145	871
1968	1 279	560	24 845	4 214	3 256	958
1969	1 399	591	28 064	4 927	3 748	1 179
1970	1 468	607	31 606	5 782	4 129	1 653
1971	1 618	630	34 934	6 973	4 591	2 382
1972	1 733	669	39 125	8 249	5 399	2 850
1973	1 892	719	43 125	..	..	..
Year ended						
Sept. 1973	1 871	709	42 426	8 909	5 858	3 051
Sept. 1974	1 847	709	40 833	8 450	5 768	2 682
Mean rates of growth (percentages) to 1973						
20 years	6.4	5.4	13.2	..	14.3	..
10 years	8.6	4.0	10.2	13.4	10.7	21.4
5 years	8.0	5.0	11.4	16.9	12.7	27.7
Latest year's growth (percentages)						
	-1.3	—	-3.8	-5.1	-1.5	-12.1

Use of UK Airports

Table 3

Main Categories of Operator and Service

Monthly Averages or Calendar Months

	Total		UK Operators				Foreign Operators			
	A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)	A.T. movements (000)	Scheduled Terminal passengers (000)	Non-scheduled A.T. movements (000)	Terminal passengers (000)
1965	42.3	1 660	28.7	1 078	3.4	151	9.3	381	0.9	49
1966	46.4	1 883	31.5	1 197	4.2	213	9.8	421	0.9	52
1967	47.2	2 007	31.7	1 242	4.1	231	10.4	460	1.0	74
1968	46.7	2 071	30.2	1 225	4.7	277	10.9	500	0.9	69
1969	49.3	2 339	30.6	1 297	6.0	390	11.5	554	1.2	98
1970	50.6	2 633	30.0	1 355	7.3	518	11.9	653	1.4	107
1971	52.5	2 911	30.1	1 404	8.9	696	12.0	687	1.4	123
1972	55.8	3 260	32.1	1 566	9.9	791	12.1	762	1.7	141
1973	59.9	3 595	35.0	1 752	10.8	850	12.2	828	1.9	165
1972 1st quarter	43.2	2 190	25.7	1 119	6.4	486	10.4	532	0.7	53
2nd quarter	59.0	3 433	34.5	1 691	10.4	795	12.4	799	1.7	148
3rd quarter	70.7	4 557	39.1	2 052	14.3	1 211	14.2	1 027	3.1	267
4th quarter	50.2	2 862	29.0	1 401	8.5	673	11.4	690	1.3	98
1973 1st quarter	46.9	2 517	27.7	1 285	7.8	576	10.5	594	0.9	62
2nd quarter	65.0	3 838	38.3	1 884	11.9	913	12.8	870	2.1	171
3rd quarter	74.2	4 926	42.3	2 261	14.8	1 271	14.0	1 079	3.1	315
4th quarter	53.4	3 095	31.7	1 578	8.9	638	11.3	768	1.5	111
1974 1st quarter	47.0	2 523	27.7	1 351	8.0	473	10.5	640	0.8	59
2nd quarter	64.2	3 512	38.3	1 777	11.1	722	13.1	876	1.7	137
3rd quarter	71.7	4 482	42.2	2 168	13.2	1 011	13.9	1 066	2.4	237
1973 April	60.6	3 605	35.3	1 775	11.2	887	12.2	801	1.9	142
May	65.2	3 697	39.3	1 882	11.3	812	12.9	865	1.7	138
June	69.2	4 211	40.2	1 995	13.2	1 041	13.2	943	2.6	232
July	75.8	4 988	43.0	2 271	15.4	1 295	14.1	1 078	3.3	334
August	75.9	5 084	43.4	2 304	15.0	1 353	14.3	1 083	3.2	343
September	71.0	4 704	40.6	2 207	13.9	1 166	13.7	1 065	2.8	266
1974 April	59.7	3 275	35.9	1 707	10.2	694	12.2	763	1.4	111
May	64.1	3 359	38.4	1 692	10.6	620	13.6	926	1.5	121
June	69.0	3 902	40.7	1 931	12.7	853	13.5	938	2.1	180
July	74.0	4 489	43.3	2 167	13.9	1 025	14.4	1 064	2.4	233
August	73.3	4 639	43.0	2 193	13.7	1 102	14.1	1 085	2.5	259
September	67.9	4 318	40.3	2 144	12.0	906	13.3	1 049	2.2	219

Movements at UK Airports by Purpose

Table 4

Monthly Averages or Calendar Months

	Total	Total	Commercial	Other	Total	Non-commercial	Test and	Other
	(000)	(000)	Air transport (000)	(000)	(000)	Aero club and private (000)	training (000)	(000)
1965	79.7	45.1	42.3	2.8	34.6	21.5	4.9	8.2
1966	91.1	49.2	46.4	2.8	41.9	27.5	5.6	8.8
1967	101.1	49.9	47.2	2.7	51.2	31.9	9.7	9.6
1968	106.6	49.7	46.7	3.0	56.9	36.1	12.4	8.4
1969	116.6	53.3	49.3	4.0	63.3	42.5	13.4	7.4
1970	122.4	55.1	50.6	4.5	67.3	45.0	14.3	8.0
1971	134.9	57.4	52.5	4.9	77.5	49.7	19.6	8.2
1972	144.4	61.2	55.8	5.4	83.2	56.2	18.2	8.8
1973	157.7	67.0	59.9	7.1	90.7	65.0	17.5	8.2
1972 1st quarter	115.2	46.1	43.2	2.9	69.1	40.0	20.9	8.2
2nd quarter	156.1	65.3	59.1	6.2	90.8	61.1	19.5	10.2
3rd quarter	179.2	78.7	70.6	8.1	100.5	74.9	17.0	8.6
4th quarter	127.0	54.8	50.2	4.6	72.2	48.6	15.5	8.1
1973 1st quarter	137.3	51.2	47.0	4.2	86.1	55.3	21.3	9.5
2nd quarter	174.4	72.7	65.0	7.7	101.8	74.4	17.8	9.6
3rd quarter	184.8	84.0	74.3	9.7	100.8	77.0	16.8	7.1
4th quarter	134.2	60.0	53.4	6.6	74.2	53.1	14.2	6.9
1974 1st quarter	122.9	51.4	47.0	4.4	71.5	49.0	15.9	6.6
2nd quarter	174.1	71.7	64.3	7.5	102.7	76.4	16.6	9.6
3rd quarter	184.1	81.4	71.7	9.7	102.7	80.6	14.6	7.6
1973 April	163.9	67.0	60.5	6.5	96.9	68.6	19.0	9.3
May	172.7	73.0	65.2	7.8	99.7	71.3	18.2	10.2
June	186.7	78.0	69.2	8.8	108.7	83.3	16.1	9.3
July	194.6	86.0	75.9	10.1	108.6	83.0	18.5	7.1
August	181.6	85.6	75.9	9.7	96.0	74.6	15.4	6.0
September	178.3	80.4	71.0	9.4	97.9	73.3	16.5	8.1
1974 April	165.1	66.2	59.7	6.5	98.9	71.5	19.0	8.4
May	181.6	72.0	64.1	7.9	109.6	80.3	18.1	11.2
June	176.5	77.0	69.0	8.0	99.5	77.4	12.8	9.3
July	187.7	83.8	74.0	9.9	103.9	81.3	15.9	6.7
August	192.3	84.4	73.3	11.1	107.9	88.1	13.2	6.6
September	172.3	76.1	67.9	8.2	96.3	72.3	14.6	9.4

Air Transport Movements by Airports

Table 5

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	21 259	5 101	1 354	821	1 426	4 785	3 755	1 263	2 525	4 381
1966	23 155	5 444	1 627	828	1 419	4 829	4 513	1 312	3 222	4 150
1967	24 454	5 254	1 780	770	1 456	4 289	4 753	1 371	3 019	4 189
1968	24 871	5 434	1 832	803	1 275	3 368	4 744	1 465	2 864	4 767
1969	27 333	5 197	1 836	1 063	929	3 746	4 773	1 652	2 747	6 586
1970	28 879	5 195	1 659	794	996	3 632	4 809	1 797	2 794	7 339
1971	30 665	5 386	1 820	855	1 116	2 866	5 048	1 921	2 814	7 529
1972	31 569	5 861	2 309	1 095	1 165	3 237	5 381	2 194	2 963	7 634
1973	32 635	6 030	2 775	1 392	1 297	4 202	5 879	2 547	3 120	8 772
1972 1st quarter	25 577	4 628	1 463	716	725	1 806	4 346	1 818	2 150	4 748
2nd quarter	33 149	6 177	2 557	1 206	1 319	3 852	5 478	2 230	3 098	8 633
3rd quarter	38 863	7 236	3 052	1 441	1 599	4 893	6 781	2 660	4 092	10 991
4th quarter	28 689	5 406	2 163	1 019	1 016	2 397	4 920	2 069	2 514	6 163
1973 1st quarter	26 294	5 075	2 035	1 027	984	2 227	4 797	2 143	2 331	5 645
2nd quarter	35 420	6 377	3 035	1 516	1 453	5 140	6 075	2 597	3 364	10 210
3rd quarter	39 664	7 247	3 521	1 751	1 673	5 956	7 294	2 926	4 198	12 436
4th quarter	29 164	5 420	2 508	1 273	1 075	3 483	5 351	2 520	2 590	6 798
1974 1st quarter	25 752	4 776	1 814	1 145	835	2 538	4 576	3 473	2 104	4 956
2nd quarter	33 689	6 168	2 876	1 516	1 355	4 880	6 025	4 483	3 238	9 053
3rd quarter	36 786	6 801	3 398	1 740	1 478	5 578	6 924	5 043	3 961	11 103
1973 April	34 296	5 646	2 701	1 297	1 344	4 671	5 318	2 317	2 961	9 322
May	35 101	6 528	3 131	1 558	1 437	5 262	6 144	2 667	3 348	10 649
June	36 862	6 956	3 274	1 694	1 578	5 437	6 762	2 806	3 782	10 658
July	40 335	7 311	3 642	1 834	1 749	6 127	7 532	2 958	4 358	12 522
August	40 479	7 477	3 580	1 789	1 725	6 017	7 442	3 051	4 298	13 060
September	38 177	6 952	3 341	1 631	1 546	5 724	6 909	2 768	3 939	11 725
1974 April	32 544	5 537	2 546	1 275	1 253	4 360	5 507	3 822	2 817	8 518
May	33 169	6 263	2 912	1 593	1 326	4 934	6 001	4 783	3 088	9 373
June	35 355	6 703	3 169	1 681	1 486	5 347	6 567	4 845	3 809	9 268
July	37 976	7 011	3 489	1 823	1 547	5 535	7 133	5 283	4 166	10 565
August	37 403	6 901	3 548	1 757	1 567	5 789	7 093	5 183	4 074	12 106
September	34 979	6 491	3 156	1 639	1 321	5 409	6 547	4 664	3 644	10 639

Terminal Passengers by Airports

Table 6

Monthly Averages or Calendar Months

	Heathrow Gatwick Luton Stansted Southend (000)	Manchester Liverpool Leeds/ Bradford (000)	Birmingham E. Midlands Coventry (000)	Newcastle Tees-side (000)	Glamorgan Swansea Bristol (000)	Others in England and Wales (000)	Edinburgh Glasgow Prestwick (000)	Others in Scotland (000)	Belfast I.O.M. (000)	Channel Islands (000)
1965	1 055	167	44	25	18	60	169	22	99	108
1966	1 196	177	56	28	23	72	187	26	117	122
1967	1 291	179	62	31	23	68	202	28	115	125
1968	1 379	181	63	33	22	55	197	27	113	122
1969	1 599	184	69	37	20	72	210	32	116	127
1970	1 831	204	77	42	27	70	224	34	125	130
1971	2 037	236	98	47	35	66	229	38	125	138
1972	2 277	260	113	56	42	74	257	46	135	151
1973	2 482	285	138	67	48	86	284	56	148	166
1972 1st quarter	1 569	169	64	30	23	35	182	32	87	57
2nd quarter	2 393	275	117	64	45	90	263	48	138	181
3rd quarter	3 138	369	163	81	62	118	357	63	205	267
4th quarter	2 008	228	107	49	37	52	228	42	111	98
1973 1st quarter	1 748	202	91	45	37	39	215	42	98	66
2nd quarter	2 658	305	147	72	51	107	286	56	156	195
3rd quarter	3 356	395	197	94	66	138	386	73	221	287
4th quarter	2 167	236	117	58	38	61	249	52	117	117
1974 1st quarter	1 760	197	78	51	26	40	213	59	99	72
2nd quarter	2 435	271	128	67	37	98	259	75	141	198
3rd quarter	3 043	351	180	86	50	133	338	96	204	262
1973 April	2 535	267	136	62	51	100	254	53	147	161
May	2 561	297	142	71	47	104	278	52	145	198
June	2 879	350	164	83	54	115	328	63	175	226
July	3 368	399	200	97	69	133	416	74	232	273
August	3 456	412	205	98	69	144	384	77	239	305
September	3 244	373	186	88	61	136	357	67	193	284
1974 April	2 332	232	110	56	34	85	225	67	134	165
May	2 325	263	122	67	33	99	250	77	123	199
June	2 647	318	152	79	45	111	303	81	166	231
July	3 031	348	176	89	53	124	356	100	212	251
August	3 130	366	192	89	56	144	341	100	220	297
September	2 968	339	171	79	42	132	317	89	181	238

Cargo Taken Up and Set Down by Airports

Table 7

Monthly Averages or Calendar Months

Tonnes

	Heathrow Gatwick Luton Stansted Southend	Manchester Liverpool Leeds/ Bradford	Birmingham E. Midlands Coventry	Newcastle Tees-side	Glamorgan Swansea Bristol	Others in England and Wales	Edinburgh Glasgow Prestwick	Others in Scotland	Belfast I.O.M.	Channel Islands
1965	22 066	2 537	259	155	248	6 942	1 309	151	1 182	1 344
1966	25 966	4 031	608	205	371	7 349	1 847	167	2 557	1 646
1967	26 535	3 913	531	199	181	5 253	1 926	153	2 011	1 406
1968	30 154	4 439	639	208	124	3 151	2 430	162	2 400	1 122
1969	34 681	4 633	574	201	124	2 872	3 152	169	2 380	1 127
1970	34 814	5 131	643	199	106	2 225	2 799	234	2 154	1 093
1971	34 168	4 348	558	136	85	701	2 411	244	1 713	1 108
1972	40 939	4 903	953	239	108	1 514	2 916	285	2 190	2 205
1973	45 060	4 970	955	204	93	1 371	3 549	274	1 808	2 145
1972 1st quarter	36 097	4 557	546	125	77	1 167	2 443	231	1 735	1 628
2nd quarter	38 399	4 814	775	216	83	1 035	2 823	273	2 153	1 980
3rd quarter	46 003	5 313	1 650	452	183	2 565	3 056	355	2 841	3 380
4th quarter	43 260	4 927	839	163	87	1 288	3 341	282	2 034	1 830
1973 1st quarter	42 467	5 078	959	203	72	1 469	3 299	254	1 934	2 293
2nd quarter	43 564	4 899	1 041	174	94	1 254	3 368	278	1 931	2 443
3rd quarter	45 736	4 585	921	178	102	1 289	3 229	285	1 718	2 042
4th quarter	48 471	5 316	901	262	103	1 472	4 300	280	1 650	1 801
1974 1st quarter	46 527	5 038	794	286	72	1 593	3 630	371	1 467	2 256
2nd quarter	48 460	5 128	980	151	90	1 587	3 511	453	1 618	1 906
3rd quarter	45 066	4 678	926	128	86	1 314	3 313	518	1 646	1 893
1973 April	41 210	4 684	1 052	163	96	1 166	3 235	269	1 900	2 423
May	44 469	5 099	1 066	201	83	1 382	3 482	287	2 094	2 647
June	45 012	4 914	1 006	159	102	1 213	3 385	278	1 798	2 258
July	45 979	4 635	970	170	96	1 404	3 028	271	1 689	2 249
August	42 974	4 285	847	179	87	1 233	3 127	292	1 701	2 038
September	48 254	4 835	947	185	124	1 229	3 533	292	1 763	1 838
1974 April	46 284	4 829	882	144	76	1 473	3 360	413	1 394	2 097
May	49 236	5 411	1 053	179	108	1 613	3 595	496	1 759	1 910
June	49 861	5 144	1 004	130	86	1 674	3 577	451	1 702	1 710
July	46 368	5 030	951	141	101	1 424	3 083	487	1 599	1 861
August	43 027	4 471	890	107	73	1 131	3 420	579	1 560	1 706
September	45 802	4 532	937	137	83	1 388	3 437	489	1 780	2 113

Scheduled Services by UK Airlines

Table 8.1

All Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	221.9	115.6	4.8	25.3	85.5	52.1	1 684.3	1 035.1	61.5
1966	249.4	132.9	5.4	32.0	95.5	53.3	1 844.1	1 112.3	60.3
1967	262.1	139.9	5.4	33.3	101.2	53.4	2 008.9	1 172.4	58.4
1968	271.3	142.9	5.8	35.2	101.9	52.7	2 091.0	1 174.6	56.2
1969	312.4	168.9	7.0	44.3	117.6	54.0	2 353.8	1 353.1	57.5
1970	344.1	176.4	8.2	41.2	127.0	51.3	2 590.1	1 452.7	56.1
1971	382.6	189.1	7.4	45.1	136.6	49.4	2 864.9	1 555.4	54.3
1972	449.9	227.5	8.5	56.7	162.3	50.6	3 337.6	1 847.5	54.5
1973	496.1	267.6	9.3	66.3	192.0	53.9	3 796.0	2 182.3	57.5
1972 1st quarter	383.2	172.2	7.4	50.2	114.6	44.9	2 800.1	1 292.2	46.1
2nd quarter	465.3	229.0	8.3	53.5	167.2	49.2	3 545.8	1 903.3	53.7
3rd quarter	505.9	276.7	8.2	59.5	209.0	54.7	3 896.5	2 407.4	61.8
4th quarter	445.3	232.1	10.1	63.6	158.3	52.1	3 310.8	1 786.9	54.0
1973 1st quarter	420.9	217.9	9.0	62.3	146.7	51.7	3 138.5	1 667.8	53.1
2nd quarter	520.6	271.2	8.7	63.8	198.7	52.1	4 040.6	2 240.9	55.5
3rd quarter	565.7	316.7	8.8	67.3	240.6	60.0	4 403.0	2 767.5	62.9
4th quarter	477.1	264.3	10.6	71.8	181.9	55.4	3 601.7	2 052.9	57.0
1974 1st quarter	417.4	228.2	9.0	65.4	153.8	54.7	3 116.4	1 718.1	55.1
2nd quarter	455.1	238.0	8.2	58.9	170.9	52.3	3 578.2	1 928.6	53.9
3rd quarter	572.8	328.2	9.8	69.3	249.2	57.3	4 454.6	2 820.1	63.3
1973 April	457.9	244.1	7.6	53.4	178.1	53.3	3 566.0	2 031.9	57.0
May	497.4	254.5	8.5	59.9	186.2	51.2	3 873.8	2 082.7	53.3
June	606.6	314.9	10.0	73.1	231.8	51.9	4 682.1	2 608.1	55.7
July	541.0	297.2	8.4	62.1	226.6	54.9	4 232.7	2 611.8	61.7
August	535.1	298.5	8.0	60.7	229.3	55.8	4 211.1	2 666.8	63.3
September	621.0	354.5	9.9	79.2	265.4	57.1	4 765.3	3 023.8	63.5
1974 April	462.1	244.3	8.4	63.8	172.0	52.9	3 608.6	1 945.4	53.9
May	308.1	162.4	5.3	36.8	120.7	52.7	2 508.7	1 368.1	54.5
June	595.1	307.4	10.8	76.7	219.9	51.7	4 617.2	2 472.3	53.5
July	540.3	295.6	8.9	63.4	223.4	54.7	4 221.1	2 538.4	60.1
August	536.9	308.7	9.0	62.5	237.2	57.5	4 191.3	2 699.8	64.4
September	641.3	380.4	11.4	82.0	287.1	59.3	4 951.5	3 222.0	65.1

Scheduled Services by UK Airlines

Table 8.2

Domestic Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	20.2	12.8	0.3	1.2	11.3	63.4	212.2	140.3	66.1
1966	24.2	14.5	0.3	1.9	12.3	59.9	249.7	153.7	61.6
1967	25.5	15.1	0.3	1.9	12.9	59.2	265.9	161.8	60.9
1968	25.0	14.9	0.2	2.2	12.5	59.6	260.3	155.1	59.6
1969	24.4	15.2	0.2	2.2	12.8	62.3	252.1	159.0	63.1
1970	25.9	15.4	0.3	1.7	13.4	59.5	263.9	166.0	62.9
1971	26.6	15.2	0.2	1.5	13.5	57.2	267.1	164.3	61.5
1972	28.7	17.0	0.3	1.8	14.9	59.2	283.2	180.6	63.8
1973	32.0	18.8	0.3	2.0	16.5	58.8	310.5	203.4	65.5
1972 1st quarter	23.1	12.2	0.2	1.6	10.4	52.8	223.3	126.6	56.7
2nd quarter	30.7	18.3	0.2	1.9	16.2	59.6	304.6	195.0	64.0
3rd quarter	34.9	22.0	0.3	1.9	19.8	63.1	352.7	241.6	68.5
4th quarter	26.3	15.3	0.3	1.9	13.1	58.2	252.3	159.0	63.0
1973 1st quarter	25.4	13.7	0.3	2.0	11.4	54.2	240.9	148.2	61.3
2nd quarter	34.7	20.3	0.2	2.2	17.9	58.5	341.6	215.9	63.2
3rd quarter	39.2	24.2	0.3	2.0	21.9	61.7	385.0	264.7	68.8
4th quarter	28.8	17.1	0.3	1.9	14.9	59.4	274.5	184.7	67.3
1974 1st quarter	24.3	14.8	0.2	1.8	12.7	60.9	228.1	152.2	66.7
2nd quarter	34.6	19.1	0.2	1.9	17.0	55.2	337.9	204.1	60.4
3rd quarter	37.6	22.5	0.2	1.9	20.4	59.8	374.2	243.4	65.0
1973 April	32.7	18.7	0.2	2.1	16.3	57.2	312.2	197.8	63.3
May	34.4	20.7	0.3	2.4	18.1	60.2	350.4	217.8	62.2
June	37.1	21.8	0.2	2.2	19.4	58.5	362.1	232.1	64.2
July	38.9	23.9	0.3	2.0	21.6	61.4	381.1	260.5	68.4
August	40.8	24.8	0.3	2.0	22.5	60.8	400.9	273.5	68.2
September	38.0	23.8	0.2	2.0	21.6	62.7	373.0	260.2	69.8
1974 April	31.9	17.5	0.2	1.8	15.4	54.7	303.3	186.0	60.2
May	35.4	19.2	0.3	2.0	16.9	54.3	345.3	203.1	58.8
June	36.4	20.7	0.2	1.8	18.6	56.8	359.7	223.3	62.1
July	39.0	22.9	0.2	1.9	20.7	58.6	387.3	247.6	63.9
August	37.8	22.4	0.2	1.7	20.5	59.3	377.6	244.9	64.9
September	36.1	22.2	0.2	2.0	20.0	61.4	357.7	237.7	66.5

Scheduled Services by UK Airlines

Table 8.3

International Services

Monthly Averages or Calendar Months

	Tonne-km available (000 000)	Total (000 000)	Mail (000 000)	Tonne-km used Freight (000 000)	Passengers (000 000)	As percentage of available	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available
1965	201.7	102.8	4.5	24.1	74.2	51.0	1 472.1	894.8	60.8
1966	225.1	118.4	5.1	30.1	83.2	52.6	1 594.4	958.7	60.1
1967	236.6	124.8	5.1	31.4	88.3	52.7	1 743.0	1 010.6	58.0
1968	246.3	128.0	5.6	33.0	89.4	52.0	1 830.7	1 019.5	55.7
1969	288.0	153.7	6.8	42.1	104.8	53.4	2 101.7	1 194.1	56.8
1970	318.2	161.0	7.9	39.5	113.6	50.6	2 326.1	1 286.7	55.3
1971	356.0	173.9	7.2	43.6	123.1	48.8	2 597.8	1 391.1	53.5
1972	421.2	210.5	8.3	54.9	147.4	50.0	3 105.0	1 666.9	53.7
1973	464.1	248.8	9.0	64.3	175.5	53.6	3 485.5	1 978.8	56.8
1972 1st quarter	360.1	160.0	7.2	48.6	104.2	44.4	2 576.8	1 165.6	45.2
2nd quarter	434.6	210.7	8.1	51.6	151.0	48.5	3 241.2	1 708.3	52.7
3rd quarter	471.0	254.7	7.9	57.6	189.2	54.1	3 543.8	2 165.8	61.1
4th quarter	419.1	216.7	9.9	61.7	145.2	51.7	3 058.4	1 627.9	53.2
1973 1st quarter	395.6	204.2	8.7	60.3	135.2	51.5	2 897.5	1 519.6	52.4
2nd quarter	485.8	250.8	8.5	61.6	180.8	51.6	3 699.1	2 024.9	54.7
3rd quarter	526.5	292.5	8.5	65.3	218.7	55.6	4 018.0	2 502.7	62.3
4th quarter	448.3	247.2	10.3	69.8	167.1	55.1	3 327.2	1 868.1	56.2
1974 1st quarter	393.2	213.4	8.8	63.5	141.0	54.3	2 888.2	1 565.8	54.2
2nd quarter	420.6	218.9	7.9	57.1	153.9	52.0	3 240.2	1 724.4	53.2
3rd quarter	535.2	305.8	9.5	67.4	228.9	57.1	4 080.5	2 576.6	63.1
1973 April	425.2	225.4	7.4	56.3	161.7	53.0	3 253.8	1 834.2	56.4
May	462.9	233.8	8.2	57.5	163.1	50.5	3 523.4	1 864.9	52.9
June	569.4	293.3	9.8	71.0	212.5	51.5	4 320.1	2 375.7	55.0
July	502.1	273.3	8.2	60.1	205.0	54.4	3 851.6	2 351.2	61.0
August	494.4	273.7	7.7	58.7	207.3	55.4	3 810.2	2 393.3	62.8
September	583.1	350.7	9.7	77.1	243.9	56.7	4 392.3	2 763.6	62.9
1974 April	430.2	226.8	8.2	62.0	156.6	52.7	3 299.8	1 759.4	53.3
May	272.7	143.2	5.0	34.4	103.8	52.5	2 163.4	1 164.9	53.9
June	558.8	286.8	10.6	74.9	201.3	51.3	4 257.5	2 248.9	52.8
July	501.4	272.8	8.7	61.4	202.7	54.4	3 833.9	2 290.8	59.8
August	499.1	286.3	8.8	60.7	216.8	57.4	3 813.8	2 454.9	64.4
September	605.1	358.3	11.1	80.0	267.1	59.2	4 593.8	2 984.2	65.0

Non-scheduled Services by UK Airlines

Table 9.1

By Main Type of Service

Monthly Averages or Calendar Months

	Total		Inclusive Tours		Other separate fare and advance booking charters		Other charters	
	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services	Tonne-km available (000 000)	Percentage of all UK services
1965	55.0	19.8	11.9	4.3	7.4	2.6	35.7	12.9
1966	71.5	22.3	21.1	6.6	11.7	3.6	38.7	12.1
1967	72.6	21.7	25.0	7.5	11.5	3.4	36.1	10.8
1968	79.8	22.7	32.0	9.1	14.4	4.1	33.4	9.5
1969	98.3	23.9	44.8	10.9	20.5	5.0	32.9	8.0
1970	137.7	28.6	59.1	12.3	37.1	7.7	41.5	8.6
1971	198.5	34.2	82.9	14.3	59.6	10.3	56.0	9.6
1972	237.5	34.6	99.2	14.4	64.8	9.4	73.6	11.7
1973	254.2	33.9	111.5	14.9	52.4	7.0	90.4	12.1
1972 1st quarter	176.9	31.5	61.3	10.9	46.5	8.3	69.1	12.3
2nd quarter	233.5	33.4	102.7	14.7	59.0	8.4	71.8	10.3
3rd quarter	322.2	38.9	137.8	16.6	112.8	13.6	71.6	8.6
4th quarter	217.2	32.8	94.8	14.3	40.7	6.1	81.7	12.3
1973 1st quarter	203.4	32.6	83.0	13.3	30.1	4.8	90.4	14.5
2nd quarter	265.9	33.8	120.7	15.3	63.0	8.0	82.2	10.5
3rd quarter	330.4	36.9	152.7	17.0	89.0	9.9	88.7	9.9
4th quarter	217.0	31.3	89.5	12.9	27.3	3.9	100.2	14.4
1974 1st quarter	174.5	29.5	69.4	11.7	20.5	3.5	54.6	14.3
2nd quarter	221.6	32.7	101.2	15.0	44.1	6.5	76.3	11.3
3rd quarter	281.0	32.9	116.9	13.7	85.2	10.0	78.8	9.2
1973 April	238.4	34.2	107.6	15.5	49.9	7.2	80.9	11.6
May	260.3	34.4	113.0	14.9	66.9	8.8	80.4	10.6
June	299.1	33.0	141.5	15.6	72.3	8.0	85.2	9.4
July	330.2	37.9	156.0	17.9	85.3	9.8	83.9	10.2
August	341.6	39.0	155.6	17.7	95.2	10.9	90.3	10.4
September	319.4	34.0	146.5	15.6	86.4	9.2	86.5	9.2
1974 April	206.3	30.9	93.8	14.0	34.6	5.2	77.9	11.7
May	200.5	39.4	91.7	18.0	35.1	6.9	73.7	14.5
June	257.9	30.2	118.0	13.8	62.5	7.3	77.3	9.1
July	291.8	35.1	125.4	15.1	88.3	10.6	78.1	9.4
August	289.4	35.0	122.0	14.8	89.2	10.8	78.2	9.5
September	261.8	29.0	103.4	11.4	78.2	8.7	80.2	8.9

Non-scheduled Services by UK Airlines

Table 9.2

Load Factors and Distances: Inclusive Tours

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	137.3	115.9	84.4	99.4	1 569	1 580	1 007	1 166
1966	239.5	202.7	84.6	177.5	2 475	2 548	1 029	1 142
1967	289.5	237.5	82.0	195.9	2 727	3 003	1 101	1 212
1968	366.2	307.1	83.9	227.3	2 883	3 682	1 277	1 351
1969	513.9	427.8	83.2	309.8	3 865	5 028	1 301	1 381
1970	696.1	565.2	81.2	408.5	4 629	6 203	1 340	1 384
1971	964.3	809.5	84.0	555.4	5 927	8 470	1 429	1 458
1972	1 147.8	964.5	84.0	646.4	6 649	9 615	1 446	1 492
1973	1 297.3	1 041.1	80.3	700.2	6 920	9 939	1 436	1 487
1972 1st quarter	707.0	592.3	83.8	389.7	4 129	6 148	1 489	1 520
2nd quarter	1 189.1	936.7	78.8	663.6	7 108	9 866	1 388	1 412
3rd quarter	1 597.5	1 417.7	88.7	959.3	9 352	13 357	1 428	1 478
4th quarter	1 097.4	911.2	83.0	573.2	6 005	9 091	1 514	1 590
1973 1st quarter	954.8	776.7	81.3	489.5	5 165	7 744	1 499	1 587
2nd quarter	1 411.0	1 065.7	75.5	752.2	7 787	10 805	1 388	1 417
3rd quarter	1 780.7	1 508.2	84.7	1 030.6	9 400	13 268	1 411	1 463
4th quarter	1 042.7	813.8	78.1	528.5	5 329	7 938	1 490	1 540
1974 1st quarter	787.6	600.0	76.2	380.7	4 023	6 007	1 493	1 576
2nd quarter	1 168.2	874.9	74.9	579.6	6 025	8 606	1 428	1 509
3rd quarter	1 346.4	1 152.9	85.6	764.0	6 996	10 161	1 453	1 509
1973 April	1 270.0	1 001.6	78.9	723.1	7 452	10 367	1 391	1 385
May	1 315.8	932.4	70.9	658.2	7 153	9 795	1 369	1 417
June	1 647.3	1 263.1	76.7	875.3	8 757	12 252	1 399	1 443
July	1 818.1	1 517.0	83.4	1 045.6	9 629	13 549	1 407	1 451
August	1 815.6	1 606.8	88.5	1 090.9	9 503	13 535	1 424	1 473
September	1 703.5	1 400.9	82.0	955.2	9 062	12 720	1 404	1 467
1974 April	1 082.5	821.2	75.9	551.0	5 712	7 999	1 400	1 490
May	1 058.6	757.1	71.5	496.0	5 393	7 669	1 422	1 526
June	1 363.4	1 046.4	76.7	691.9	6 971	10 151	1 456	1 512
July	1 445.5	1 175.1	81.3	774.1	7 324	10 653	1 455	1 518
August	1 406.7	1 236.6	87.9	822.7	7 357	10 641	1 446	1 503
September	1 187.0	1 046.9	88.2	695.2	6 308	9 188	1 457	1 506

Non-scheduled Services by UK Airlines

Table 9.3

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

Monthly Averages or Calendar Months

	Seat-km available (000 000)	Seat-km used (000 000)	As percentage of available	Passengers carried (000)	Stage flights (number)	Aircraft -km (000)	Stage flights average distance (km)	Average distance per passenger (km)
1965	72.7	61.1	84.1	21.9	562	722	1 285	2 790
1966	128.9	97.0	75.3	29.4	693	1 112	1 605	3 299
1967	124.7	91.4	73.3	30.1	668	1 092	1 635	3 037
1968	154.7	122.9	79.4	37.3	952	1 173	1 232	3 295
1969	228.8	186.9	81.7	55.3	1 060	1 576	1 486	3 380
1970	411.2	327.0	79.5	78.3	1 416	2 630	1 857	4 176
1971	531.5	435.1	81.9	106.9	1 706	3 339	1 957	4 068
1972	549.8	458.1	83.3	106.5	1 806	3 426	1 897	4 301
1973	506.5	408.1	80.6	102.6	1 651	2 828	1 713	3 978
1972 1st quarter	387.1	318.9	82.4	61.8	1 306	2 546	1 949	5 160
2nd quarter	510.9	417.2	81.7	97.9	1 790	3 059	1 709	4 261
3rd quarter	989.6	840.6	85.0	204.2	2 861	6 075	2 123	4 117
4th quarter	311.5	255.8	82.1	61.9	1 266	2 028	1 602	4 132
1973 1st quarter	243.2	197.4	81.2	44.7	1 031	1 479	1 435	4 416
2nd quarter	584.5	463.4	79.3	111.7	1 857	3 202	1 724	4 149
3rd quarter	946.6	770.9	81.4	194.0	2 562	5 118	1 998	3 974
4th quarter	251.7	200.7	79.7	59.9	1 153	1 511	1 310	3 351
1974 1st quarter	192.5	149.5	77.7	43.7	959	1 220	1 272	3 421
2nd quarter	435.5	334.2	76.7	102.5	1 537	2 484	1 584	3 260
3rd quarter	840.4	710.5	85.4	211.0	2 540	4 751	1 883	3 391
1973 April	450.0	366.9	81.5	107.7	1 746	2 560	1 466	3 407
May	643.7	514.0	79.9	109.6	1 856	3 280	1 767	4 690
June	659.7	509.2	77.2	117.8	1 969	3 765	1 912	4 323
July	831.2	675.9	81.3	186.8	2 677	5 573	2 082	3 618
August	1 215.7	962.4	79.2	225.2	2 748	5 207	1 895	4 274
September	792.8	674.3	85.1	170.1	2 260	4 573	2 023	3 964
1974 April	350.6	253.7	72.4	94.1	1 427	1 936	1 357	2 696
May	348.0	265.4	76.3	84.1	1 396	2 015	1 443	3 156
June	608.0	483.6	79.5	129.3	1 788	3 352	1 875	3 740
July	874.5	713.7	81.6	219.7	2 786	4 996	1 793	3 249
August	884.2	761.4	86.1	235.3	2 761	5 070	1 836	3 236
September	762.6	656.5	86.1	178.0	2 072	4 187	2 021	3 688

UK Passenger Movement by Air^(a)

Table 10

Analysis by Countries of Landing and of Embarkation

Monthly Averages

European continent and Mediterranean Sea area(b)																	
	Total (000)	Belgium (000)	Denmark (000)	France (000)	Germany (000)	Greece (000)	Italy (000)	Middle East countries (000)	Netherlands (000)	Norway (000)	Portugal (000)	Soviet Union and Eastern Europe (000)	Spain (000)	Sweden (000)	Switzerland (000)	Yugoslavia (000)	Others (000)
1968	914	61	24	157	98	14	79	28	86	12	14	13	188	12	65	8	54
1969	1 089	61	28	180	117	19	94	31	97	14	18	16	255	13	73	11	61
1970	1 275	68	32	197	156	24	119	36	109	16	25	21	289	15	88	16	63
1971	1 498	69	35	208	169	40	139	44	120	17	33	23	394	16	92	24	73
1972	1 702	69	37	234	203	52	158	49	126	20	40	29	458	20	94	24	88
1973	1 872	78	40	244	210	62	169	65	145	23	48	36	498	23	98	33	100
1972 1st quarter	1 103	48	27	162	180	19	82	38	85	11	29	12	262	12	75	4	57
2nd quarter	1 791	78	40	265	213	59	175	47	161	26	37	28	433	23	103	26	79
3rd quarter	2 421	91	50	298	258	87	262	64	147	32	56	51	693	27	130	53	121
4th quarter	1 493	60	31	210	162	42	114	46	110	13	39	24	443	16	70	15	97
1973 1st quarter	1 272	59	29	155	191	26	95	44	99	12	34	19	323	15	82	7	83
2nd quarter	2 040	87	42	297	220	70	199	58	184	28	48	33	497	27	111	38	101
3rd quarter	2 601	97	51	305	252	106	268	111	162	35	68	57	746	30	127	68	117
4th quarter	1 575	68	36	219	179	47	114	46	133	18	44	34	426	20	73	19	89
1974 1st quarter	1 216	56	32	178	180	27	89	46	102	15	32	30	266	14	76	6	68
2nd quarter	1 778	78	44	241	199	62	167	61	157	26	39	35	413	26	94	32	103
3rd quarter	2 237	84	50	277	212	67	232	93	152	31	46	53	615	32	105	54	131
Rest of World	Total (000)	Australia and New Zealand (000)	British West Indies and Bermuda (000)	Canada (000)	East Africa(c) (000)	India, Pakistan, Bangladesh and Sri Lanka (000)	Japan (000)	South Africa (000)	United States of America (000)	West Africa(c) (000)	Others (000)						
1968	270.8	5.8	11.1	53.4	9.5	12.7	1.6	7.7	136.6	5.5	26.9						
1969	327.9	7.7	12.8	66.3	10.8	13.4	2.7	9.2	168.3	6.2	30.6						
1970	392.9	9.5	13.3	75.4	11.4	13.5	3.7	11.9	209.3	7.2	37.8						
1971	433.8	9.0	14.4	77.7	12.5	11.8	5.9	12.5	234.5	7.6	47.8						
1972	512.6	12.1	18.3	91.9	15.3	14.1	6.6	13.6	267.0	7.8	65.8						
1973	560.3	17.3	20.5	107.4	12.8	23.1	9.5	15.1	276.7	9.8	68.2						
1972 1st quarter	327.7	7.3	15.5	35.8	15.4	12.1	5.0	14.5	151.9	5.8	64.5						
2nd quarter	524.3	11.3	15.0	97.9	9.8	12.6	6.2	12.3	296.9	6.3	55.8						
3rd quarter	760.4	14.9	24.9	174.3	18.4	15.0	8.8	14.3	401.4	11.3	77.1						
4th quarter	437.8	15.0	18.0	59.3	17.8	16.5	6.5	13.3	217.6	7.9	65.9						
1973 1st quarter	375.5	14.1	18.9	46.2	12.0	17.9	6.9	14.7	170.4	7.4	66.8						
2nd quarter	573.7	16.2	18.8	112.0	10.4	15.1	9.7	12.8	308.1	7.5	63.2						
3rd quarter	808.7	19.3	26.1	200.5	17.3	36.0	11.9	16.1	401.1	14.3	66.0						
4th quarter	483.4	29.5	18.1	70.9	11.3	23.6	9.5	16.9	227.1	9.8	76.7						
1974 1st quarter	384.2	18.4	17.9	47.1	11.5	21.0	8.5	17.9	157.2	8.8	75.9						
2nd quarter	537.0	19.6	19.2	109.9	9.0	18.4	10.0	16.7	258.9	8.8	66.7						
3rd quarter	794.3	24.5	28.4	200.5	15.0	24.8	12.2	21.8	355.7	17.0	94.5						

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 September 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	10 324	7 502	—	485	—	186	95	—	2 004	—	52
+ Heathrow	26 259	24 235	—	96	—	109	257	—	1 489	15	58
+ Luton	4 283	1 924	50	381	75	70	64	874	803	—	42
+ Southend	5 028	1 029	2	—	—	230	—	2 324	1 427	16	—
+ Stansted	2 722	289	—	49	—	1 540	57	48	635	97	7
TOTAL (London Area)	48 616	34 979	52	1 011	75	2 135	473	3 246	6 358	128	159
Westland Heliport (Battersea)	1 239	313	20	314	103	—	—	—	331	—	158
Other UK Airports											
+ Leeds/Bradford	4 439	952	—	70	36	40	44	2 846	413	10	28
+ Liverpool	7 182	1 379	—	115	67	30	40	4 764	716	23	48
+ Manchester	5 978	4 160	80	300	26	59	63	424	822	4	40
+ Birmingham	5 594	2 063	—	92	14	213	68	2 004	1 114	—	26
+ Coventry	4 406	14	2	6	254	1 471	166	1 516	973	2	2
+ East Midlands	4 860	1 079	2	117	39	420	61	2 099	960	7	76
+ Newcastle	2 916	1 145	8	14	595	146	—	550	320	4	134
+ Tees-side	3 497	494	847	28	9	61	—	1 329	494	4	231
+ Bristol	3 049	624	—	—	—	11	3	882	1 523	—	6
+ Glamorgan	3 912	640	—	59	56	620	—	2 241	274	6	16
+ Swansea	1 704	57	—	56	44	68	—	1 317	154	—	8
+ Ashford	3 114	440	108	13	106	4	25	936	1 444	—	38
+ Blackpool	7 413	701	432	36	86	122	—	5 256	772	—	8
+ Bournemouth	6 572	615	—	66	3	1 696	—	2 021	1 875	50	246
+ Cambridge	3 340	73	—	14	18	270	6	1 256	398	—	1 305
+ Exeter	2 816	396	—	8	185	14	4	1 207	587	—	415
Gloucester/Cheltenham	4 218	174	—	—	30	1 418	—	1 815	709	—	72
Hawarden	1 180	—	—	—	—	42	—	852	265	—	21
Isles of Scilly	603	517	—	13	18	4	—	—	36	—	15
+ Lydd	830	34	—	—	—	32	—	681	77	—	6
+ Manston	365	104	—	17	48	72	—	—	124	—	—
+ Norwich	1 760	430	8	122	28	111	13	12	1 022	—	14
Penzance Heliport	434	404	—	—	—	8	22	—	—	—	—
+ Southampton	3 906	1 208	—	22	3	2 090	1	60	498	22	2
+ Edinburgh	6 425	1 526	—	11	—	1 506	11	2 353	796	5	217
+ Glasgow	8 132	3 966	—	67	—	93	36	2 429	827	—	714
+ Prestwick	2 722	1 055	—	42	—	522	16	256	275	—	556
Aberdeen	6 017	1 766	—	6	1 165	357	—	2 067	151	1	504
Benbecula	207	144	—	9	22	—	4	—	4	—	24
Inverness	1 994	547	—	1	240	637	—	504	61	—	4
Islay	184	129	—	3	2	14	—	8	28	—	—
+ Kirkwall	1 276	640	—	64	63	12	2	415	76	—	4
Stornoway	242	171	—	7	24	—	2	6	6	2	24
+ Sumburgh	1 690	989	—	138	184	72	—	301	—	—	6
Tiree	63	59	—	—	—	—	—	—	2	2	—
Wick	294	219	—	27	6	—	—	23	11	—	8
+ Belfast	6 711	2 231	—	17	66	—	—	1 186	317	4	2 890
+ Isle of Man	2 431	1 413	—	153	—	266	—	306	285	—	8
TOTAL (Incl. London Area)	172 331	67 850	1 559	3 038	3 615	14 636	1 060	47 168	25 098	274	8 033
Channel Islands Airports											
Alderney	987	987	..	..	..	..	..	..	..	..	..
Guernsey	3 402	3 402	..	..	..	..	..	..	..	..	..
Jersey	6 250	6 250	..	..	..	..	..	..	..	..	..
Total (Channel Islands Airports)	10 639	10 639	..	..	..	..	..	..	..	..	..

Air Transport Movements by Type and Nationality of Operator September 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	7 502	80	3 230	338	526	2 542	786
+ Heathrow	24 235	11 836	394	11 060	635	24	286
+ Luton	1 924	—	154	—	—	1 851	119
+ Southend	1 029	—	768	—	—	236	25
+ Stansted	289	—	4	2	—	53	230
All London Area Airports	34 979	11 916	4 550	11 400	1 161	4 506	1 446
Westland Heliport	313	—	—	—	18	295	—
Other UK Airports							
+ Leeds	952	474	285	23	—	141	29
+ Liverpool	1 379	847	111	56	139	194	32
+ Manchester	4 160	1 690	400	823	114	922	211
+ Birmingham	2 063	966	377	142	69	458	51
+ Coventry	14	—	10	—	—	3	1
+ East Midlands	1 079	3	805	—	8	256	7
+ Newcastle	1 145	378	581	—	57	115	14
+ Tees-side	494	—	430	—	—	51	13
+ Bristol	624	317	57	49	139	46	16
+ Glamorgan	640	295	165	8	106	50	16
Swansea	57	—	18	—	—	38	1
+ Ashford	440	—	432	—	—	8	—
+ Blackpool	701	—	674	—	—	27	—
+ Bournemouth	615	—	508	—	—	72	35
+ Cambridge	73	—	22	—	—	15	36
+ Exeter	396	—	384	—	—	10	2
Gloucester/Cheltenham	174	—	36	—	—	138	—
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	517	403	114	—	—	—	—
+ Lydd	34	—	4	—	—	30	—
+ Manston	104	—	—	—	—	94	10
+ Norwich	430	—	276	—	—	137	17
Penzance Heliport	404	404	—	—	—	—	—
+ Southampton	1 208	134	1 026	—	—	35	13
+ Edinburgh	1 526	954	486	60	3	8	15
+ Glasgow	3 966	2 062	1 024	393	5	389	93
+ Prestwick	1 055	597	30	250	10	94	74
Aberdeen	1 766	712	277	—	100	652	25
Benbecula	144	144	—	—	—	—	—
Inverness	547	398	16	—	—	133	—
Islay	129	100	—	—	—	29	—
+ Kirkwall	640	214	—	18	1	403	4
Stornoway	171	153	—	—	2	13	3
+ Sumburgh	989	224	89	—	221	447	8
Tiree	59	50	—	—	—	9	—
Wick	219	194	—	—	—	22	3
+ Belfast	2 231	1 499	609	39	5	5	74
+ Isle of Man	1 413	562	849	—	1	1	—
All Reporting Airports	67 850	25 690	14 645	13 261	2 159	9 846	2 249
Alderney	987	—	926	—	—	61	—
Guernsey	3 402	386	2 791	—	—	211	14
Jersey	6 250	1 276	4 004	222	11	580	157
Channel Islands Airports	10 639	1 662	7 721	222	11	852	171

Air Transport Movements

Table 13

Comparison with a Year Earlier

Monthly Averages	July 1974 —September 1974	July 1973 —September 1973	Percentage Change
London Area Airports			
+ Gatwick	8 018	8 375	-4.3
+ Heathrow	25 093	25 755	-2.6
+ Luton	2 277	3 566	-36.1
+ Southend	1 112	1 663	-33.1
+ Stansted	286	305	-6.2
TOTAL (London Area)	36 786	39 664	-7.3
Westland Heliport (Battersea)	329	355	-7.3
Other UK Airports			
+ Leeds/Bradford	965	902	7.0
+ Liverpool	1 418	1 422	-0.3
+ Manchester	4 417	4 923	-10.3
+ Birmingham	2 236	2 231	0.2
+ Coventry	16	39	-59.0
+ East Midlands	1 146	1 252	-8.5
+ Newcastle	1 217	1 239	-1.8
+ Tees-side	522	512	2.0
+ Bristol	693	842	-17.7
+ Glamorgan	737	795	-7.3
Swansea	49	36	36.1
+ Ashford	430	556	-22.7
+ Blackpool	710	654	8.6
+ Bournemouth	589	518	13.7
+ Cambridge	66	80	-17.5
+ Exeter	410	336	22.0
Gloucester/Cheltenham	156	157	-0.6
Hawarden	—	—	—
Isles of Scilly	585	566	3.4
+ Lydd	23	9	—
+ Manston	109	106	2.8
+ Norwich	434	526	-17.5
Penzance Heliport	457	438	4.3
+ Portsmouth	..	395	—
+ Southampton	1 281	1 260	1.7
+ Edinburgh	1 580	1 538	2.7
+ Glasgow	4 213	4 349	-3.1
+ Prestwick	1 132	1 407	-19.5
Aberdeen	1 857	786	—
Benbecula	156	98	59.2
Inverness	593	437	35.7
Islay	141	129	9.3
+ Kirkwall	690	545	26.6
Stornoway	169	188	10.1
+ Sumburgh	1 127	450	—
Tiree	78	70	11.4
Wick	233	223	4.5
+ Belfast	2 405	2 546	-5.5
+ Isle of Man	1 556	1 652	-5.8
TOTAL (Incl. London Area)	71 709	74 230	-3.4
Channel Islands Airports			
Alderney	1 096	1 277	-14.2
Guernsey	3 579	3 816	-6.2
Jersey	6 429	7 342	-12.4
TOTAL (Channel Islands Airports)	11 103	12 436	-10.7

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

Air Transport Landings Diverted to UK Reporting Airports

September 1974

Table 14

Airport of intended landing	Total number of diversions	Date of diversions																															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	
Gatwick	14		1He					1He			1Lu	2He 1Pr						4Lu 1Ma 1St 2He 1Pr															
Heathrow	7	1Ga			1Ga											1GI						1St						1Pr	1GI				
Luton	5							1Bi			2Bi													1Bi 1Te	1Bi								
Leeds/Bradford	4												1Em															2Te					
Liverpool	1				1Ma																												
Manchester	11	1Em	1Bi															1Ne								1Li			4Li	1Em 1Li	1Li		
Birmingham	3					1Lu					1Lu 1Ma 1Lu																						
East Midlands	1																																
Newcastle	3	1Em										1BI						1Lu															
Tees-side	1						1Lu																										
Bristol	5		2Gm														1Bi											2Gm					
Glamorgan	5										5Br 1Ga																						
Ashford	1																																
Blackpool	1																1Ma																
Edinburgh	18		1GI		3GI	2GI		2GI					3GI	2GI							1GI	1GI		2GI							1GI		
Glasgow	11			1Bi					1Ma						1Ga														2Ma 3Ed 3Pr				
Aberdeen	4												2GI	1Ed 1GI 1GI																			
Benbecula	1																																
Inverness	1			1GI																													
Isle of Man	2																1BI										1BI						
Other UK	6					1He	1Sh	1Ex 1Li						1Sh				1GI 1Pr		1He		1He		1Ba 3He		1He							
Overseas	17	1He			1Ma				1Lu		2He				1He	1He														2He			
All Aerodromes	122	4	5	2	6	4	2	15	3	—	5	3	6	6	2	2	3	13	—	1	1	3	—	8	1	3	—	5	13	5	1	—	

Aerodrome of actual landing: letter code

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

Table 15

Air Passengers by Type and Nationality of Operator

September 1974

September 1974				Total				Scheduled Services				Charter Flights							
				United Kingdom operators				Overseas operators				United Kingdom operators				Overseas operators			
				British Airways		Others						British Airways		Others					
Terminal and Transit				Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit	Terminal	Transit
Passengers				Passengers	Passengers														
London Area Airports																			
+ Gatwick	622 742	612 652	10 090	3 734	104	149 043	604	4 931	250	83 447	—	270 052	1 283	101 445	7 849				
+ Heathrow	2 140 584	2 111 227	29 357	1 024 744	21	14 211	—	976 697	25 319	67 808	—	1 638	—	26 129	4 017				
+ Luton	195 401	195 031	370	—	—	5 194	104	—	—	—	—	181 972	254	7 865	12				
+ Southend	26 746	26 746	—	—	—	24 860	—	—	—	—	—	962	—	924	—				
+ Stansted	23 305	22 809	496	—	—	143	39	277	—	—	—	587	42	21 802	415				
TOTAL (London Area)	3 008 778	2 968 465	40 313	1 028 478	125	193 451	747	981 905	25 569	151 255	—	455 211	1 579	158 165	12 293				
Westland Heliport (Battersea)	906	906	—	—	—	—	—	—	—	62	—	844	—	—	—				
Other UK Airports																			
+ Leeds/Bradford	33 907	32 573	1 334	24 984	—	5 233	1 327	1 367	—	—	—	659	5	330	2				
+ Liverpool	58 797	57 544	1 253	34 180	163	1 213	722	2 735	176	9 016	—	10 188	79	212	113				
+ Manchester	260 491	249 293	11 198	98 968	1 059	6 872	1 637	26 157	3 963	12 769	—	82 915	2 294	21 612	2 245				
+ Birmingham	123 960	120 183	3 777	42 946	910	9 121	1 639	7 786	746	5 220	—	49 563	482	5 547	—				
+ Coventry	488	367	121	—	—	209	121	—	—	—	—	158	—	—	—				
+ East Midlands	50 322	50 161	161	99	—	29 284	161	—	—	484	—	20 177	—	117	—				
+ Newcastle	63 645	60 310	3 335	28 368	—	12 172	3 334	—	—	6 004	—	12 673	1	1 093	—				
+ Tees-side	19 919	18 296	1 623	—	—	14 833	1 045	—	—	—	—	3 050	32	413	546				
+ Bristol	24 810	18 878	5 932	6 470	3 073	728	249	2 433	147	3 097	2 463	4 626	—	1 524	—				
+ Glamorgan	25 215	22 450	2 765	9 638	960	1 691	1 195	131	160	4 458	337	5 299	—	1 233	113				
Swansea	669	669	—	—	—	461	—	—	—	—	—	205	—	3	—				
+ Ashford	9 083	9 083	—	—	—	8 844	—	—	—	—	—	239	—	—	—				
+ Blackpool	22 480	22 427	53	—	—	21 786	53	—	—	—	—	641	—	—	—				
+ Bournemouth	17 274	17 234	40	—	—	12 466	40	—	—	—	—	3 130	—	1 638	—				
+ Cambridge	776	776	—	—	—	401	—	—	—	—	—	149	—	226	—				
+ Exeter	11 618	10 668	950	—	—	9 559	950	—	—	—	—	1 079	—	30	—				
Gloucester/Cheltenham	1 524	1 524	—	—	—	866	—	—	—	—	—	658	—	—	—				
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—				
Isles of Scilly	10 750	10 750	—	10 193	—	557	—	—	—	—	—	—	—	—	—				
+ Lydd	208	208	—	—	—	146	—	—	—	—	—	62	—	—	—				
+ Manston	292	292	—	—	—	—	—	—	—	—	—	246	—	46	—				
+ Norwich	10 459	10 459	—	—	—	8 331	—	—	—	—	—	1 402	—	726	—				
Penzance Heliport	10 193	10 193	—	10 193	—	—	—	—	—	—	—	—	—	—	—				
+ Southampton	38 066	37 914	152	6 747	109	30 871	40	—	—	—	—	89	3	207	—				
+ Edinburgh	84 909	82 511	2 398	60 435	1 441	16 894	883	4 007	73	93	—	476	—	606	1				
+ Glasgow	193 321	189 244	4 077	101 649	897	31 696	—	14 721	2 958	148	—	30 952	10	10 078	212				
+ Prestwick	73 126	45 231	27 895	24 603	11 565	852	—	5 849	7 199	312	548	7 590	6 112	6 025	2 471				
Aberdeen	45 952	44 688	1 264	27 085	1 246	5 290	1	—	—	1 642	—	9 684	17	987	—				
Benbecula	3 676	2 126	1 550	2 126	1 550	—	—	—	—	—	—	—	—	—	—				
Inverness	13 970	12 339	1 631	12 015	1 631	34	—	—	—	—	—	290	—	—	—				
Islay	1 407	1 407	—	1 305	—	—	—	—	—	—	—	102	—	—	—				
+ Kirkwall	9 366	7 963	1 403	5 919	1 128	—	—	104	231	53	—	1 887	44	—	—				
Stornoway	4 334	4 059	275	3 943	275	—	—	—	—	7	—	109	—	—	—				
+ Sumburgh	14 149	13 254	895	6 553	—	299	—	—	—	2 351	—	3 847	895	204	—				
Tiree	344	339	5	330	—	—	—	—	—	—	—	9	5	—	—				
Wick	5 868	2 933	2 935	2 868	2 934	—	—	—	—	—	—	65	1	—	—				
+ Belfast	122 876	122 746	130	88 604	—	23 601	1	1 473	64	258	—	451	—	8 359	65				
+ Isle of Man	59 532	58 066	1 466	28 759	741	29 264	725	—	—	11	—	32	—	—	—				
TOTAL (Incl. London Area)	4 437 460	4 318 529	118 931	1 667 458	29 807	477 025	14 870	1 048 668	41 286	197 240	3 348	708 757	11 559	219 381	18 061				
Channel Islands Airports																			
Alderney	7 776	7 776	—	—	—	7 641	—	—	—	—	—	135	—	—	—				
Guernsey	40 549	40 549	—	17 732	—	20 418	—	—	—	—	—	2 070	—	329	—				
Jersey	191 470	189 432	2 038	69 138	504	105 032	1 517	6 910	—	355	—	3 213	—	4 784	17				
TOTAL (Channel Is. Airports)	239 795	237 757	2 038	86 870	504	133 091	1 517	6 910	—	355	—	5 418	—	5 113	17				

Terminal Air Passengers

Table 16

Comparison with a Year Earlier

Monthly Averages

	July 1974 —September 1974	July 1973 —September 1973	Percentage change
London Area Airports			
+ Gatwick	656 380	732 420	-10.4
+ Heathrow	2 099 418	2 144 788	-2.1
+ Luton	236 320	411 213	-42.5
+ Southend	29 866	48 599	-38.5
+ Stansted	21 359	18 983	12.5
TOTAL (London Area)	3 043 343	3 356 003	-9.3
Westland Heliport (Battersea)	893	902	-1.0
Other UK Airports			
+ Leeds/Bradford	32 845	33 635	-2.3
+ Liverpool	58 192	61 234	-5.0
+ Manchester	260 126	299 724	-13.2
+ Birmingham	126 091	131 902	-4.4
+ Coventry	484	905	-46.5
+ East Midlands	52 866	64 118	-17.5
+ Newcastle	64 972	71 443	-9.1
+ Tees-side	20 469	22 868	-10.5
+ Bristol	22 884	32 333	-29.2
+ Glamorgan	26 697	33 591	-20.5
Swansea	653	508	28.5
+ Ashford	9 523	12 721	-25.1
+ Blackpool	22 359	23 083	-3.1
+ Bournemouth	14 661	13 720	6.9
+ Cambridge	751	812	-7.5
+ Exeter	10 477	11 169	-6.2
Gloucester/Cheltenham	1 474	1 523	-3.2
Hawarden	—	—	—
Isles of Scilly	11 998	11 501	4.3
+ Lydd	201	39	—
+ Manston	506	386	31.1
+ Norwich	10 525	8 471	24.2
Penzance Heliport	11 246	10 712	5.0
+ Portsmouth	—	3 438	—
+ Southampton	39 107	39 258	-0.4
+ Edinburgh	82 333	92 056	-10.6
+ Glasgow	200 378	229 566	-12.7
+ Prestwick	55 467	63 963	-13.3
Aberdeen	46 228	28 467	62.4
Benbecula	2 273	2 191	3.7
Inverness	12 517	13 686	-8.5
Islay	1 579	1 808	-12.7
+ Kirkwall	9 500	8 682	9.4
Stornoway	4 484	5 041	-11.0
+ Sumburgh	15 927	8 761	81.8
Tiree	534	579	-7.8
Wick	3 269	3 141	4.1
+ Belfast	138 533	146 908	-5.7
+ Isle of Man	65 685	74 320	-11.6
TOTAL (Incl. London Area)	4 482 051	4 925 169	-9.0
Channel Islands Airports			
Alderney	8 969	9 582	-6.4
Guernsey	59 610	70 483	-15.4
Jersey	193 303	207 411	-6.8
TOTAL (Channel Islands Airports)	261 881	287 477	-8.9

Portsmouth Airport closed with effect from 31/12/73

International and Domestic Passenger Traffic

Table 17

Terminal Passengers

Monthly Averages

	Total	International			Domestic		
	July-Sept. 1974	July-Sept. 1974	July-Sept. 1973	Per- centage change	July-Sept. 1974	July-Sept. 1973	Per- centage change
London Area Airports							
+ Gatwick	656 380	584 977	657 493	-11	71 403	74 927	-5
+ Heathrow	2 099 418	1 800 833	1 828 350	-2	298 585	316 438	-6
+ Luton	236 320	229 607	403 113	-43	6 712	8 100	-17
+ Southend	29 866	29 382(a)	48 156(a)	-39	484	443	9
+ Stansted	21 359	21 121	18 462	14	238	521	-54
TOTAL (London Area)	3 043 343	2 665 920	2 955 574	-10	377 423	400 429	-6
Westland Heliport (Battersea)	893	1	—	—	892	902	-1
Other UK Airports							
+ Leeds/Bradford	32 845	4 698	5 416	-13	28 147	28 219	—
+ Liverpool	58 192	23 104	21 959	5	35 088	39 275	-11
+ Manchester	260 126	185 946	223 510	-17	74 180	76 214	-3
+ Birmingham	126 091	89 335	91 562	-2	36 756	40 340	-9
+ Coventry	484	61	25	—	422	880	-52
+ East Midlands	52 866	27 736	36 106	-23	25 130	28 012	-10
+ Newcastle	64 972	29 179	34 124	-14	35 793	37 319	-4
+ Tees-side	20 469	6 340	9 868	-36	14 129	13 000	9
+ Bristol	22 884	16 443	24 990	-34	6 441	7 342	-12
+ Glamorgan	26 697	17 326	23 436	-26	9 371	10 155	-8
Swansea	653	7	3	—	646	505	28
+ Ashford	9 523	8 709	12 387	-30	813	334	—
+ Blackpool	22 359	982	861	14	21 377	22 222	-4
+ Bournemouth	14 661	3 749	3 627	3	10 912	10 093	8
+ Cambridge	751	229	225	2	522	587	-11
+ Exeter	10 477	2 461	1 941	27	8 016	9 227	-13
Gloucester/Cheltenham	1 474	—	—	—	1 474	1 523	-3
Hawarden	—	—	—	—	—	—	—
Isles of Scilly	11 998	—	—	—	11 998	11 501	4
+ Lydd	201	173	4	—	28	35	-20
+ Manston	506	506	386	31	—	—	—
+ Norwich	10 525	5 363	4 223	27	5 162	4 248	22
Penzance	11 246	—	—	—	11 246	10 712	5
+ Portsmouth	—	—	—	—	—	3 438	—
+ Southampton	39 107	1 003	1 304	-23	38 103	37 954	—
+ Edinburgh	82 333	8 565	11 061	-23	73 768	80 995	-9
+ Glasgow	200 378	71 194	84 600	-16	129 184	144 966	-11
+ Prestwick	55 467	49 484	57 706	-14	5 982	6 256	-4
Aberdeen	46 228	11 988	1 191	—	34 240	27 276	26
Benbecula	2 273	—	—	—	2 273	2 191	4
Inverness	12 517	48	30	60	12 469	13 656	-9
Islay	1 579	—	—	—	1 579	1 808	-13
+ Kirkwall	9 500	284	276	3	9 217	8 406	10
Stornoway	4 484	—	—	—	4 484	5 041	-11
+ Sumburgh	15 927	4 491	196	—	11 436	8 565	34
Tiree	534	—	—	—	534	579	-8
Wick	3 269	2	—	—	3 267	3 141	4
+ Belfast	138 533	12 514	14 333	-13	126 020	132 575	-5
+ Isle of Man	65 685	1 827	2 077	-12	63 858	72 243	-12
TOTAL (Incl. London Area)	4 482 051	3 249 670	3 623 001	-10	1 232 381	1 302 164	-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	July 1974— September 1974			July 1973— September 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
EUROPE							
Austria	18.4	11.4	7.0	19.6	13.4	6.2	-6
London – Vienna	14.6	9.9	4.8	14.6	10.9	3.7	—
Other Routes	3.8	1.5	2.2	5.0	2.5	2.5	-25
Belgium	84.3	81.1	3.2	97.4	90.2	7.2	-13
London – Brussels	50.0	49.5	0.5	47.0	46.3	0.7	6
Other S.E. England – Belgium	27.3	26.2	1.1	40.5	39.1	1.4	-32
Other Routes	7.0	5.4	1.6	9.9	4.9	5.1	-30
Denmark	50.4	37.2	13.2	51.1	38.9	12.2	-1
London – Copenhagen	39.1	29.3	9.8	40.7	31.6	9.1	-4
Other Routes	11.3	8.0	3.4	10.4	7.3	3.2	9
Finland	10.2	6.9	3.3	9.6	5.7	3.9	7
France	277.5	250.6	26.9	305.3	266.2	39.2	-9
London – Nice	21.5	19.9	1.5	21.3	20.4	0.9	1
– Paris	170.8	163.1	7.8	187.2	176.5	10.7	-9
– N. France (a)	13.4	13.2	0.2	12.2	11.6	0.6	10
– Other France	32.9	25.1	7.8	30.9	22.1	8.8	7
Manchester – Paris	6.9	6.7	0.2	7.3	6.9	0.3	-6
Other U.K. – Paris	11.9	10.7	1.2	14.9	11.1	3.8	-20
Luton – Other France	0.9	—	0.9	5.7	—	5.7	-84
Other S.E. England – France	11.4	11.1	0.3	16.9	16.7	0.2	-33
Other Routes	7.8	0.8	7.0	9.0	0.8	8.3	-14
Germany (Fed. Republic)	195.7	144.9	50.8	237.2	151.2	86.0	-17
London – Dusseldorf	29.7	24.7	4.9	26.2	24.9	1.3	13
– Frankfurt	47.7	41.6	6.1	47.8	44.5	3.2	—
– Hamburg	20.1	19.9	0.2	23.3	22.5	0.8	-14
– Munich	29.2	16.4	12.8	32.9	16.4	16.5	-11
– Other Germany	36.9	33.0	3.9	41.8	32.1	9.7	-12
Luton – Germany	16.2	—	16.2	36.0	—	36.0	-55
Manchester – Germany	8.7	6.2	2.5	10.6	6.1	4.5	-18
Other Routes	7.1	3.0	4.2	18.5	4.5	14.0	-61
Gibraltar	9.6	9.1	0.5	9.1	8.4	0.7	6
Greece	67.5	25.2	42.3	106.0	39.3	66.7	-36
Iceland	7.3	7.2	0.1	6.1	6.1	—	21
London – Reykjavik	5.0	4.9	0.1	4.0	4.0	—	26
Glasgow – Reykjavik	2.2	2.2	—	2.1	2.1	—	5
Other Routes	0.1	0.1	—	—	—	—	—

Table 18 cont.

	July 1974— September 1974			July 1973— September 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Irish Republic	182.2	179.5	2.7	197.9	192.7	5.2	-8
London – Cork	16.1	15.8	0.3	15.0	14.9	0.1	7
– Dublin	83.5	81.9	1.6	89.6	89.3	0.3	-7
– Shannon	12.7	12.7	—	14.4	14.2	0.1	-12
Manchester – Dublin	14.3	14.3	—	15.5	15.3	0.2	-8
Birmingham – Dublin	13.0	13.0	—	14.3	14.3	—	-9
Glasgow – Dublin	10.6	10.5	0.1	11.4	11.4	—	-8
Liverpool – Dublin	6.6	6.6	—	7.6	7.5	0.1	-13
Leeds/Bradford – Dublin	3.8	3.7	—	3.9	3.9	—	-4
Edinburgh – Dublin	4.1	4.1	—	4.5	4.4	—	-8
Bristol – Dublin	3.1	3.1	—	3.6	3.6	—	-15
Other Routes	14.4	13.8	0.6	18.0	13.7	4.3	-20
Italy	231.8	89.5	142.3	268.5	92.7	175.8	-14
London – Genoa (g)	2.6	—	2.6	2.4	—	2.4	9
– Milan	47.3	28.3	19.0	46.1	29.3	16.7	3
– Rimini (g)	8.8	—	8.8	10.4	—	10.4	-16
– Rome	44.7	32.1	12.6	44.2	32.8	11.5	1
– Venice	11.0	6.4	4.6	15.3	7.5	7.8	-28
– Other Italy	38.8	20.4	18.5	42.0	21.3	20.6	-7
Luton – Rimini	11.3	—	11.3	19.4	—	19.4	-42
– Other Italy	37.4	—	37.4	51.0	—	51.0	-27
Other S.E. England – Italy	—	—	—	—	—	—	—
N. England – Italy (h)	13.2	—	13.2	14.8	—	14.8	-11
Other Routes	16.8	2.5	14.3	22.9	1.8	21.1	-27
Luxembourg	5.4	5.4	—	5.8	4.9	0.9	-7
London – Luxembourg	5.4	5.4	—	5.2	4.9	0.3	4
Other Routes	—	—	—	0.6	—	0.6	-99
Netherlands	152.1	146.3	5.8	162.4	152.8	9.6	-6
London – Amsterdam	103.1	99.8	3.3	108.2	101.2	7.0	-5
– Rotterdam	15.9	15.8	0.1	20.6	20.5	—	-23
Other S.E. England – Netherlands	5.3	4.8	0.5	7.6	6.6	0.9	-30
Manchester – Amsterdam	7.9	7.8	—	8.5	8.5	—	-8
Other Routes	19.9	18.1	1.8	17.5	15.9	1.6	14
Norway	31.5	23.4	8.1	35.0	22.8	12.1	-10
London – Oslo	18.5	13.8	4.7	16.4	12.3	4.1	12
Other Routes	13.0	9.6	3.4	18.5	10.5	8.0	-30
Portugal	46.2	22.1	24.1	67.6	29.7	37.9	-32
London – Lisbon	19.3	13.2	6.1	26.7	18.3	8.4	-28
Other Routes	27.0	8.9	18.1	40.9	11.3	29.6	-34
Soviet Union and Eastern Europe (b)	46.3	24.8	21.5	47.8	22.7	25.1	-3
London – Moscow	6.3	5.4	0.8	5.1	4.3	0.9	22
– Prague	3.3	3.3	—	3.5	3.5	—	-6
Other Routes	36.7	16.1	20.6	39.1	14.9	24.2	6

Table 18 cont.

	July 1974— September 1974			July 1973— September 1973			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
Spain	614.6	115.5	499.0	745.6	104.1	641.5	-18
London – Barcelona	27.6	19.3	8.3	24.8	16.5	8.3	11
– Ibiza	16.3	3.1	13.1	22.1	2.8	19.3	-26
– Madrid	35.7	29.4	6.3	34.5	29.3	5.1	4
– Malaga	29.0	16.2	12.8	24.8	12.8	12.0	17
– Palma	82.5	20.4	62.1	89.4	15.5	73.9	-8
– Other Spain	88.3	25.3	63.0	96.1	23.5	72.7	-8
Luton – Alicante	12.5	—	12.5	28.0	—	28.0	-55
– Barcelona	9.8	—	9.8	17.4	—	17.4	-44
– Gerona	16.0	—	16.0	26.9	—	26.9	-40
– Ibiza	15.0	—	15.0	26.0	—	26.0	-42
– Palma	28.6	—	28.6	50.7	—	50.7	-44
– Other Spain	15.4	—	15.4	29.2	—	29.2	-47
Other S.E. England – Spain	0.3	—	0.3	0.3	—	0.3	-27
Manchester – Barcelona	7.4	—	7.4	5.6	0.4	5.2	32
– Palma	27.5	—	27.5	34.3	0.5	33.9	-20
Other N. England – Spain	74.7	1.1	73.6	88.5	1.5	87.0	-16
Scotland – Spain	35.3	0.2	35.1	45.0	0.3	44.7	-22
Other Routes	92.7	0.6	92.1	101.9	1.2	100.7	-9
Sweden	32.1	18.0	14.1	29.6	17.3	12.3	8
London – Stockholm	19.3	12.6	6.7	17.1	11.6	5.4	13
Other Routes	12.8	5.4	7.4	12.5	5.7	6.8	2
Switzerland	104.9	80.2	24.7	126.9	82.0	44.9	-17
London – Basle	8.8	7.2	1.6	13.5	7.0	6.4	-34
– Geneva	36.3	31.4	4.8	36.6	31.9	4.7	-1
– Zurich	45.4	37.4	8.1	49.4	38.1	11.3	-8
Luton – Switzerland	8.8	—	8.8	14.8	—	14.8	-40
Other Routes	5.5	4.1	1.4	12.5	4.8	7.7	-56
Yugoslavia	53.9	15.3	38.5	68.2	11.5	56.6	-21
London – Dubrovnic	8.8	2.7	6.0	9.1	1.0	8.1	-4
– Ljubljana	4.6	4.1	0.5	2.2	1.7	0.5	106
Luton – Yugoslavia	8.9	—	8.9	17.1	—	17.1	-48
Other Routes	31.6	8.5	23.1	39.8	8.8	31.0	-20
Other Europe	80.1	47.6	32.5	90.8	65.3	25.5	-12
WESTERN HEMISPHERE							
Canada	200.5	112.7	87.8	200.5	95.3	105.2	—
London – Montreal	24.7	23.2	1.5	21.2	19.0	2.2	17
– Toronto	76.5	36.6	39.9	82.7	31.4	51.4	-8
– Other Canada	48.8	26.7	22.1	44.1	22.0	22.1	11
Other U.K. – Montreal	1.8	1.6	0.2	3.6	2.5	1.1	-50
– Toronto	39.9	20.3	19.5	42.3	16.9	25.4	-6
Other Routes	8.8	4.2	4.6	6.6	3.5	3.1	33

Table 18 cont.

	July 1974— September 1974			July 1973— September 1973—			Percentage change
	Total (000)	Sched. (000)	Charter (000)	Total (000)	Sched. (000)	Charter (000)	
United States	356.1	275.5	80.6	401.6	304.2	97.3	-11
London — New York	139.3	106.9	32.4	142.6	105.5	37.1	-2
— Other East Coast U.S.A.	83.3	77.7	5.7	84.2	76.0	8.3	-1
— Chicago and Detroit	38.8	31.5	7.3	30.0	24.4	5.7	29
— West Coast U.S.A.	59.8	41.0	18.7	86.6	64.1	22.5	-31
— Other U.S.A.	10.5	6.1	4.3	24.8	16.7	8.1	-58
Other U.K. — New York	20.2	12.2	8.0	25.7	17.1	8.6	-21
Other Routes	4.2	—	4.2	7.6	0.6	7.1	-45
West Atlantic and Caribbean Islands	28.5	25.5	2.9	26.1	20.9	5.2	9
Central and South America	9.2	9.0	0.2	10.1	9.6	0.5	-9
REST OF THE WORLD							
Canary Islands	27.5	5.7	21.8	23.3	3.6	19.7	18
North Africa (c)	23.6	12.2	11.4	30.2	7.3	22.8	-22
East Africa (d)	15.0	11.7	3.3	17.3	12.3	5.0	-14
Central Africa (e)	7.9	7.9	—	7.6	7.4	0.1	4
West Africa (d)	17.0	13.2	3.8	14.3	12.2	2.1	19
South Africa	21.9	21.6	0.3	16.1	15.4	0.7	36
Middle East (f)	93.3	90.4	2.9	81.1	77.4	3.7	15
India	14.9	14.8	0.1	12.5	12.5	—	19
Pakistan	6.4	6.3	0.1	3.9	3.9	—	64
Far East	51.0	41.6	9.3	48.5	35.9	12.6	5
Australia and New Zealand	24.5	24.4	—	19.3	18.8	0.5	27
Other Routes n.e.i.	26.3	9.4	16.9	7.8	5.9	1.9	238
ALL ROUTES	3 225.1	2 023.2	1 201.9	3 607.2	2 060.3	1 546.9	-11

London includes Heathrow, Gatwick and Stansted.

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

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

Glasgow includes Prestwick and Abbotsinch.

(a) N. France comprises the airports north of a 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		July 1974 —September 1974 (000)	July 1973 —September 1973 (000)	Percentage change
London (a)	Aberdeen	14.0	12.3	14
	Belfast	56.4	60.4	-7
	Birmingham	3.1	3.5	-12
	Channel Islands	65.4	71.0	-8
	Edinburgh	57.4	65.0	-12
	Glasgow (b)	70.0	79.1	-12
	Isle of Man	4.1	4.9	-15
	Leeds/Bradford	11.6	11.2	4
	Liverpool	10.4	10.8	-4
	Manchester	36.7	35.3	4
	Newcastle	23.0	24.4	-6
	Tees-side	10.3	8.8	17
	Other airports	7.9	5.2	53
	Birmingham	8.9	8.9	-1
Belfast	East Midlands	4.0	3.9	1
	Edinburgh	2.4	2.1	14
	Glasgow (b)	10.2	11.6	-12
	Isle of Man	9.6	10.7	-11
	Leeds/Bradford	4.4	4.4	—
	Liverpool	4.2	4.3	-4
	Manchester	10.9	11.5	-5
	Newcastle	2.8	2.8	-1
	Other airports	12.3	11.9	3
	Bournemouth	8.7	8.0	8
Channel Islands	Birmingham	14.8	15.9	-7
	Bristol/Glamorgan	9.2	9.6	-4
	East Midlands	15.2	16.5	-8
	Glasgow (b)	3.8	3.7	4
	Leeds/Bradford	6.5	7.2	-9
	Liverpool	6.1	6.4	-4
	Manchester	8.1	9.7	-17
	Newcastle	3.2	3.2	-1
	Southampton	33.6	32.9	2
	Other airports	19.8	22.2	-11
	Birmingham	2.7	2.8	-1
	Glasgow (b)	0.4	0.5	-29
Edinburgh	Manchester	3.1	3.6	-13
	Other airports	7.7	6.9	11
Glasgow (b)	Birmingham	5.2	6.7	-22
	East Midlands	3.8	4.0	-5
	Isle of Man	4.0	4.2	-5
	Leeds/Bradford	1.8	1.9	-3
	Liverpool	1.8	3.1	-42
	Manchester	4.9	5.2	-6
	Southampton	3.0	3.4	-11
	Other Scottish airports	19.1	19.2	-1
	Other airports	5.0	5.9	-15
	Blackpool	15.4	18.2	-16
Isle of Man	Liverpool	12.3	14.0	-12
	Manchester	7.0	7.9	-11
	Newcastle	1.9	1.8	2
Penzance	Other airports	9.7	10.6	-8
	Isles of Scilly	11.4	11.0	4
Other Routes		24.3	23.9	2
Total		713.4	754.1	-5

(a) Heathrow, Gatwick and Stansted
 (b) 'Glasgow' includes Prestwick and Abbotsinch
 Traffic counted in either direction

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

Cargo by Type and Nationality of Operator September 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	4 491·9	—	—	760·0	1 246·3	13·2	1·7	—	—	572·9	1 801·9	41·2	54·7		
+Heathrow	38 063·9	7 287·3	7 731·2	14·8	128·2	9 073·4	12 833·4	115·4	34·1	77·4	73·8	183·4	511·5		
+Luton	106·5	—	—	0·3	0·1	—	—	—	—	25·5	9·4	45·5	25·7		
+Southend	1 782·0	—	—	1 017·0	724·0	—	—	—	—	6·0	17·0	13·0	5·0		
+Stansted	1 357·3	—	—	6·0	—	—	—	—	—	209·8	683·1	26·0	432·4		
TOTAL (London Area)	45 801·6	7 287·3	7 731·2	1 798·1	2 098·6	9 086·6	12 835·1	115·4	34·1	891·6	2 585·2	309·1	1 029·3		
Westland Heliport (Battersea)	—	—	—	—	—	—	—	—	—	—	—	—	—		
Other UK Airports															
+Leeds/Bradford	74·3	16·4	23·7	0·7	5·3	5·9	7·2	—	—	—	—	13·6	1·5		
+Liverpool	1 119·4	120·6	592·4	2·8	0·2	84·7	33·8	0·7	21·1	0·4	17·2	27·2	218·3		
+Manchester	3 338·5	729·0	552·6	7·6	3·9	866·5	993·6	—	—	—	185·3	—	—		
+Birmingham	236·7	58·0	56·8	11·2	2·2	40·8	56·3	—	—	—	—	11·4	—		
+Coventry	7·8	—	—	—	0·5	—	—	—	—	—	—	—	7·3		
+East Midlands	692·3	0·2	—	273·1	333·8	—	—	—	—	16·8	6·8	15·7	45·9		
+Newcastle	117·8	15·5	41·3	14·7	32·5	—	—	0·2	—	—	2·6	—	11·0		
+Tees-side	18·8	—	—	7·4	11·4	—	—	—	—	—	—	—	—		
+Bristol	58·8	12·0	7·0	0·8	0·7	20·3	18·0	—	—	—	—	—	—		
+Glamorgan	23·8	6·2	14·0	1·3	0·8	—	—	—	1·3	—	—	0·2	—		
Swansea	—	—	—	—	—	—	—	—	—	—	—	—	—		
+Ashford	397·8	—	—	124·2	273·6	—	—	—	—	—	—	—	—		
+Blackpool	60·8	—	—	4·6	55·8	—	—	—	—	0·4	—	—	—		
+Bournemouth	341·7	—	—	150·2	167·3	—	—	—	—	12·9	11·3	—	—		
+Cambridge	106·9	—	—	—	0·1	—	—	—	—	—	—	65·5	41·3		
+Exeter	17·3	—	—	4·8	12·5	—	—	—	—	—	—	—	—		
Gloucester/Cheltenham	—	—	—	—	—	—	—	—	—	—	—	—	—		
Hawarden	—	—	—	—	—	—	—	—	—	—	—	—	—		
Isles of Scilly	9·6	8·4	1·2	—	—	—	—	—	—	—	—	—	—		
+Lydd	9·1	—	—	—	—	—	—	—	—	—	—	—	—		
+Manston	332·8	—	—	—	—	—	—	—	—	5·8	3·3	26·5	19·2		
+Norwich	21·0	—	—	7·5	10·5	—	—	—	—	147·9	139·2	—	—		
Penzance Heliport	9·6	1·2	8·4	—	—	—	—	—	—	0·5	2·5	—	—		
+Southampton	81·1	0·7	3·6	12·5	53·9	—	—	—	—	—	—	7·5	2·0		
+Edinburgh	392·8	199·7	32·4	95·1	55·1	5·5	5·0	—	—	—	0·9	—	—		
+Glasgow	1 985·5	557·7	676·0	68·7	71·2	218·7	357·9	0·2	0·1	3·3	2·4	6·1	23·2		
+Prestwick	1 059·0	350·4	204·5	0·8	—	254·6	155·1	—	—	—	—	3·8	89·8		
Aberdeen	240·3	42·8	66·4	10·4	17·7	—	—	6·9	11·3	28·0	56·2	0·1	0·5		
Benbecula	25·8	18·4	7·4	—	—	—	—	—	—	—	—	—	—		
Inverness	17·8	3·7	14·1	—	—	—	—	—	—	—	—	—	—		
Islay	9·2	6·0	3·2	—	—	—	—	—	—	—	—	—	—		
+Kirkwall	50·4	28·1	15·8	—	—	—	—	—	—	0·1	2·4	—	4·0		
Stornoway	48·9	30·3	11·8	—	—	—	—	—	—	—	—	—	6·8		
+Sumburgh	79·5	24·3	8·9	—	—	—	—	10·7	14·6	11·9	4·4	0·7	4·0		
Tiree	1·7	0·8	0·9	—	—	—	—	—	—	—	—	—	—		
Wick	15·7	4·1	1·7	—	—	—	—	—	—	—	0·6	—	9·3		
+Belfast	1 461·5	599·7	330·1	227·6	63·5	26·8	211·6	—	—	—	—	—	2·2		
+Isle of Man	318·3	159·4	95·5	57·3	6·1	—	—	—	—	—	—	—	—		
TOTAL (Incl. London Area)	58 583·9	10 280·9	10 500·9	2 881·4	3 277·2	10 610·4	14 673·6	134·1	82·5	1 119·6	3 020·3	487·4	1 515·6		
Channel Islands Airports															
Alderney	22·8	—	—	17·5	1·4	—	—	—	—	3·2	0·7	—	—		
Guernsey	733·2	81·3	45·5	334·3	260·3	—	—	—	—	6·4	5·4	—	—		
Jersey	1 356·8	176·3	274·5	565·9	316·6	4·5	0·9	—	—	7·9	3·8	6·4	—		
TOTAL (Channel Islands Airports)	2 112·8	257·6	320·0	917·7	578·3	4·5	0·9	—	—	17·5	9·9	6·4	—		

Cargo

Table 21

Comparison with a Year Earlier

Monthly Averages

	July 1974 –September 1974 (tonnes)	July 1973 September 1973 (tonnes)	Percentage change
London Area Airports			
+ Gatwick	4 436.5	3 484.2	27.3
+ Heathrow	37 309.0	38 338.5	–2.7
+ Luton	165.4	157.6	4.9
+ Southend	1 784.3	2 483.7	–28.2
+ Stansted	1 370.2	1 271.6	7.8
TOTAL (London Area)	45 065.5	45 735.6	–1.5
Westland Heliport (Battersea)	—	—	—
Other UK Airports			
+ Leeds/Bradford	74.5	61.8	20.6
+ Liverpool	1 161.5	1 261.5	–7.9
+ Manchester	3 441.8	3 262.1	5.5
+ Birmingham	253.5	298.6	–15.1
+ Coventry	3.9	36.8	–89.4
+ East Midlands	668.7	586.0	14.1
+ Newcastle	109.6	140.9	–22.2
+ Tees-side	18.6	37.1	–49.9
+ Bristol	64.9	72.8	–10.9
+ Glamorgan	20.6	28.7	–28.2
Swansea	—	0.6	—
+ Ashford	326.4	349.2	–6.5
+ Blackpool	71.4	69.4	2.9
+ Bournemouth	349.9	226.0	54.8
+ Cambridge	81.7	91.3	–10.5
+ Exeter	20.2	12.5	61.6
Gloucester/Cheltenham	—	0.2	—
Hawarden	—	—	—
Isles of Scilly	8.1	8.7	–6.9
+ Lydd	9.7	—	—
+ Manston	325.1	356.1	–8.7
+ Norwich	20.2	56.8	–64.4
Penzance Heliport	8.1	8.7	–6.9
+ Portsmouth	—	7.4	—
+ Southampton	93.6	102.0	–8.2
+ Edinburgh	365.6	327.0	11.8
+ Glasgow	1 887.9	1 819.9	3.7
+ Prestwick	1 059.8	1 082.3	–2.1
Aberdeen	247.1	99.6	—
Benbecula	29.4	17.7	66.1
Inverness	20.0	36.2	–44.8
Islay	9.0	5.5	63.6
+ Kirkwall	44.3	36.1	22.7
Stornoway	43.0	36.4	18.1
+ Sumburgh	111.6	40.1	—
Tiree	1.8	1.8	—
Wick	12.1	11.5	5.2
+ Belfast	1 310.6	1 330.5	–1.5
+ Isle of Man	335.7	387.2	–13.3
TOTAL (Incl. London Area)	57 675.2	58 042.8	–0.6
Channel Islands Airports			
Alderney	22.6	27.9	–19.0
Guernsey	751.5	764.5	–1.7
Jersey	1 119.1	1 249.1	–10.4
TOTAL (Channel Islands Airports)	1 893.2	2 041.5	–7.3

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

All Scheduled Services September 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			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	15 026	4 176	19 905	327 986	3 350 992	2 170 589	64.8	7 884	432 143	254 450	9 583	49 454	195 413	58.9
British Airways European Division	7 729	10 708	15 106	793 592	872 281	591 824	67.8	3 559	88 615	54 533	905	2 023	51 603	61.5
British Airways Helicopters	24	400	133	9 795	683	597	87.5	11	51	47	—	1	46	92.6
British Airways Regional Division—														
Channel Islands Airways	754	1 963	2 232	95 910	54 968	35 815	65.2	232	4 961	3 110	20	75	3 015	62.7
Scottish Airways	499	1 920	1 630	58 154	32 799	20 861	63.6	263	2 933	1 852	17	58	1 778	63.1
Cambrian Airways	483	1 803	1 494	75 570	34 575	22 687	65.6	830	3 290	2 019	5	195	1 820	61.4
Northeast Airlines	399	976	1 099	60 700	37 333	26 040	69.8	122	3 347	2 211	—	50	2 161	66.1
British Caledonian Airways	3 850	3 060	6 089	136 455	461 403	293 114	63.5	1 252	52 916	31 884	312	5 361	26 211	60.3
Air Anglia	200	546	650	11 026	8 821	4 817	54.6	28	902	494	—	12	482	54.7
Aurigny Air Services	135	2 215	753	21 417	1 640	1 309	79.8	42	163	107	—	2	105	65.9
British Air Ferries	119	618	548	15 454	4 702	2 672	56.8	1 719	806	586	—	343	243	72.7
British Island Airways	420	2 183	1 646	71 506	20 988	14 240	67.8	163	1 932	1 241	1	30	1 211	64.2
British Midland Airways	639	1 842	2 097	65 565	44 839	25 117	56.0	132	3 534	2 021	—	57	1 965	57.2
Brymon Airways	71	405	307	3 246	950	613	64.5	—	81	51	—	—	51	62.6
Dan-Air Services	395	1 503	1 374	35 475	22 467	10 592	47.1	—	1 833	864	—	—	864	47.1
Intra Airways	52	329	466	5 989	1 636	937	57.3	—	132	73	—	—	73	55.2
Loganair	40	568	284	2 227	452	137	30.2	—	41	12	—	—	12	30.1
TOTAL Passenger Services	30 837	35 215	55 813	1 790 067	4 951 527	3 221 961	65.1	16 237	597 680	355 555	10 841	57 660	287 052	59.5
Cargo Services														
British Airways Overseas Division	937	291	1 275	—	—	—	—	2 835	30 646	18 068	265	17 802	—	59.0
British Airways European Division	642	976	1 131	—	—	—	—	6 656	9 391	4 410	88	4 323	—	47.0
British Caledonian Airways	111	72	165	—	—	—	—	503	2 555	1 855	148	1 707	—	72.6
Air Freight	43	171	184	—	—	—	—	398	147	100	—	100	—	68.0
Air-Bridge Carriers	25	70	94	—	—	—	—	468	248	188	—	188	—	75.8
British Island Airways	130	436	481	—	—	—	—	885	597	279	36	243	—	46.6
Intra Airways	5	26	23	—	—	—	—	50	15	9	—	9	—	57.0
TOTAL Cargo Services	1 893	2 042	3 353	—	—	—	—	11 795	43 599	24 908	537	24 371	—	57.1
GRAND TOTAL	32 730	37 257	59 166	1 790 067	4 951 527	3 221 961	65.1	28 032	641 280	380 463	11 378	82 031	287 052	59.3

International Scheduled Services September 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		Passengers (000)	As percentage of available
Passenger Services														
British Airways Overseas Division	15 026	4 176	19 905	327 986	3 350 992	2 170 589	64.8	7 884	432 143	254 450	9 583	49 454	195 413	58.9
British Airways European Division	6 663	8 381	12 670	604 921	746 597	503 385	67.4	3 078	76 232	46 731	862	1 848	44 018	61.3
British Airways Regional Division—														
Channel Islands Airways	223	389	526	15 547	17 227	8 777	50.9	93	1 605	795	1	44	750	49.5
Cambrian Airways	151	354	369	13 933	12 499	7 516	60.1	38	1 091	618	—	17	601	56.7
Northeast Airlines	107	198	242	11 544	11 582	6 996	60.4	37	1 012	599	—	19	581	59.2
British Caledonian Airways	3 315	2 033	4 921	85 038	415 395	267 996	64.5	964	48 429	29 632	311	5 205	24 116	61.2
Air Anglia	122	265	366	5 933	5 359	2 481	46.3	28	548	260	—	12	248	47.4
Aurigny Air Services	87	1 904	520	17 879	972	764	78.6	36	96	63	—	1	61	65.4
British Air Ferries	119	618	548	15 454	4 702	2 672	56.8	1 719	806	586	—	343	243	72.7
British Island Airways	130	483	485	15 256	6 486	3 892	60.0	27	597	339	—	8	331	56.8
British Midland Airways	166	418	540	8 444	11 559	3 939	34.1	55	859	336	—	28	307	39.1
Brymon Airways	18	82	76	349	213	95	44.8	—	18	8	—	—	8	44.0
Dan-Air Services	171	486	542	12 512	9 293	4 588	49.4	—	758	374	—	—	374	49.4
Intra Airways	33	265	374	4 684	971	542	55.8	—	78	40	—	—	40	51.7
TOTAL Passenger Services -	26 330	20 052	42 083	1 139 480	4 593 848	2 984 233	65.0	13 959	564 270	334 830	10 757	56 980	267 091	59.3
Cargo Services														
British Airways Overseas Division	937	291	1 275	—	—	—	—	2 835	30 646	18 068	265	17 802	—	59.0
British Airways European Division	534	703	849	—	—	—	—	4 490	7 434	3 442	75	3 368	—	46.3
British Caledonian Airways	87	30	116	—	—	—	—	290	2 386	1 733	26	1 707	—	72.6
Air Freight	43	171	184	—	—	—	—	398	147	100	—	100	—	68.0
British Island Airways	57	96	197	—	—	—	—	170	260	97	8	89	—	37.3
TOTAL Cargo Services	1 657	1 291	2 621	—	—	—	—	8 182	40 874	23 441	374	23 066	—	57.3
GRAND TOTAL	27 987	21 343	44 704	1 139 480	4 593 848	2 984 233	65.0	22 141	605 143	358 271	11 131	80 046	267 091	59.2

Domestic Scheduled Services September 1974

Table 22.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used			
											Mail (000)	Cargo (000)	Passengers (000)	As percentage of available
Passenger Services														
British Airways European Division	1 066	2 327	2 436	188 671	125 684	88 439	70.4	481	12 383	7 802	42	175	7 585	63.0
British Airways Helicopters	24	400	133	9 795	683	597	87.5	11	51	47	—	1	46	92.6
British Airways Regional Division—														
Channel Islands Airways	531	1 574	1 706	80 363	37 741	27 038	71.6	140	3 356	2 315	19	31	2 265	69.0
Scottish Airways	499	1 920	1 630	58 154	32 799	20 861	63.6	263	2 933	1 852	17	58	1 778	63.1
Cambrian Airways	332	1 449	1 125	61 637	22 075	15 171	68.7	792	2 200	1 401	5	178	1 219	63.7
Northeast Airlines	292	778	857	49 156	25 751	19 044	74.0	86	2 335	1 612	—	31	1 581	69.0
British Caledonian Airways	535	1 027	1 168	51 417	46 008	25 118	54.6	288	4 488	2 252	1	156	2 095	50.2
Air Anglia	79	281	284	5 093	3 461	2 335	67.5	—	354	234	—	—	234	66.0
Aurigny Air Services	48	311	233	3 538	668	545	81.6	6	67	45	—	1	44	66.6
British Island Airways	290	1 700	1 161	56 250	14 502	10 347	71.3	136	1 336	903	1	22	880	67.6
British Midland Airways	473	1 424	1 557	57 121	33 280	21 178	63.6	78	2 676	1 685	—	28	1 657	63.0
Brymon Airways	54	323	232	2 897	738	518	70.2	—	63	43	—	—	43	67.9
Dan-Air Services	224	1 017	833	22 963	13 174	6 003	45.6	—	1 075	490	—	—	490	45.6
Intra Airways	18	64	92	1 305	664	395	59.4	—	54	33	—	—	33	60.3
Loganair	40	568	284	2 227	452	137	30.2	—	41	12	—	—	12	30.1
TOTAL Passenger Services	4 507	15 163	13 730	650 587	357 680	237 728	66.5	2 279	33 411	20 725	84	680	19 961	62.0
Cargo Services														
British Airways European Division	109	273	282	—	—	—	—	2 167	1 957	968	13	955	—	49.4
British Caledonian Airways	24	42	49	—	—	—	—	213	169	122	122	—	—	72.1
Air-Bridge Carriers	25	70	94	—	—	—	—	468	248	188	—	188	—	75.8
British Island Airways	74	340	284	—	—	—	—	715	337	182	28	154	—	53.9
Intra Airways	5	26	23	—	—	—	—	50	15	9	—	9	—	57.0
TOTAL Cargo Services	236	751	732	—	—	—	—	3 612	2 726	1 467	163	1 305	—	53.8
GRAND TOTAL	4 743	15 914	14 462	650 587	357 680	237 728	66.5	5 891	36 136	22 192	247	1 985	19 961	61.4

All Non-Scheduled Services September 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 tonnes uplifted†	Tonne-km available (000)	Total (000)	Tonne-kilometres used		As percentage of available
											Cargo (000)	Passengers (000)	
British Airways Overseas Division	991	232	1 336	25 216	177 337	162 853	91.8	—	20 041	14 904	—	14 904	74.4
British Airways European Division	724	646	1 418	38 788	59 883	48 943	81.7	1 410	8 215	5 603	1 400	4 204	68.2
British Airways Airtours	1 076	588	1 552	91 152	201 578	168 845	83.8	—	18 457	14 658	—	14 658	79.4
British Airways Helicopters	641	1 257	651	9 063	2 872	1 234	43.0	95	266	105	13	92	39.7
British Airways Regional Division—													
Channel Islands Airways	8	25	25	649	393	234	59.5	10	46	23	4	19	50.3
Scottish Airways	6	22	20	416	321	148	46.0	11	32	15	2	13	46.0
Cambrian Airways	336	489	616	20 045	27 190	22 016	81.0	21	2 403	1 766	5	1 762	73.5
Northeast Airlines	417	316	644	35 271	50 545	47 348	93.7	—	4 310	3 930	—	3 930	91.2
British Caledonian Airways	1 822	875	2 634	61 666	210 710	172 983	82.1	992	38 571	23 622	8 273	15 349	61.2
Air Anglia	63	201	203	1 931	1 243	680	54.7	3	132	69	1	68	52.0
Air Freight	5	9	26	—	—	—	—	11	17	12	12	—	69.7
Air-Bridge Carriers	9	22	31	—	—	—	—	80	81	36	36	—	43.9
Alidair	166	204	312	6 155	8 566	4 494	52.5	171	794	487	90	396	61.3
Beecham Imperial	37	69	88	219	294	156	53.0	—	26	14	—	14	52.6
Bristow Helicopters	742	2 383	1 550	17 469	5 253	2 987	56.9	304	495	277	49	228	56.1
Britannia Airways	2 696	1 889	4 364	222 766	350 422	319 339	91.1	—	29 790	27 144	—	27 144	91.1
British Air Ferries	34	26	127	12	6	4	70.6	50	228	96	95	—	41.9
British Executive Air Services	323	194	45	873	4 202	1 130	26.9	5	808	120	7	113	14.8
British Island Airways	113	338	427	7 515	4 510	2 415	53.5	5	523	267	61	206	50.9
British Midland Airways	460	290	742	2 5581	76 709	54 638	71.2	40	6 401	4 394	128	4 267	68.6
Cabair	30	93	99	171	176	54	30.7	—	30	9	—	9	30.0
Dan-Air Services	3 723	2 449	6 139	243 283	473 254	417 312	88.2	5	37 852	33 385	3	33 382	88.2
Fairflight Charters	82	157	297	702	481	338	70.3	16	53	35	9	26	66.0
Galliford Aviation	6	14	16	30	39	12	30.8	—	5	1	—	1	20.0
Green Shield Stamp	17	29	33	142	168	84	50.0	—	17	8	—	8	50.0
Haywards Aviation	5	22	31	156	59	39	66.3	—	5	3	—	3	49.9
Humber Airways	7	26	31	79	42	23	54.8	—	4	2	—	2	50.0
I D S Aircraft	54	207	185	490	313	127	40.7	—	26	10	—	10	40.8
International Aviation Service	294	128	631	—	—	—	—	679	4 929	2 861	2 861	—	58.0
Intra Airways	3	44	22	1 300	116	100	86.2	7	10	8	1	7	77.5
Invicta International Airlines	335	247	658	14 828	21 717	15 981	73.6	761	5 564	3 634	2 046	1 589	65.3
Laker Airways	1 990	865	2 742	98 053	371 790	310 948	83.6	—	36 948	30 467	—	30 467	82.5
Loganair	91	771	354	2 793	763	353	46.3	—	70	31	—	31	44.9
Macedonian Aviation	12	37	58	640	376	197	52.4	9	39	18	3	15	46.7
MAM Aviation	54	66	110	201	482	148	30.7	—	43	15	—	15	34.2
McAlpine Aviation	183	411	370	1 180	1 390	629	45.3	—	105	49	—	49	46.9
Merlot International Airlines	51	65	28	111	382	121	31.7	—	30	9	—	9	30.0
Monarch Airlines	798	552	1 375	66 498	113 656	93 390	82.2	37	12 519	9 163	695	8 468	73.2
Moseley Aviation	8	22	26	110	47	40	85.1	—	5	4	—	4	80.0
Northern Air Taxis	48	93	187	395	292	213	72.8	—	27	17	—	17	63.3
Northern Executive Aviation	11	44	46	295	87	71	81.6	2	9	7	—	7	77.8
Peters Aviation	27	93	124	619	340	193	56.9	—	34	14	—	14	39.8
Thurston Aviation	15	57	50	96	67	23	34.3	3	7	1	—	1	14.3
Tradewinds Airways	565	111	1 317	—	—	—	—	778	13 644	10 219	10 219	—	74.9
Trans-Meridian Air Cargo	704	336	1 516	—	—	—	—	3 101	18 205	10 696	10 696	—	58.8
Vernair Transport	14	40	48	111	95	53	56.3	—	8	5	—	5	56.1
TOTAL	19 794	17 054	33 300	997 070	2 168 164	1 850 895	85.4	8 613	261 822	198 214	36 707	161 506	75.7
Class 5A Licence TOTAL	372	578	699	25 484	41 522	29 464	71.0	—	3 866	2 600	14	2 586	67.3
TOTAL Excludes 5A Licence	19 422	16 476	32 602	971 586	2 126 642	1 821 431	85.6	8 613	257 956	195 614	36 693	158 920	75.8

†Does not include cargo carried under Class 5 Licences.

International Non-Scheduled Services September 1974

Table 23.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	991	232	1 336	25 216	177 337	162 853	91.8	—	20 041	14 904	—	14 904	74.4
British Airways European Division	724	646	1 418	38 788	59 883	48 943	81.7	1 410	8 215	5 603	1 400	4 204	68.2
British Airtours	1 076	588	1 552	91 152	201 578	168 845	83.8	—	18 457	14 658	—	14 658	79.4
British Airways Helicopters	641	1 257	651	9 063	2 872	1 234	43.0	95	266	105	13	92	39.7
British Airways Regional Division—													
Channel Islands Airways	3	8	8	271	171	113	66.1	—	14	9	—	9	63.5
Scottish Airways	1	5	5	131	87	43	49.8	—	8	4	—	4	48.5
Cambrian Airways	300	298	517	14 673	25 563	21 227	83.0	21	2 254	1 703	5	1 698	75.6
Northeast Airlines	417	316	644	35 271	50 545	47 348	93.7	—	4 310	3 930	—	3 930	91.2
British Caledonian Airways	1 822	875	2 634	61 666	210 710	172 983	82.1	992	38 571	23 622	8 273	15 349	61.2
Air Anglia	17	48	54	920	605	367	60.5	—	63	37	—	37	58.2
Air Freight	5	7	24	—	—	—	—	11	16	11	11	—	67.8
Air-Bridge Carriers	5	10	18	—	—	—	—	51	45	26	26	—	58.3
Alidair	129	104	201	4 603	5 818	4 071	70.0	22	525	360	18	342	68.6
Beecham Imperial	29	45	65	132	234	125	53.4	—	21	11	—	11	52.4
Bristow Helicopters	742	2 383	1 550	17 469	5 253	2 987	56.9	304	495	277	49	228	56.1
Britannia Airways	2 696	1 889	4 364	222 766	350 422	319 339	91.1	—	29 790	27 144	—	27 144	91.1
British Air Ferries	34	26	127	12	6	4	70.6	50	228	96	95	—	41.9
British Executive Air Services	323	194	45	873	4 202	1 130	26.9	5	808	120	7	113	14.8
British Island Airways	77	211	273	3 840	2 721	1 400	51.5	5	359	168	50	119	46.9
British Midland Airways	449	257	703	24 607	76 090	54 276	71.3	36	6 357	4 365	126	4 239	68.7
Cabair	19	48	63	93	112	35	31.3	—	19	6	—	6	31.6
Dan-Air Services	3 720	2 441	6 129	243 050	473 172	417 245	88.2	—	37 840	33 376	—	33 376	88.2
Fairflight Charters	62	115	223	434	307	212	69.1	16	40	25	9	16	62.5
Green Shield Stamp	8	17	16	88	85	46	54.3	—	9	5	—	5	54.3
Haywards Aviation	1	4	6	42	11	11	94.4	—	1	1	—	1	73.8
Humber Airways	2	4	9	14	12	7	58.3	—	1	1	—	1	100.0
International Aviation Service	294	128	631	—	—	—	—	679	4 929	2 861	2 861	—	58.0
Intra Airways	2	20	13	542	68	61	89.0	7	6	5	1	5	84.4
Invicta International Airlines	334	244	654	14 531	21 534	15 880	73.7	761	5 548	3 627	2 046	1 581	65.4
Laker Airways	1 990	865	2 742	98 053	371 790	310 948	83.6	—	36 948	30 467	—	30 467	82.5
Macedonian Aviation	2	5	8	38	51	9	17.9	2	5	2	1	1	39.4
MAM Aviation	42	43	84	114	382	100	26.3	—	34	10	—	10	29.9
McAlpine Aviation	119	155	204	503	926	424	45.8	—	70	33	—	33	47.6
Merlot International Airlines	36	44	6	95	270	78	28.9	—	21	6	—	6	28.6
Monarch Airlines	798	552	1 373	66 498	113 656	93 390	82.2	37	12 519	9 163	695	8 468	73.2
Moseley Aviation	4	7	14	35	25	21	84.0	—	3	2	—	2	66.7
Northern Air Taxis	1	2	3	13	7	7	92.9	—	1	1	—	1	91.7
Northern Executive Aviation	3	6	13	47	25	22	88.0	—	2	2	—	2	100.0
Peters Aviation	7	21	33	174	95	64	66.9	—	10	5	—	5	47.0
Thurston Aviation	9	28	31	48	44	14	31.8	1	5	1	—	1	20.0
Tradewinds Airways	565	111	1 317	—	—	—	—	778	13 644	10 219	10 219	—	74.9
Trans-Meridian Air Cargo	704	336	1 516	—	—	—	—	3 101	18 205	10 696	10 696	—	58.8
Vernair Transport	7	11	21	43	49	31	64.4	—	4	3	—	3	62.9
TOTAL	19 210	14 606	31 295	975 908	2 156 717	1 845 892	85.6	8 389	260 703	197 671	36 600	161 071	75.8
Class 5A Licence TOTAL	278	151	345	15 509	37 800	27 489	72.7	..	3 495	2 402	—	2 402	68.7
TOTAL Excludes 5A Licence	18 932	14 455	30 951	960 399	2 118 917	1 818 403	85.8	8 389	257 208	195 269	36 600	158 669	75.9

†Does not include cargo carried under Class 5 Licences.

Domestic Non-Scheduled Services September 1974

Table 23.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo† uplifted tonnes	Tonne-km available (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
										Total (000)	Cargo (000)		
British Airways Regional Division—													
Channel Islands Airways	5	17	17	378	222	121	54.3	10	31	14	4	10	44.3
Scottish Airways	5	17	15	285	235	105	44.7	11	24	11	2	9	45.2
Cambrian Airways	36	191	99	5 372	1 627	789	48.5	—	149	63	—	63	42.4
Air Anglia	46	153	150	1 011	638	313	49.1	3	69	32	1	31	46.3
Air Freight	—	2	2	—	—	—	—	—	1	1	1	—	100.0
Air-Bridge Carriers	3	12	13	—	—	—	—	29	36	9	9	—	26.1
Alidair	37	100	111	1 552	2 748	423	15.4	149	270	127	73	54	47.1
Beecham Imperial	8	24	23	87	60	31	51.8	—	5	3	—	3	53.1
British Island Airways	36	127	154	3 675	1 789	1 015	56.7	—	164	98	11	87	59.9
British Midland Airways	11	33	39	974	619	362	58.5	4	44	29	1	28	65.3
Cabair	11	45	36	78	64	19	29.7	—	11	3	—	3	27.3
Dan-Air Services	3	8	10	233	82	68	81.9	5	13	9	3	6	67.3
Fairflight Charters	20	42	74	268	174	126	72.4	—	13	10	—	10	76.9
Galliford Aviation	6	14	16	30	39	12	30.8	—	5	1	—	1	20.0
Green Shield Stamp	8	12	16	54	83	38	45.7	—	8	4	—	4	45.7
Haywards Aviation	4	18	25	114	47	28	59.7	—	4	2	—	2	44.3
Humber Airways	5	22	22	65	30	16	53.3	—	3	1	—	1	33.3
I D S Aircraft	54	207	185	490	313	127	40.7	—	26	10	—	10	40.8
Intra Airways	1	24	10	758	47	39	82.0	—	4	3	—	3	67.4
Invicta International Airlines	1	3	4	297	183	101	55.2	—	15	7	—	7	47.3
Loganair	91	771	354	2 793	763	353	46.3	—	70	31	—	31	44.9
Macedonian Aviation	10	32	50	602	325	188	57.8	6	34	16	2	14	47.9
MAM Aviation	11	23	26	87	100	47	47.6	—	9	5	—	5	50.8
McAlpine Aviation	64	256	166	677	464	206	44.3	—	36	16	—	16	45.6
Merlot International Airlines	15	21	22	16	112	43	38.4	—	9	3	—	3	33.3
Moseley Aviation	4	15	13	75	22	19	86.4	—	2	2	—	2	100.0
Northern Air Taxis	47	91	184	382	285	206	72.3	—	26	17	—	17	62.7
Northern Executive Aviation	8	38	34	248	62	49	79.0	2	7	5	—	5	71.4
Peters Aviation	20	72	90	445	244	129	53.0	—	24	9	—	9	37.1
Thurston Aviation	6	29	20	48	23	9	39.1	2	2	—	—	—	35.0
Vernair Transport	7	29	27	68	46	22	47.8	—	4	2	—	2	49.1
TOTAL	583	2 448	2 005	21 162	11 447	5 003	43.7	224	1 119	543	107	436	48.5
Class 5A Licence TOTAL	94	427	354	9 975	3 722	1 975	53.1	..	371	198	14	184	53.4
TOTAL Excludes 5A Licence	489	2 021	1 651	11 187	7 725	3 028	39.2	224	748	345	93	252	46.1

†Does not include cargo carried under Class 5 Licences.

Class 2 Licence Operations September 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	671	152	901	19 378	—	120 540	108 601	90·1	13 594	9 933	73·1
British Airtours	46	11	58	902	—	8 726	8 255	94·6	794	755	95·0
British Caledonian Airways	377	93	477	8 904	—	70 907	58 572	82·6	9 731	5 273	54·2
British Midland Airways	143	37	209	4 487	—	26 947	23 455	87·0	2 139	1 835	85·8
Dan-Air Services	282	74	376	7 421	—	53 230	49 510	93·0	4 255	3 959	93·0
Laker Airways	644	133	836	29 679	—	201 406	166 352	82·6	20 485	16 635	81·2
TOTAL	2 163	500	2 856	70 771	—	481 756	414 744	86·1	50 996	38 390	75·3

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

Class 3 Licence Operations showing Other Inclusive Tour Charter Passengers September 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	—	—	—	—	—	—	—	—	—	—	—	3 468
British Airways European Division	490	375	928	34 027	50 903	44 525	87·5	4 592	3 813	83·0	—	—
British Airtours	765	431	1 109	68 931	143 911	119 947	83·3	13 102	10 282	78·5	—	—
British Airways Regional Division—												
Cambrian Airways	296	284	504	14 396	25 346	21 114	83·3	2 226	1 689	75·9	—	—
Northeast Airlines	416	314	641	35 175	50 472	47 300	93·7	4 305	3 926	91·2	—	—
British Caledonian Airways	568	473	996	36 968	60 674	47 778	78·7	5 440	4 111	75·6	—	—
Alidair	35	26	91	1 805	2 757	2 557	92·7	248	216	87·3	—	—
Britannia Airways	2 512	1 664	3 989	198 493	326 559	299 169	91·6	27 761	25 430	91·6	—	—
British Midland Airways	1	2	2	80	49	27	54·8	4	2	51·7	—	—
Dan-Air Services	2 522	1 771	4 225	187 934	308 752	275 818	89·3	24 696	22 066	89·3	—	—
Invicta International Airlines	125	112	271	11 526	18 242	13 710	75·2	1 824	1 371	75·2	—	—
Laker Airways	928	478	1 240	49 511	110 149	94 605	85·9	10 513	8 973	85·3	—	2 205
Monarch Airlines	532	378	862	56 331	89 159	80 324	90·1	8 658	7 286	84·2	—	—
TOTAL International Services	9 188	6 308	14 858	695 177	1 186 974	1 046 873	88·2	103 366	89 165	86·3	—	5 673
Domestic Services—Nil.												
GRAND TOTAL	9 188	6 308	14 858	695 177	1 186 974	1 046 873	88·2	103 366	89 165	86·3	—	5 673

All Class 4 Licence Operations September 1974

Table 26.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	294	71	398	3 468	1 516	52 727	51 440	97·6	5 953	4 700	78·9
British Airways European Division	1	2	3	—	90	130	59	45·5	14	5	38·5
British Airtours	167	93	242	—	12 934	31 517	26 233	83·2	2 868	2 312	80·6
British Airways Regional Division—											
Channel Islands Airways	3	8	8	—	271	171	113	66·1	14	9	63·5
Scottish Airways	1	5	5	—	131	87	43	49·8	8	4	48·5
Northeast Airlines	1	2	3	—	96	73	48	65·8	6	4	67·8
British Caledonian Airways	253	106	350	—	10 558	42 666	35 552	83·3	5 529	3 178	57·5
Alidair	8	17	22	—	1 211	604	501	82·9	54	42	77·9
Britannia Airways	92	71	151	—	7 691	11 938	10 352	86·7	1 016	880	86·6
British Island Airways	2	8	8	—	333	98	83	84·5	9	7	78·0
British Midland Airways	22	28	61	—	1 691	1 580	1 332	84·3	126	104	82·2
Dan-Air Services	892	575	1 481	—	46 062	107 921	89 514	82·9	8 628	7 161	83·0
Intra Airways	3	37	18	—	1 222	96	87	90·6	7	6	84·7
Invicta International Airlines	11	21	26	—	2 577	1 542	1 343	87·1	147	128	86·6
Laker Airways	240	210	436	2 205	12 471	27 198	23 168	85·2	2 535	2 177	85·9
Loganair	21	308	42	—	1 479	166	104	62·7	15	9	62·7
Monarch Airlines	14	10	23	—	1 233	2 307	1 761	76·3	224	160	71·5
TOTAL	2 024	1 572	3 275	5 673	101 566	280 820	241 734	86·1	27 154	20 887	76·9

International Class 4 Licence Operations September 1974

Table 26.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
British Airways Overseas Division	294	71	398	3 468	1 516	52 727	51 440	97·6	5 953	4 700	78·9
British Airways European Division	1	2	3	—	90	130	59	45·5	14	5	38·5
British Airtours	167	93	242	—	12 934	31 517	26 233	83·2	2 868	2 312	80·6
British Airways Regional Division—											
Channel Islands Airways	3	8	8	—	271	171	113	66·1	14	9	63·5
Scottish Airways	1	5	5	—	131	87	43	49·8	8	4	48·5
Northeast Airlines	1	2	3	—	96	73	48	65·8	6	4	67·8
British Caledonian Airways	253	106	350	—	10 558	42 666	35 552	83·3	5 529	3 178	57·5
Alidair	5	9	13	—	466	361	270	74·8	32	23	70·5
Britannia Airways	92	71	151	—	7 691	11 938	10 352	86·7	1 016	880	86·6
British Island Airways	—	1	1	—	44	13	11	88·0	1	1	80·4
British Midland Airways	21	25	58	—	1 472	1 491	1 243	83·3	119	97	81·4
Dan-Air Services	892	575	1 481	—	46 062	107 921	89 514	82·9	8 628	7 161	83·0
Intra Airways	2	17	11	—	542	68	61	89·0	5	5	85·2
Invicta International Airlines	10	19	24	—	2 297	1 447	1 252	86·5	141	121	86·2
Laker Airways	240	210	436	2 205	12 471	27 198	23 168	85·2	2 535	2 177	85·9
Monarch Airlines	14	10	23	—	1 233	2 307	1 761	76·3	224	160	71·5
TOTAL	1 996	1 224	3 205	5 673	97 874	280 114	241 122	86·1	27 093	20 837	76·9

Domestic Class 4 Licence Operations September 1974

Table 26.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Number of passengers uplifted		Seat—km		Percentage of available	Tonne—km		Percentage of available
				IT	Other	Available (000)	Used (000)		Available (000)	Used (000)	
Alidair	3	8	9	—	745	243	231	94·9	22	19	88·9
British Island Airways	2	7	7	—	289	85	72	83·9	8	6	77·6
British Midland Airways	1	3	4	—	219	89	89	100·0	7	7	94·0
Intra Airways	1	20	7	—	680	27	26	94·4	2	2	83·7
Invicta International Airlines	1	2	2	—	280	95	91	95·9	7	6	96·0
Loganair	21	308	42	—	1 479	166	104	62·7	15	9	62·7
TOTAL	28	348	70	—	3 692	706	612	86·8	61	50	82·2

All Class 6 Licence Operations September 1974

Table 27.1

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
British Airways European Division	9	19	22	107	124	56	45·3
British Airways Cambrian Airways	1	6	5	21	9	5	50·5
British Caledonian Airways	360	92	473	991	10 729	7 278	67·8
Air Freight	5	7	24	12	16	11	67·8
Air-Bridge Carriers	9	22	31	81	81	36	43·9
British Air Ferries	7	4	28	18	49	32	66·2
British Island Airways	1	2	3	5	4	3	58·7
International Aviation Service	52	19	108	93	891	784	88·1
Intra Airways	—	3	2	8	1	1	79·4
Invicta International Airlines	13	7	25	124	235	227	96·8
Tradewinds Airways	301	65	760	778	7 927	4 799	60·5
Trans-Meridian Air Cargo	116	38	232	477	3 175	2 515	79·2
TOTAL	873	284	1 712	2 714	23 239	15 745	67·8

International Class 6 Licence Operations September 1974

Table 27.2

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
British Airways European Division	9	19	22	107	124	56	45·3
British Airways Cambrian Airways	1	6	5	21	9	5	50·5
British Caledonian Airways	360	92	473	991	10 729	7 278	67·8
Air Freight	5	7	24	12	16	11	67·8
Air-Bridge Carriers	5	10	18	51	45	26	58·3
British Air Ferries	7	4	28	18	49	32	66·2
British Island Airways	1	2	3	5	4	3	58·7
International Aviation Service	52	19	108	93	891	784	88·1
Intra Airways	—	3	2	8	1	1	79·4
Invicta International Airlines	13	7	25	124	235	227	96·8
Tradewinds Airways	301	65	760	778	7 927	4 799	60·5
Trans-Meridian Air Cargo	116	38	232	477	3 175	2 515	79·2
TOTAL	870	272	1 699	2 684	23 203	15 736	67·8

Domestic Class 6 Licence Operations September 1974

Table 27.3

	Aircraft —km (000)	Stage flights	Aircraft hours	Cargo tonnes	Available (000)	Tonne—km Used (000)	Percentage of available
Air-Bridge Carriers	3	12	13	30	36	9	26·1
TOTAL	3	12	13	30	36	9	26·1

All Class 7 Licence Operations September 1974

Table 28.1

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	17	3	24	384	2 786	2 171	77.9	—	330	217	—	217	65.8
British Airways European Division	72	81	146	2 939	5 178	2 242	43.3	194	900	447	251	197	49.7
British Airtours	24	11	34	1 202	4 584	2 862	62.4	—	417	245	—	245	58.7
British Airways Helicopters	641	1 257	651	9 063	2 872	1 234	43.0	96	266	105	13	92	39.7
British Airways Regional Division—													
Channel Islands Airways	4	15	14	378	222	121	54.3	11	25	12	2	10	46.9
Scottish Airways	5	17	15	285	235	105	44.7	11	24	11	2	9	45.2
Cambrian Airways	1	4	2	54	85	16	18.5	—	7	1	—	1	17.7
British Caledonian Airways	53	42	86	1 242	6 118	3 585	58.6	—	702	321	—	321	45.8
Air Anglia	63	201	203	1 931	1 243	680	54.7	3	132	69	1	68	52.0
Alidair	58	132	168	1 988	4 506	1 046	23.2	172	404	179	90	88	44.2
Beecham Imperial	37	69	88	219	294	156	53.0	—	26	14	—	14	52.6
Bristow Helicopters	742	2 383	1 550	17 469	5 253	2 987	56.9	305	495	277	49	228	56.1
British Air Ferries	26	22	99	12	6	4	70.6	32	180	64	63	—	35.3
British Executive Air Services	323	194	45	873	4 202	1 130	26.9	5	808	120	7	113	14.8
British Midland Airways	24	54	77	1 716	1 575	874	55.5	40	126	87	20	68	69.1
Cabair	30	93	99	171	176	54	30.7	—	30	9	—	9	30.0
Dan-Air Services	17	22	40	1 076	1 978	1 341	67.8	5	164	111	3	108	67.4
Fairflight Charters	82	157	297	702	481	338	70.3	16	53	35	9	26	66.0
Galliford Aviation	6	14	16	30	39	12	30.8	—	5	1	—	1	20.0
Green Shield Stamp	17	29	33	142	168	84	50.0	—	17	8	—	8	50.0
Haywards Aviation	5	22	31	156	59	39	66.3	—	5	3	—	3	49.9
Humber Airways	7	26	31	79	42	23	54.8	—	4	2	—	2	50.0
IDS Aircraft	54	207	185	490	313	127	40.7	—	26	10	—	10	40.8
International Aviation Service	242	109	524	—	—	—	—	587	4 038	2 076	2 076	—	51.4
Invicta International Airlines	170	94	332	317	1 141	379	33.2	638	3 061	1 774	1 739	35	58.0
Loganair	29	192	99	544	236	99	41.9	—	22	9	—	9	40.9
Macedonian Aviation	12	37	58	640	376	197	52.4	9	39	18	3	15	46.7
MAM Aviation	54	66	110	201	482	148	30.7	—	43	15	—	15	34.2
McAlpine Aviation	183	411	370	1 180	1 390	629	45.3	—	105	49	—	49	46.9
Merlot International Airlines	51	65	28	111	382	121	31.7	—	30	9	—	9	30.0
Monarch Airlines	5	3	11	252	710	579	81.6	—	68	53	—	53	78.0
Moseley Aviation	8	22	26	110	47	40	85.1	—	5	4	—	4	80.0
Northern Air Taxis	48	93	187	395	292	213	72.8	—	27	17	—	17	63.3
Northern Executive Aviation	11	44	46	295	87	71	81.6	2	9	7	—	7	77.8
Peters Aviation	26	87	117	550	320	177	55.4	—	32	13	—	13	39.2
Thurston Aviation	15	57	50	96	67	23	34.3	3	7	1	—	1	14.3
Trans-Meridian Air Cargo	494	275	1 112	—	—	—	—	2 624	12 598	6 844	6 844	—	54.3
Vernair Transport	14	40	48	111	95	53	56.3	—	8	5	—	5	56.1
TOTAL	3 671	6 650	7 053	47 403	48 039	23 959	49.9	4 753	25 236	13 241	11 172	2 069	52.5

International Class 7 Licence Operations September 1974

Table 28.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Overseas Division	17	3	24	384	2 786	2 171	77.9	—	330	217	—	217	65.8
British Airways European Division	72	81	146	2 939	5 178	2 242	43.3	194	900	447	251	197	49.7
British Airways Airtours	24	11	34	1 202	4 584	2 862	62.4	—	417	245	—	245	58.7
British Airways Helicopters	641	1 257	651	9 063	2 872	1 234	43.0	96	266	105	13	92	39.7
British Caledonian Airways	53	42	86	1 242	6 118	3 585	58.6	—	702	321	—	321	45.8
Air Anglia	17	48	54	920	605	367	60.5	—	63	37	—	37	58.2
Alidair	28	52	77	1 687	2 203	964	43.7	22	198	99	18	81	50.1
Beecham Imperial	29	45	65	132	234	125	53.4	—	21	11	—	11	52.4
Bristow Helicopters	742	2 383	1 550	17 469	5 253	2 987	56.9	305	495	277	49	228	56.1
British Air Ferries	26	22	99	12	6	4	70.6	32	180	64	63	—	35.3
British Executive Air Services	323	194	45	873	4 202	1 130	26.9	5	808	120	7	113	14.8
British Midland Airways	14	24	42	961	1 046	601	57.5	36	89	65	18	47	73.1
Cabair	19	48	63	93	112	35	31.3	—	19	6	—	6	31.6
Dan-Air Services	15	14	30	843	1 896	1 273	67.2	—	152	102	—	102	67.4
Fairflight Charters	62	115	223	434	307	212	69.1	16	40	25	9	16	62.5
Green Shield Stamp	8	17	16	88	85	46	54.3	—	9	5	—	5	54.3
Haywards Aviation	1	4	6	42	11	11	94.4	—	1	1	—	1	73.8
Humber Airways	2	4	9	14	12	7	58.3	—	1	1	—	1	100.0
International Aviation Service	242	109	524	—	—	—	—	587	4 038	2 076	2 076	—	51.4
Invicta International Airlines	169	93	331	300	1 052	369	35.0	638	3 052	1 773	1 739	34	58.1
Macedonian Aviation	2	5	8	38	51	9	17.9	3	5	2	1	1	39.4
MAM Aviation	42	43	84	114	382	100	26.3	—	34	10	—	10	29.9
McAlpine Aviation	119	155	204	503	926	424	45.8	—	70	33	—	33	47.6
Merlot International Airlines	36	44	6	95	270	78	28.9	—	21	6	—	6	28.6
Monarch Airlines	5	3	11	252	710	579	81.6	—	68	53	—	53	78.0
Moseley Aviation	4	7	14	35	25	21	84.0	—	3	2	—	2	66.7
Northern Air Taxis	1	2	3	13	7	7	92.9	—	1	1	—	1	91.7
Northern Executive Aviation	3	6	13	47	25	22	88.0	—	2	2	—	2	100.0
Peters Aviation	6	15	27	105	75	48	63.4	—	8	4	—	4	46.2
Thurston Aviation	9	28	31	48	44	14	31.8	1	5	1	—	1	20.0
Trans-Meridian Air Cargo	494	275	1 112	—	—	—	—	2 624	12 598	6 844	6 844	—	54.3
Vernair Transport	7	11	21	43	49	31	64.4	—	4	3	—	3	62.9
TOTAL	3 234	5 160	5 606	39 991	41 127	21 557	52.4	4 558	24 595	12 957	11 089	1 868	52.7

Domestic Class 7 Licence Operations September 1974

Table 28.3

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways Regional Division—													
Channel Islands Airways	4	15	14	378	222	121	54.3	11	25	12	2	10	46.9
Scottish Airways	5	17	15	285	235	105	44.7	11	24	11	2	9	45.2
Cambrian Airways	1	4	2	54	85	16	18.5	—	7	1	—	1	17.7
Air Anglia	46	153	150	1 011	638	313	49.1	3	69	32	1	31	46.3
Alidair	30	80	91	301	2 303	82	3.6	149	207	79	73	7	38.4
Beecham Imperial	8	24	23	87	60	31	51.8	—	5	3	—	3	53.1
British Midland Airways	10	30	35	755	530	273	51.5	4	37	22	1	21	59.5
Cabair	11	45	36	78	64	19	29.7	—	11	3	—	3	27.3
Dan-Air Services	3	8	10	233	82	68	81.9	5	13	9	3	6	67.3
Fairflight Charters	20	42	74	268	174	126	72.4	—	13	10	—	10	76.9
Galliford Aviation	6	14	16	30	39	12	30.8	—	5	1	—	1	20.0
Green Shield Stamp	8	12	16	54	83	38	45.7	—	8	4	—	4	45.7
Haywards Aviation	4	18	25	114	47	28	59.7	—	4	2	—	2	44.3
Humber Airways	5	22	22	65	30	16	53.3	—	3	1	—	1	33.3
IDS Aircraft	54	207	185	490	313	127	40.7	—	26	10	—	10	40.8
Invicta International Airlines	1	1	2	17	88	10	11.6	—	9	1	—	1	11.6
Loganair	29	192	99	544	236	99	41.9	—	22	9	—	9	40.9
Macedonian Aviation	10	32	50	602	325	188	57.8	7	34	16	2	14	47.9
MAM Aviation	11	23	26	87	100	47	47.6	—	9	5	—	5	50.8
McAlpine Aviation	64	256	166	677	464	206	44.3	—	36	16	—	16	45.6
Merlot International Airlines	15	21	22	16	112	43	38.4	—	9	3	—	3	33.3
Moseley Aviation	4	15	13	75	22	19	86.4	—	2	2	—	2	100.0
Northern Air Taxis	47	91	184	382	285	206	72.3	—	26	17	—	17	62.7
Northern Executive Aviation	8	38	34	248	62	49	79.0	2	7	5	—	5	71.4
Peters Aviation	20	72	90	445	244	129	53.9	—	24	9	—	9	37.1
Thurston Aviation	6	29	20	48	23	9	39.1	2	2	—	—	—	35.0
Vernair Transport	7	29	27	68	46	22	47.8	—	4	2	—	2	49.1
TOTAL	437	1 490	1 447	7 412	6 912	2 402	34.8	194	641	284	83	201	44.3

All Exempt Operations September 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 tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	144	160	304	1 013	2 635	1 360	51·6	1 109	2 480	1 211	1 093	118	48·8
British Caledonian Airways	164	42	219	2 667	28 640	26 129	91·2	2	3 891	2 358	7	2 351	60·6
Britannia Airways	92	154	224	16 582	11 925	9 818	82·3	—	1 014	835	—	835	82·3
Laker Airways	163	38	211	3 359	28 624	24 298	84·9	—	2 974	2 430	—	2 430	81·7
Loganair	21	171	122	83	107	14	13·1	—	10	1	—	1	10·0
Monarch Airlines	113	37	238	65	2 052	1 330	64·8	37	1 388	804	683	121	57·9
TOTAL	697	602	1 318	23 769	73 983	62 948	85·1	1 148	11 756	7 639	1 784	5 855	65·0

International Exempt Operations September 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 tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
British Airways European Division	144	160	304	1 013	2 635	1 360	51·6	1 109	2 480	1 211	1 093	118	48·8
British Caledonian Airways	164	42	219	2 667	28 640	26 129	91·2	2	3 891	2 358	7	2 351	60·6
Britannia Airways	92	154	224	16 582	11 925	9 818	82·3	—	1 014	835	—	835	82·3
Laker Airways	163	38	211	3 359	28 624	24 298	84·9	—	2 974	2 430	—	2 430	81·7
Monarch Airlines	113	37	238	65	2 052	1 330	64·8	37	1 388	804	683	121	57·9
TOTAL	676	431	1 197	23 686	73 876	62 934	85·2	1 148	11 746	7 638	1 784	5 854	65·0

Domestic Exempt Operations September 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 tonnes uplifted	Tonne-km available (000)	Total (000)	Tonne-kilometres used		
											Cargo (000)	Passengers (000)	As percentage of available
Loganair	21	171	122	83	107	14	13·1	—	10	1	—	1	10·0
TOTAL	21	171	122	83	107	14	13·1	—	10	1	—	1	10·0

Class 5 Operations for UK Operators September 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 Overseas Division	9	6	13	470	1 284	641	49.9	..	164	54	—	—	54	32.9
British Airways European Division	7	7	12	588	887	749	84.4	..	92	64	—	—	64	69.6
British Airtours	73	42	109	7 183	12 840	11 548	89.9	..	1 276	1 065	—	—	1 065	83.5
British Airways Regional Division—														
Channel Islands Airways	1	2	3	—	—	—	—	..	6	2	—	2	—	33.3
Cambrian Airways	38	195	105	5 595	1 759	886	50.4	..	161	71	—	—	71	44.1
British Caledonian Airways	16	18	29	1 327	1 705	1 368	80.2	..	150	115	—	—	115	76.7
Air Freight	—	2	2	—	—	—	—	..	1	1	—	1	—	100.0
Alidair	65	29	31	1 151	698	390	55.9	..	88	50	—	—	50	56.8
British Island Airways	34	120	147	3 386	1 704	943	55.3	..	156	92	—	11	81	59.0
British Midland Airways	70	20	92	1 766	12 677	7 638	60.3	..	1 006	596	—	—	596	59.2
Dan-Air Services	10	7	17	790	1 373	1 130	82.3	..	109	89	—	—	89	81.7
Intra Airways	—	4	3	78	20	13	65.0	..	2	1	—	—	1	50.0
Invicta International Airlines	5	4	1	408	793	549	69.2	..	79	55	—	—	55	69.6
Laker Airways	15	6	20	828	4 413	2 524	57.2	..	441	252	—	—	252	57.1
Loganair	20	100	92	687	254	136	53.5	..	23	12	—	—	12	52.2
Monarch Airlines	8	10	17	1 158	1 095	933	85.2	..	110	80	—	—	80	72.7
Peters Aviation	1	6	7	69	20	16	80.0	..	2	1	—	—	1	50.0
TOTAL	372	578	699	25 484	41 522	29 464	71.0	..	3 866	2 600	—	14	2 586	67.3

Class 5 Operations for Non-UK Operators September 1974

Table 30.2

	Aircraft-km (000)	Stage flights	Aircraft hours	Number of passengers uplifted	Seat-km available (000)	Seat-km used (000)	As percentage of available	Cargo uplifted tonnes	Tonne-km available (000)	Total (000)	Tonne-kilometres used		Passengers (000)	As percentage of available
											Mail (000)	Cargo (000)		
British Airways European Division	1	2	2	131	150	8	5.3	..	15	7	—	—	7	46.7
British Caledonian Airways	32	9	5	—	—	—	—	..	2 400	988	—	988	—	41.2
British Island Airways	76	208	269	3 796	2 708	1 389	51.3	..	354	165	—	47	118	46.6
British Midland Airways	200	149	300	15 841	33 880	21 313	62.9	..	3 000	1 770	—	108	1 662	59.0
Invicta International Airlines	12	9	2	—	—	—	—	..	218	80	—	80	—	36.7
Monarch Airlines	126	114	223	7 459	18 333	8 463	46.2	..	2 072	780	—	12	768	37.6
Tradewinds Airways	264	46	557	—	—	—	—	..	5 717	5 420	—	5 420	—	94.8
Trans-Meridian Air Cargo	94	23	172	—	—	—	—	..	2 432	1 337	—	1 337	—	55.0
TOTAL	805	560	1 529	27 227	55 071	31 173	56.6	..	16 208	10 547	—	7 992	2 555	65.1

Aircraft Type and Utilisation — All Airlines September 1974

Table 31.1

	Aircraft-km (000)	Stage flights		Aircraft hours		Passengers carried	Pass-kms (000)	Aircraft in service at Quarter ended September 1974	Daily Utilisation per Aircraft (hrs) Quarter ended September 1974
		Passenger	Cargo	Passenger	Cargo				
Aviation Traders Carvair	152	619	25	550	125	15 466	2 676	6	4.1
Aviation Traders Merchantman	695	—	1 037	—	1 351	—	—	10	4.9
AW 650 Argosy	34	—	92	—	125	—	—	2	2.3
BAC 111-200	698	1 184	—	1 449	—	47 147	31 468	7	6.6
BAC 111-300/400	2 678	2 552	—	4 592	—	162 041	193 948	17	9.2
BAC 111-500	3 005	5 687	42	6 443	49	320 417	183 351	30*	*7.4
BAC Britannia-300	464	70	142	283	710	5 831	8 364	5	5.9
BAC Vanguard V951/953	—	—	—	—	—	—	—	—	4.7
BAC Vanguard 952	292	145	86	315	285	14 828	15 981	5	3.7
BAC VC10 Standard	1 697	571	—	2 142	—	22 192	122 372	8	8.0
BAC VC10 Super	4 681	1 392	—	6 364	—	63 920	447 657	15	11.9
BAC Viscount-700	23	176	—	93	—	4 868	591	2	1.6
BAC Viscount-700D/800/810	2 246	6 960	17	7 155	14	277 376	95 091	47	5.2
Beagle 206	48	93	—	187	—	395	213	4	1.6
Beechcraft 18/Super H18	4	22	—	21	—	47	7	1	0.3
Beechcraft B55, C55 Baron	—	—	—	—	—	—	—	2	—
Beechcraft B80 Queen-Air	14	40	—	48	—	111	53	1	1.0
Beechcraft B90 King Air	6	14	—	16	—	30	12	3	0.2
Bell 212 Twin	387	520	—	120	—	2 035	1 187	4*	*1.0
Boeing 707-120/120B	411	124	—	504	—	15 219	55 231	2	11.1
Boeing 707-320C/336	7 504	1 528	422	8 001	1 868	111 152	689 746	24*	*12.0
Boeing 707-420	3 127	1 226	—	4 402	—	142 320	464 115	18	7.7
Boeing 720/720B	671	468	16	1 012	57	60 667	85 026	6	7.7
Boeing 727-100	780	509	—	1 180	—	63 364	100 261	5	10.5
Boeing 737-200	2 696	1 889	—	4 364	—	222 766	319 339	14	11.7
Boeing 747	5 732	1 370	—	7 415	—	185 110	1 264 969	15	13.9
Britten-Norman Islander	193	2 173	13	938	16	9 838	787	16*	*2.0
Britten-Norman Trislander	141	1 736	—	756	—	18 451	1 362	7	3.5
Canadair CL 44	1 269	—	447	—	2 833	—	—	12	6.5
Cessna 340	1	5	—	5	—	8	2	1	0.1
Cessna 401/421	3	6	—	8	—	4	3	1	0.1
DC10	651	167	—	857	—	40 709	186 633	3	9.1
DC3 Dakota/Pionair	124	407	209	552	235	8 511	1 429	14	1.8
DH 104 Dove	54	83	36	138	81	583	233	4	2.2
DH 106 Comet 4B/C	1 592	1 208	—	2 809	—	115 225	161 106	14	6.8
DH 114 Heron	27	93	—	124	—	619	193	5	0.9
DHC 6 Twin-Otter	28	146	—	109	—	1 937	390	1	4.1
Fokker Friendship 100/600	214	579	—	686	—	11 867	5 171	4	5.8
HP Herald 100/200	661	2 454	493	1 988	554	78 826	16 619	{ 16	6.1
HP Herald 700	87	270	—	318	—	7 544	2 571		
HS 121 Trident 1E	565	617	—	947	—	60 916	59 999	4	7.6
HS 121 Trident 2E	2 033	1 232	—	3 186	—	81 363	142 710	15	7.0
HS 121 Trident 3B	2 954	3 710	—	5 630	—	355 910	283 242	26	7.2
HS 125	294	457	—	463	—	1 364	1 000	20	0.9
HS 161 Trident 1C	1 505	2 412	—	3 160	—	180 120	110 563	20	5.2
HS 748	354	1 408	2	1 283	4	33 425	9 399	7	6.4
PA23 Aztec/Apache	47	175	2	177	1	320	99	7	0.8
PA31 Navajo	169	536	5	528	12	1 591	512	10*	*1.5
Short SC7 Skyvan	24	214	—	127	—	2 706	297	2	3.3
Sikorsky 58T	5	22	—	28	—	101	23	1	1.3
Sikorsky S61N	1 077	2 056	—	1 759	—	26 182	4 323	20	3.4
Westland Wessex	262	1 636	—	472	—	8 882	416	7	2.1
TOTAL	52 378	50 961	3 086	83 704	8 320	2 784 304	5 070 740	490*	*6.1

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

Aircraft Type and Utilisation — Individual Airlines Table 31.2

September 1974

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft Passenger	Hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1974	Daily utilisation per aircraft (hrs) Quarter ended September 1974
British Airways Overseas Division									
BAC VC10 Standard	1 220	421	—	1 535	—	15 430	89 017	6	7.2
BAC VC10 Super	4 681	1 392	—	6 364	—	63 920	447 657	15	11.9
Boeing 707-320C/336	3 271	582	291	3 072	1 275	37 222	237 079	11	11.6
Boeing 707-420	2 045	639	—	2 845	—	51 196	294 358	9	9.2
Boeing 747	5 732	1 370	—	7 415	—	185 110	1 264 969	15	13.9
TOTAL	16 950	4 404	291	21 231	1 275	352 878	2 333 080	56	11.4
British Airways European Division									
BAC 111-500	1 712	3 788	—	3 908	—	211 736	95 927	18	7.2
HS 121 Trident 2E	2 033	1 232	—	3 186	—	81 363	142 709	15	7.0
Aviation Traders Merchantman	695	—	1 037	—	1 351	—	—	10	4.9
HS 161 Trident 1C	1 505	2 412	—	3 160	—	180 120	110 563	20	5.2
HS 121 Trident 3B	2 954	3 710	—	5 630	—	355 910	283 242	26	7.2
BAC Vanguard V951/953	—	—	—	—	—	—	—	—	4.7
TOTAL	8 899	11 142	1 037	15 884	1 351	829 129	632 441	89	6.5
British Airtours									
Boeing 707-420	1 082	587	—	1 557	—	91 124	169 757	9	6.3
TOTAL	1 082	587	—	1 557	—	91 124	169 757	9	6.3
British Airways Helicopters									
Sikorsky S61N	602	1 331	—	709	—	17 696	1 775	9	2.8
Bell 212 Twin	64	326	—	75	—	1 162	57	1	1.2
TOTAL	666	1 657	—	784	—	18 858	1 832	10	2.6
British Airways Channel Islands Airways									
BAC Viscount-700D/800/810	564	1 623	7	1 846	6	78 552	26 741	12	5.2
BAC 111-300/400	384	385	—	752	—	31 730	22 660	3	8.6
TOTAL	948	2 008	7	2 598	6	110 282	49 401	15	5.8
British Airways Scottish Airways									
Short SC7 Skyvan	24	214	—	127	—	2 706	297	2	3.3
BAC Viscount-700D/800/810	355	1 457	4	1 192	3	43 991	13 348	7	5.8
TOTAL	379	1 671	4	1 319	3	46 697	13 645	9	5.2
British Airways Cambrian Airways									
BAC Viscount-700	23	176	—	93	—	4 868	591	2	1.6
BAC Viscount-700D/800/810	308	1 344	6	1 084	5	52 220	12 376	8	5.1
BAC 111-300/400	489	768	—	930	—	38 610	31 779	4	7.8
TOTAL	820	2 288	6	2 107	5	95 698	44 746	14	5.4
British Airways Northeast Airlines									
BAC Viscount-700D/800/810	249	669	—	790	—	34 671	13 225	6	4.4
HS 121 Trident 1E	565	617	—	947	—	60 916	59 999	4	7.6
TOTAL	814	1 286	—	1 737	—	95 587	73 224	10	5.6

Table 31.2 cont.

	Aircraft-km (000)	Stage Flights Passenger	Cargo	Aircraft hours Passenger	Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1974	Daily utilisation per aircraft (hrs) Quarter ended September 1974
British Caledonian Airways									
BAC 111-200	698	1 184	—	1 449	—	47 147	31 468	7	6.6
BAC 111-500	1 293	1 899	42	2 535	49	108 681	87 424	12	7.6
BAC VC10 Standard	477	150	—	607	—	6 762	33 355	2	10.3
Boeing 707-320C/336	3 315	601	131	3 653	593	35 531	313 850	9	13.4
TOTAL	5 783	3 834	173	8 244	642	198 121	466 097	30	9.3
Air Anglia									
DC3 Dakota/Pionair	14	48	—	56	—	786	234	2	1.0
Fokker Friendship 100/600	214	579	—	686	—	11 867	5 171	4	5.8
PA31 Navajo	36	120	—	111	—	304	92	3	1.5
TOTAL	264	747	—	853	—	12 957	5 496	9	3.3
Air Freight									
DC3 Dakota/Pionair	48	—	180	—	210	—	—	4	1.6
TOTAL	48	—	180	—	210	—	—	4	1.6
Air-Bridge Carriers									
AW650 Argosy	34	—	92	—	125	—	—	2	2.3
TOTAL	34	—	92	—	125	—	—	2	2.3
Alidair									
BAC Viscount-700D/800/810	166	204	—	312	—	6 155	4 494	2	3.8
TOTAL	166	204	—	312	—	6 155	4 494	2	3.8
Aurigny Air Services									
Britten-Norman Trislander	94	1 465	—	525	—	16 924	1 081	4	4.7
Britten-Norman Islander	40	750	—	229	—	4 493	228	3	2.7
TOTAL	135	2 215	—	754	—	21 417	1 309	7	3.8
Beecham Imperial									
HS 125	36	64	—	83	—	211	154	2	1.3
Cessna 340	1	5	—	5	—	8	2	1	0.1
TOTAL	37	69	—	88	—	219	156	3	0.9
Bristow Helicopters									
Sikorsky S61N	475	725	—	1 050	—	8 486	2 549	11	4.0
Westland Wessex	262	1 636	—	472	—	8 882	416	7	2.1
Sikorsky 58T	5	22	—	28	—	101	23	1	1.3
Bell Twin 212	—	—	—	—	—	—	—	1	1.0
TOTAL	742	2 383	—	1 550	—	17 469	2 987	20	3.1
Britannia Airways									
Boeing 737-200	2 696	1 889	—	4 364	—	222 766	319 339	14	11.7
TOTAL	2 696	1 889	—	4 364	—	222 766	319 339	14	11.7
British Air Ferries									
Aviation Traders Carvair	152	619	25	550	125	15 466	2 676	6	4.1
TOTAL	152	619	25	550	125	15 466	2 676	6	4.1

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 September 1974	Daily utilisation per aircraft (hrs) Quarter ended September 1974
British Executive Air Services									
Bell 212 Twin	323	194	—	45	—	873	1 130	2	0.9
TOTAL	323	194	—	45	—	873	1 130	2	0.9
British Island Airways									
HP Herald 100/200	661	2 454	493	1 988	554	78 826	16 619	13	6.4
TOTAL	661	2 454	493	1 988	554	78 826	16 619	13	6.4
British Midland Airways									
HP Herald 700	87	270	—	318	—	7 544	2 571	3	4.2
BAC Viscount-700D/800/810	604	1 663	—	1 931	—	61 787	24 907	12	5.5
Boeing 707-320C/336	409	199	—	589	—	21 815	52 278	2	9.4
TOTAL	1 099	2 132	—	2 838	—	91 146	79 755	17	5.7
Brymon Airways									
Britten-Norman Islander	43	259	—	198	—	1 309	223	3	2.0
DHC 6 Twin-Otter	28	146	—	109	—	1 937	390	1	4.1
TOTAL	71	405	—	307	—	3 246	613	4	2.5
Cabair									
PA31 Navajo	30	93	—	99	—	171	54	..	..
TOTAL	30	93	—	99	—	171	54	..	..
Dan-Air Services									
HS 748	354	1 408	2	1 283	4	33 425	9 399	7	6.4
BAC 111-300/400	877	657	—	1 529	—	49 576	70 424	5	10.5
DH 106 Comet 4B/C	1 592	1 208	—	2 809	—	115 225	161 106	14	6.8
Boeing 727-100	780	509	—	1 180	—	63 364	100 261	5	10.5
Boeing 707-320C/336	508	146	—	687	—	16 584	86 539	2	10.8
TOTAL	4 112	3 928	2	7 488	4	278 174	427 729	33	8.0
Eagle Flying Services									
Beechcraft B55, C55 Baron	—	—	—	—	—	—	—	2	—
Beechcraft B90 Kingair	—	—	—	—	—	—	—	2	—
TOTAL	—	—	—	—	—	—	—	4	—
Fairflight Charters									
DH 104 Dove	49	61	36	107	81	427	194	3	2.5
PA31 Navajo	33	55	5	97	12	275	144	1	2.6
DH 114 Heron	—	—	—	—	—	—	—	—	1.5
TOTAL	82	116	41	204	93	702	338	4	2.4
Galliford Aviation									
Beechcraft B90 Kingair	6	14	—	16	—	30	12	1	0.5
TOTAL	6	14	—	16	—	30	12	1	0.5
Green Shield Stamp									
HS 125	17	29	—	33	—	142	84	1	1.0
TOTAL	17	29	—	33	—	142	84	1	1.0

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 September 1974	Daily utilisation per aircraft (hrs) Quarter ended September 1974
Haywards Aviation									
DH 104 Dove	5	22	—	31	—	156	39	1	1.5
TOTAL	5	22	—	31	—	156	39	1	1.5
Humber Airways									
Britten-Norman Islander	7	25	1	30	2	79	23	..	..
TOTAL	7	25	1	30	2	79	23	..	..
IDS Aircraft									
PA23 Aztec/Apache	12	42	—	51	—	84	24	1	1.7
PA31 Navajo	42	165	—	134	—	406	103	2	1.9
TOTAL	54	207	—	185	—	490	127	3	1.8
International Aviation Service									
BAC Britannia-300	294	—	128	—	631	—	—	3	6.5
TOTAL	294	—	128	—	631	—	—	3	6.5
Intra Airways									
Britten-Norman Islander	9	48	—	49	—	204	38	2	0.8
DC3 Dakota/Pionair	51	322	29	438	25	7 085	999	4	2.9
TOTAL	59	370	29	487	25	7 289	1 036	6	2.2
Invicta International Airlines									
BAC Vanguard 952	292	145	86	315	285	14 828	15 981	5	3.7
Boeing 720/720B	43	—	16	—	57	—	—	2	2.1
TOTAL	335	145	102	315	342	14 828	15 981	7	3.4
Laker Airways									
BAC 111-300/400	928	574	—	1 381	—	42 125	69 084	5	9.2
DC10	651	167	—	857	—	40 709	186 633	3	9.1
Boeing 707-120/120B	411	124	—	504	—	15 219	55 231	2	11.1
TOTAL	1 990	865	—	2 742	—	98 053	310 948	10	9.5
Loganair									
Beechcraft 18/Super H18	4	22	—	21	—	47	7	1	0.3
Britten-Norman Trislander	47	271	—	231	—	1 527	282	3	1.9
Britten-Norman Islander	79	1 046	—	386	—	3 446	201	6	2.2
TOTAL	131	1 339	—	638	—	5 020	490	10	1.9
Macedonian Aviation									
DC3 Dakota/Pionair	12	37	—	58	—	640	197	4	1.0
TOTAL	12	37	—	58	—	640	197	4	1.0
MAM Aviation									
HS 125	54	66	—	110	—	201	148	1	3.0
TOTAL	54	66	—	110	—	201	148	1	3.0
McAlpine Aviation									
Cessna 401/421	3	6	—	8	—	4	3	1	0.1
HS 125	137	233	—	209	—	699	494	13	0.8
PA23 Aztec/Apache	28	104	—	102	—	178	61	3	0.9
PA31 Navajo	15	68	—	50	—	299	72	2	1.2
TOTAL	183	411	—	369	—	1 180	629	19	0.8

Table 31.2 cont.

	Aircraft-km (000)	Stage Passenger	Flights Cargo	Aircraft Passenger	hours Cargo	Passengers carried	Pass-kms (000)	Aircraft in Service at Quarter ended September 1974	Daily utilisation per aircraft (hrs) Quarter ended September 1974
Merlot International Airlines									
HS 125	51	65	—	28	—	111	121	3	0.6
TOTAL	51	65	—	28	—	111	121	3	0.6
Monarch Airlines									
BAC Britannia-300	170	70	14	283	79	5 831	8 364	2	5.2
Boeing 720/720B	628	468	—	1 012	—	60 667	85 026	4	9.1
TOTAL	798	538	14	1 295	79	66 498	93 390	6	7.8
Moseley Aviation									
PA31 Navajo	8	22	—	26	—	110	40	1	0.9
TOTAL	8	22	—	26	—	110	40	1	0.9
Northern Air Taxis									
Beagle 206	48	93	—	187	—	395	213	4	1.6
TOTAL	48	93	—	187	—	395	213	4	1.6
Northern Executive Aviation									
Britten-Norman Islander	11	41	3	43	3	295	71	1	1.4
TOTAL	11	41	3	43	3	295	71	1	1.4
Peters Aviation									
DH 114 Heron	27	93	—	124	—	619	193	5	0.8
TOTAL	27	93	—	124	—	619	193	5	0.8
Thurston Aviation									
Britten-Norman Islander	4	4	9	3	11	12	2	1	1.1
PA23 Aztec/Apache	7	29	2	24	1	58	14	3	0.4
PA31 Navajo	4	13	—	11	—	26	7	1	0.7
TOTAL	15	46	11	38	12	96	23	5	0.6
Tradewinds Airways									
Canadair CL 44	565	—	111	—	1 317	—	—	5	6.7
TOTAL	565	—	111	—	1 317	—	—	5	6.7
Trans-Meridian Air Cargo									
Canadair CL 44	704	—	336	—	1 516	—	—	7	6.3
TOTAL	704	—	336	—	1 516	—	—	7	6.3
Vernair Transport									
Beechcraft B80 Queen Air	14	40	—	48	—	111	53	1	1.0
TOTAL	14	40	—	48	—	111	53	1	1.0
GRAND TOTAL	52 378	50 961	3 086	83 704	8 320	2 784 304	5 070 740	490*	6.1*

*Excluding airlines for which details not available.

Operations Subject to Variable Charge by Type of Licence September 1974

Table 32

Type of Licence or Service	Tonne-km available (000)	Total (000)	Tonne-kilometres used Cargo (000)	Passengers (000)	As percentage of available
Chargeable Operations (Own Aircraft)					
Class 1	639 628	379 608	92 612	286 994	59.3
Class 2	50 996	38 390	—	38 390	75.3
Class 3	103 212	89 041	—	89 041	86.3
Class 4	27 154	20 887	—	20 887	76.9
Class 5	20 074	13 147	8 006	5 141	65.5
Class 6	23 239	15 745	15 745	—	67.8
Class 7	25 236	13 241	11 172	2 069	52.5
TOTAL	889 540	570 059	127 536	442 522	64.1
Non-chargeable Operations					
Aircraft hired from Foreign Operators	1 528	794	794	—	52.0
Exempt Services	11 756	7 638	1 783	5 855	65.0
TOTAL	13 284	8 432	2 577	5 855	63.5
GRAND TOTAL	902 824	578 491	130 113	448 377	64.1

Note: 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 was not in fact chargeable.

Output by Type of Licence and Aircraft Ownership September 1974

Table 33

Type of Licence or Service	Own Aircraft (000)	Capacity Tonne-km Available Hired from UK Airline (000)	Hired Otherwise (000)	Total (000)
Class 1	639 628	124	1 528	641 280
Class 2	50 996	—	—	50 996
Class 3	103 212	155	—	103 366
Class 4	27 154	—	—	27 154
Class 6	23 239	—	—	23 239
Class 7	25 236	—	—	25 236
Exempt Services	11 756	—	—	11 756
TOTAL	881 222	278	1 528	883 028
Class 5 hired to UK Airlines	3 866			
Non UK Airlines	16 208			
TOTAL	20 074			
GRAND TOTAL	903 102			

Passenger Analysis by Type of Licence and Fare Category September 1974

Table 34

Type of Licence or Service		Fare Categories							
		First Class	Total	Other Individually Booked Economy	ITX	Other	ABC	IT	Other
SCHEDULED									
Class 1	All	42 752	1 701 459	1 638 833	57 969	4 657	—	—	45 856
	International	42 752	1 050 872	1 026 329	19 886	4 657	—	—	45 856
	Domestic	—	650 587	612 504	38 083	—	—	—	—
NON-SCHEDULED									
Class 2	All	—	—	—	—	—	70 771	—	—
	International	—	—	—	—	—	70 771	—	—
	Domestic	—	—	—	—	—	—	—	—
Class 3	All	—	—	—	—	—	—	695 177	—
	International	—	—	—	—	—	—	695 177	—
	Domestic	—	—	—	—	—	—	—	—
Class 4	All	—	—	—	—	—	—	5 673	101 566
	International	—	—	—	—	—	—	5 673	97 874
	Domestic	—	—	—	—	—	—	—	3 692
Class 7	All	—	—	—	—	—	—	—	47 403
	International	—	—	—	—	—	—	—	39 991
	Domestic	—	—	—	—	—	—	—	7 412
Exempt	All	—	—	—	—	—	—	—	23 769
	International	—	—	—	—	—	—	—	23 686
	Domestic	—	—	—	—	—	—	—	83
TOTAL	All	42 752	1 701 459	1 638 833	57 969	4 657	70 771	700 850	2 734 426
	International	42 752	1 050 872	1 026 329	19 886	4 657	70 771	700 850	2 072 652
	Domestic	—	650 587	612 504	38 083	—	—	—	11 187

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.